



WELLINGTON

SHIRE COUNCIL

The Heart of Gippsland

Council Meeting Agenda

Meeting to be held at

Port of Sale Business Centre

Foster Street, Sale

Tuesday 15 November 2016, commencing at 6pm

**or join Wellington on the Web:
www.wellington.vic.gov.au**

ORDINARY MEETING OF COUNCIL – 15 NOVEMBER 2016

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Council Meeting Information

Members of the Public Gallery should note that the Council records and publishes Council meetings via Webcast to enhance the accessibility of Council meetings to the broader Wellington community. These recordings are also archived and may be published on Council's Website for viewing by the public or used for publicity or information purposes. At the appropriate times during the meeting, members of the gallery may address the Council at which time their image, comments or submissions will be recorded.

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

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



A - PROCEDURAL



STATEMENT OF ACKNOWLEDGEMENT

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



PRAYER

***“Almighty God, we ask your blessing upon the Wellington
Shire Council, its Councillors, officers, staff and their families.
We pray for your guidance in our decisions so that the
true good of the Wellington Shire Council may result to
the benefit of all residents and community groups.”***

Amen



A - PROCEDURAL

A4 CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING/S

ITEM A4

ADOPTION OF MINUTES OF PREVIOUS MEETING/S

ACTION OFFICER:

GENERAL MANAGER CORPORATE SERVICES

DATE:

15 NOVEMBER 2016

OBJECTIVE

To adopt the minutes of the Special Council Meeting of 3 November 2016 as tabled.

PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY

RECOMMENDATION

That Council adopt the minutes and resolutions of the Special Council Meeting of 3 November 2016 as tabled.

CONFLICT OF INTEREST

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



A - PROCEDURAL

A5 BUSINESS ARISING FROM PREVIOUS MEETING/S



A - PROCEDURAL

A6 ACCEPTANCE OF LATE ITEMS



A - PROCEDURAL

A7 NOTICE/S OF MOTION



A - PROCEDURAL

A8 RECEIVING OF PETITIONS OR JOINT LETTERS

ITEM A8(1)**OUTSTANDING PETITIONS**

ACTION OFFICER:

GOVERNANCE

DATE:

15 NOVEMBER 2016

ITEM	FROM MEETING	COMMENTS	ACTION BY
Removal of handrail on gangway next to McLoughlin's Beach Boat Ramp	16 August 2016	Item to lay on the table until further notice Report yet to be finalised by Designer	General Manager Built and Natural Environment
Request for a footpath or gravel pathway from Skeels Street to the Cemetery in Tyson Road Heyfield	18 October 2016	Response to Council 6 December 2016	General Manager Community & Culture



A - PROCEDURAL

A9 INVITED ADDRESSES, PRESENTATIONS OR ACKNOWLEDGEMENTS



A - PROCEDURAL

A10 QUESTIONS ON NOTICE



A - PROCEDURAL

A11 MAYOR'S REPORT

ITEM A11(1)**MAYOR'S REPORT**

OFFICER:

COUNCILLOR McCUBBIN

DATE:

15 NOVEMBER 2016

RECOMMENDATION*That the Mayor's report be noted.*

19 October 2016 – 22 October 2016

20 October	Marley Street Project: Community Garden Party, Sale	Mayor attended.
20 October	Wellington Community Road Safety Partnership meeting, Sale	Deputy Mayor, Cr Bob Wenger attended.

COUNCILLOR DARREN McCUBBIN
MAYOR



A - PROCEDURAL

A12 YOUTH COUNCIL REPORT

OFFICER:

YOUTH MAYOR

DATE:

15 NOVEMBER 2016

RECOMMENDATION***That Council receive the Youth Mayor's final report for 2016.***

Since the end of the 2nd quarter, Youth Council has been fairly relaxed. On 6 July, Youth Council helped out at a NAIDOC week event held in Sale. The Youth Councillors held an activity table that consisted of play-dough and soap sculpting and carving. This was a wet day and the event moved indoors, but this proved to have a wonderful effect on the atmosphere of the day which was community focused and participatory.

On 14 July the Wellington Youth Art Prize exhibition opened its doors in Maffra and welcomed around 100 viewers. The Youth Mayor opened the event, with the Mayor, Councillor McCubbin and the Art Gallery Director, Anton Vardy also speaking at the event. This was the 4th year the event has been held for all young aspiring artists in the Wellington Shire. Currently children of Wellington Shire employees are exempt from entering, this is something we are exploring being changed. Wellington Shire Council is one of Wellington's largest employers so there are a considerable number of young people excluded from entering.

In late August, applications opened for Youth Council 2017. Since then, we have been posting and sharing and recruiting everywhere we can to get the word out. We also went to high schools around the Shire and spoke to the students. We have some great applicants, so next year is looking to be another great one for Youth Council.

Youth Councillor Grace had her first viewing of the movie *The Mask You Live In* at Gippsland Woman's Health on 9 August. Around 25 people attended this viewing along with welfare staff from our schools and members of the Wellington Youth Services Network. This was Grace's project for the year. Her aim is to get all 5 high schools to offer it as an education tool for the students to help raise awareness of how gender stereotyping can affect mental health. The movie focuses on young men and the stigma around masculinity and equality. Since the first viewing, Youth Council has given each school a copy of the movie along with a few references for extra support as the movie has heavy content. The Youth Councillors also got the chance to watch the film on 26 October at Gippsland Women's Health. Later this year or early next year Youth Council will again join forces with Gippsland Women's Health to facilitate a workshop with schools to share challenges and successes of screening this event in classes.

On 13 August the Youth Council volunteered at an event put on by the FReeZA group *Propellor*, at the Cobb and Co. Stables on Raymond Street in Sale. The event was a battle of the bands but was creatively named Down the Alley. The night consisted of 4 local acts competing to get the chance to compete at a state level. The FReeZA group also organised local judges and guest judge Alex Lahey who is a Triple J artist. The event was pulled off fantastically by the FReeZA group and a great night was had by all.

On 18 August the Youth Mayor attended the Vietnam Veterans Day held in Yarram and laid a wreath along with other members of the community and paid her respects to those who fell and the veterans alive today. It was an honour to be in attendance at such a special event.

A mental health day was held in Sale on 6 September for Year 9 students across the Shire. The Youth Mayor opened and closed the event and Brian Jeffrey took care of the rest. He talked about mental health generally, and then focused on Depression and Anxiety in teenagers. This is the 2nd year Youth Council has hosted this event and the evaluation continues to be extraordinarily positive.

Youth Councillors Tim and Grace went along to the Maffra Show on 22 October and helped out for the day. It was French themed and very wet!

Some Youth Councillors also helped to facilitate a couple of focus sessions for the Youth Survey.

During the second week of November the Youth Council leadership team will be heading down to Melbourne to the Halogen Leadership Expo held at the Exhibition Centre.

On 16 November the Youth Council and other interested young people will be heading to Bairnsdale for a Youth Forum Workshop. It's all about young people turning ideas into actions.

Youth Council will be running an event in Sale on 19 November called A band, a bike and a BBQ. Tim Coleman who is a professional motorbike rider will be showing off his skills to locals, the FReeZA group is organising for live music and there will be free BBQ for all. This is also the beginning of Social Inclusion Week.

A presentation night will be held for the Youth Council of 2016 on 7 December, during this event the incoming Youth Council of 2017 will be inducted. This will be the first time the two events have been combined, it is something we are trialling for future Youth Councillors.

On 14 December the Youth Council will be helping facilitate at a Youth Summit that is being held at the Baptist Church in Sale. At this Summit a whole of community action plan for youth will be developed and we, as Youth Councillors, will be committing to some of the actions. We will also be facilitating the evaluation of the action plan for 2017 and development of the action plan for 2018 at the 2nd Youth Summit for Wellington at the end of next year.

KAITLIN WOOLFORD
Youth Mayor



B –REPORT

DELEGATES



C1 - REPORT

CHIEF EXECUTIVE OFFICER

ITEM C1.1**OCTOBER 2016 PERFORMANCE REPORT**

DIVISION: CHIEF EXECUTIVE OFFICE
ACTION OFFICER: CHIEF EXECUTIVE OFFICER
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive and note the October 2016 Council Performance Report.

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

That Council receive and note the October 2016 Council Performance Report as attached.

BACKGROUND

The October 2016 Council Performance Report comprises key highlights towards achievement of the 2013 -17 Council Plan together with an overview of Council finances including an Income Statement with commentary regarding any major variances, information on cash balances, the level of rates outstanding and a progress update on Council's Capital Works program.

OPTIONS

Following consideration of the attached October 2016 Performance Report, Council can resolve to either:

1. Receive and note the October 2016 Council Performance Report; or
2. Not receive and note the October 2016 Council Performance Report and seek further information for consideration at a later Council meeting.

PROPOSAL

That Council receive and note the attached October 2016 Council Performance Report.

CONFLICT OF INTEREST

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

FINANCIAL IMPACT

Provision of a monthly financial report to the community facilitates accountability and transparency and ensures that Council and management are able to make informed decisions in a timely manner.

COMMUNICATION IMPACT

The Council Plan communicates Council's strategic direction to the community. The Council Plan can also be used by Council to communicate its vision and direction to other tiers of government, organisations, government agencies and funding bodies.

LEGISLATIVE IMPACT

There is no legislative requirement for provision of a monthly Council Performance report however, Council has determined that in the interests of accountability and transparency, this report will be provided to the community.

COUNCIL POLICY IMPACT

The October 2016 Council Performance Report has been prepared in the context of existing Council policies.

COUNCIL PLAN IMPACT

Objective 2.2 states that Council will:

"Maintain processes and systems to ensure sound financial management"

Objective 2.3 states that Council will:

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

OCTOBER PERFORMANCE REPORT

OCTOBER 2016 COUNCIL PLAN HIGHLIGHTS

'La Grippe'

A successful 'La Grippe' exercise was held on 20 October 2016. The goal of the exercise was to increase Council's preparedness for response to human pandemic influenza with a focus on business continuity. 29 staff, predominately coordinator level, participated the session.

A formal exercise report will follow and all information/ideas gathered during the exercise will be documented and fed into Council's review of the Business Continuity Plan.

Funds for GRSC Stage 2A

On 6 October 2016, Darren Chester, Member for Gippsland, announced the Australian Government would allocate \$600,000 to stage 2A of the Gippsland Regional Sports Complex as part of Round 3 of the National Stronger Regions Fund. The project will include a new multi-purpose synthetic field, and an adjoining pavilion to be used by hockey, soccer, AFL 9s, schools and community groups. This commitment of Australian Government funding reduces Council's contribution from \$1.3m to approximately \$740,000.

Walk to School

Walk to School 2016 Campaign was once again a success with 29 out of 31 primary schools participating. Data analysis will be available for the November report - however anecdotal feedback suggests a significant improvement in walking / active travel data.

Youth Summit

The Youth Summit is scheduled for 14 December with an external facilitator and a working party planning the event. The Youth Summit will produce a twelve-month action plan that will prioritise actions for youth services across the shire during 2017.

Youth Council Updates

'Propellor' (new FReeZA committee) and Youth Council are teaming up for a Social Inclusion Week event.

The Youth Council nomination period was extended until 2 November.

Youth for Causes

YMCA's local enterprise pilot program has had its showcase event 'Youth for Causes' and Wellington supported the only regional team. The event was hugely successful and we are looking forward to the evaluation and working with YMCA to make the program more accessible for regional teams into the future.

Art Gallery Updates

The Gallery hosted four exhibitions in October. They were 'A Fine Line' drawings from the Collection, the 2016 John Leslie Art Prize', 'The Turner Gallery' and 'Landscapes in Light' by Graeme Myrteza at the Maffra Exhibition Space. Gallery attendance for the month (by 28 October) was 1,600.

EBBWEC Updates

1,473 people attended performances at the Esso BHP Billiton Wellington Entertainment Centre (EBBWEC) in the month of October. Suzi Quatro went on sale on 12 October with 600 seats sold to date.

The Arts Centre Melbourne has visited EBBWEC and performed a test of live streaming from the Arts Centre to Sale. This is part of a feasibility project which aims to offer major scale performance streamed to EBBWEC live from Melbourne.

Children's week program

The Library partnered with Uniting Care Gippsland to deliver a special Children's Week program at the Sale Botanic Gardens on 27 October. This program supported local schools, parents/carers of younger children to create awareness of regular support programs and activities available in the Shire.

Tech Savvy seniors

The Library provided 6 Tech Savvy seniors sessions sponsored by Telstra to improve digital literacy and confidence for safe social engagement online.

Preparation for Outdoor pool season

Painting, filling and preparation of Maffra and Yarram outdoor pools were completed while season preparation for Heyfield, Stratford and Rosedale outdoor pools was also well underway. Pre-season training was scheduled in preparation for outdoor pool season and Radio promotion of outdoor pool season has begun. Revised operating model will be applied to season 2016-17 which will ensure there are always a minimum of two lifeguards on duty at any one time.

Funds for West Sale Airport

Application for State Government funding for West Sale Airport works to support Defence Project AIR 5428 has been successful.

Town Tree Plans

Seaspray / Honeysuckles town tree plans are progressing well. Once plans have been developed further, more community consultation will occur in relation to Main Road plantings.

Family Fun Day

Council supported Family Fun Day for Maffra dairy community, organised by Maffra Business and Tourism Association with 96 families attending with over 340 people. Funding for the event was assisted through State Government provided funds, managed by Council.

Community Consultation on Chemical Use

Defence provided community consultation meeting in Sale on the Environment Investigation into chemicals used in firefighting products from 1970s to early 2004. As a stakeholder, Defence have kept Council up to date on their progress with the investigation.

North Sale Development Plan

Council has undertaken community and stakeholder consultation sessions for the North Sale Development Plan project, which aims to further expand urban development in North Sale



OCTOBER 2016 FINANCE SUMMARY

INCORPORATED IN PERFORMANCE REPORT

INCOME STATEMENT For the period ending 31 October 2016	OCTOBER 2016-2017			YEAR TO DATE 2016-2017			2017	
	Adjusted			Adjusted			Adjusted Budget	Adopted Budget
	Actual	Budget	Variance	Actual	Budget	Variance		
	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's
Income								
Rates and charges	(21)	-	(21)	53,800	53,571	229	53,722	53,722
Statutory fees & fines	54	34	20	167	151	16	461	461
User fees	553	477	76	1,753	1,597	156	6,114	6,117
Grants - operating	30	(25)	55	3,794	3,850	(56)	13,507	13,619
Grants - capital	457	339	118	743	870	(127)	15,699	15,483
Contributions - monetary	12	78	(66)	66	129	(63)	1,300	1,114
Net gain on disposal of property, infrastructure, plant and equipment	113	135	(22)	123	162	(39)	388	328
Other income	766	174	592	1,415	752	663	2,955	2,975
Total Income	1,964	1,212	752	61,861	61,082	779	94,146	93,819
Expenditure								
Employee costs	1,872	2,000	128	8,476	9,008	532	25,361	25,353
Contractors, materials and services	2,023	2,336	313	7,256	8,382	1,126	29,457	28,913
Bad and doubtful debts	-	-	-	-	-	-	111	111
Depreciation and amortisation	1,900	1,848	(52)	7,125	7,331	206	21,760	21,760
Borrowing costs	-	-	-	67	67	-	504	504
Other expenses	561	119	(442)	819	304	(515)	711	711
Total Expenditure	6,356	6,303	(53)	23,743	25,092	1,349	77,904	77,352
Surplus for the period	(4,392)	(5,091)	699	38,118	35,990	2,128	16,242	16,467

Note: The adjusted budget figures reflect any known changes that have arisen since the adoption of the original budget. Including these changes in an adjusted budget figure enables Council to more accurately monitor financial performance during the year and predict the end of year position.

Major variances that have occurred Year to Date October 2016 are:

Income

- **\$229k** - Additional rates and charges have been raised through supplementary valuations since the preparation of the 2016/17 budget.
- **\$156k** - Additional commercial tipping fees of \$77k results from increased volume of waste processed through landfill stations. Income earned from staff secondments and combined services with East Gippsland Shire Council has exceeded budget by \$40k, including \$11k for the month of October 2016. Year to date Aqua Energy net operational result is higher than expected by \$34k, mainly due to increased swim school enrolments in the month of October 2016. Entertainment centre income is also above budget by \$51k due to additional ticket sales and extra shows, of which the majority has occurred in October 2016. This income is partly offset by increased artist fees and marketing costs.
- **(\$56k)** - The submission of the 2015/16 EBBWEC acquittal has been delayed with the funding of (\$90k) now expected by December 2016. Receipt of median strip maintenance funding of \$34k.
- **(\$127k)** - Work on Roads to Recovery projects grant has been delayed due to wet weather impacting on the timing of grant funding of (\$600k). The final claim of (\$126k) for the Gordon St Recreation Reserve Clubroom Redevelopment will be submitted on final completion of works. In October 2016 Council also received \$450k for the Port of Sale Cultural Hub Precinct Redevelopment project (expected in November 2016). Grant funding of \$159k for Commercial St Streetscape has also been received earlier than expected.
- **\$663k** - Other income primarily represents recognition of assets (non cash adjustments) during October 2016.

Expenditure

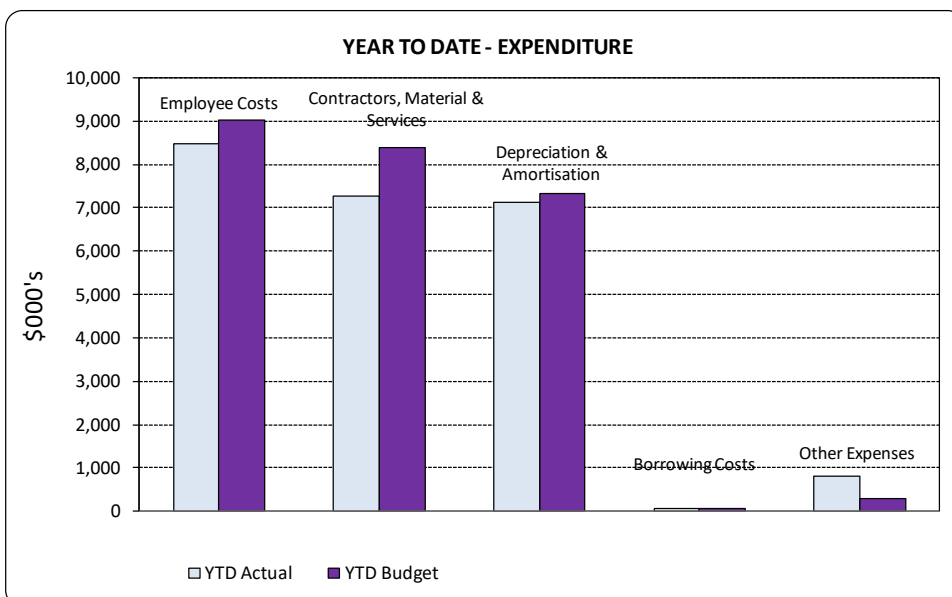
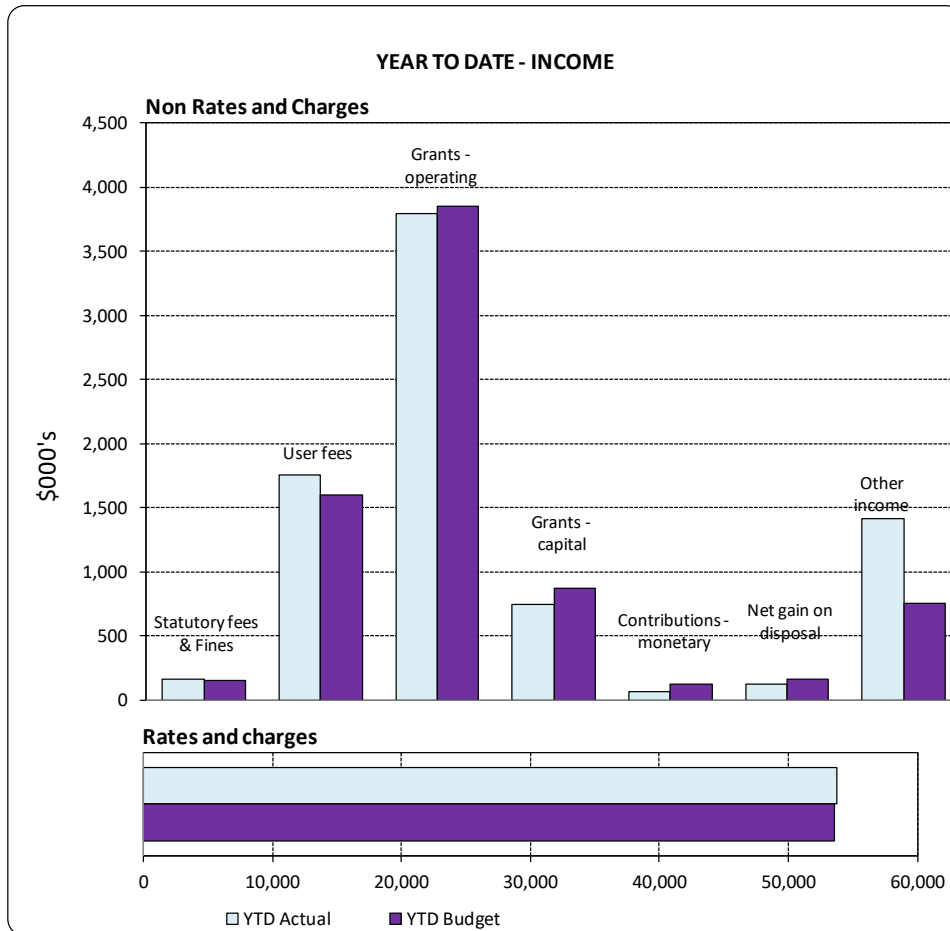
- **\$532k** - Employee costs are under budget due to unfilled vacancies so far including \$128k for the month of October 2016. This is slightly offset by the use of agency staff to backfill some critical job roles that are important to maintain customer service levels. Savings of \$197k from the initial WorkCover premium instalment have occurred. Further expenses may be incurred subject to premium finalisation expected in November 2016.
- **\$1.13M** - Gains in contractors, materials and services are primarily due to:
 - a. The \$300k rehabilitation of the Kilmany landfill site contract has been awarded and the work will commence in November 2016.
 - b. The Princes Highway/Cobains Road Intersection Upgrade works of \$180k being undertaken by the developer, wet weather has slowed construction but expect to speed up in the coming months.
 - c. Contribution towards SES centres of \$112k has been delayed until the budgeted funding is received from State Government.
 - d. Works on the Yarram Memorial park and roundabouts upgrades are behind budget by \$82k due to wet weather and program
 - e. Some supplementary valuations expected to be completed in 2016/17 were finalised in 2015/16 with the balance submitted to valuers expected to be completed within the near future.
 - f. The majority of the remaining underspends relates to operational expenditure which includes maintenance of infrastructure and facilities, utility payments, insurance and contributions to various third parties.
- **(\$515k)** - Derecognition of assets (non cash adjustment), such as roads and drainage no longer controlled by Council occurred during October 2016.

Other variances that have occurred during October 2016 are:

Expenditure

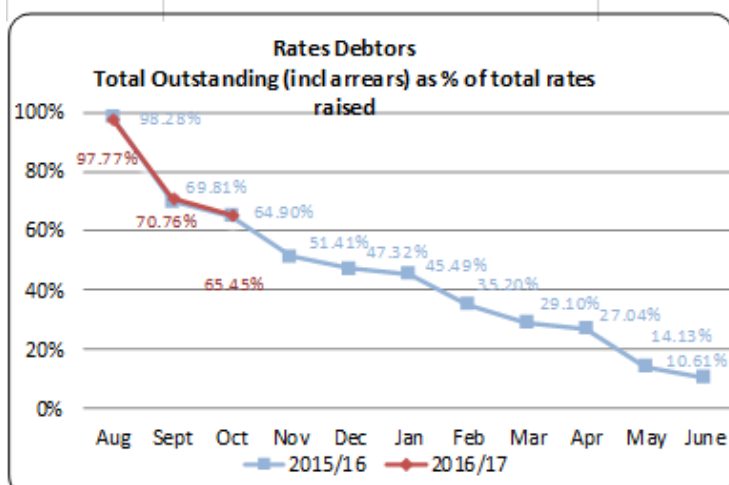
- **\$313k** - Contractor and material expenditure delayed for rural sealed roads operations and roadside vegetation. Some maintenance over spends did also occur during the month.

OCTOBER 2016 YEAR TO DATE COMPONENTS AT A GLANCE



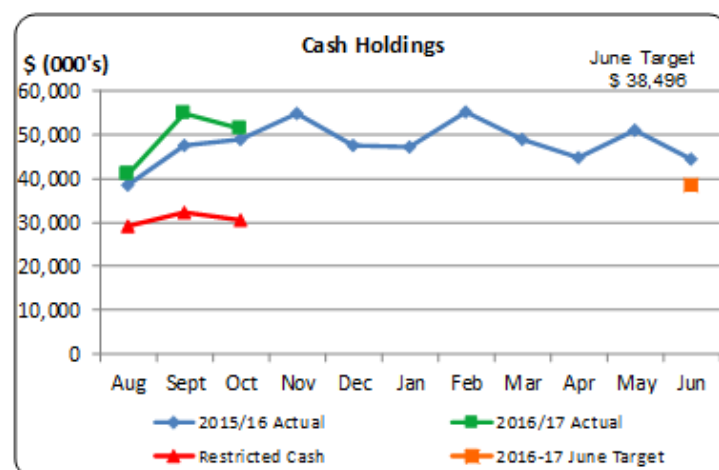
BALANCE SHEET As at 31 October 2016

Actual		Actual	Adjusted Budget	Adopted Budget
October 15		OCTOBER 2016	June 17	June 17
\$000's		\$000's	\$000's	\$000's
Current Assets				
85,744	Total Current Assets	89,797	44,645	43,009
886,654	Total Non Current Assets	894,143	926,309	925,042
972,398	Total Assets	983,940	970,954	968,051
Current Liabilities				
11,939	Total Current Liabilities	9,908	14,885	14,997
11,558	Total Non Current Liabilities	10,465	10,969	11,536
23,497	Total Liabilities	20,373	25,854	26,533
948,901	Net Assets	963,567	945,100	941,518



The rate debtors outstanding as at the end of 31 October 2016 was \$39.42 million (65.45%) compared to October 2015 of \$37.27 million (64.90%).

The second rate instalment will be due on 30 November 2016.



Council cash holdings at the end of October 2016 of \$51.48 million is above the October 2015 balance of \$49.1 million. The current cash holdings includes restricted funds of \$7.7 million to cash back reserves, \$8.5 million to cover provisions, \$1.8 million anticipated working capital until next rate instalment and \$11.3 million associated with the 2015/16 operating and capital carried forwards.

Restricted cash is money that is reserved for a specific purpose and therefore not available for general business use.

CAPITAL EXPENDITURE PROGRAM

For the period ending 31 October 2016

	YEAR TO DATE 2016-2017			FULL YEAR 2016-2017		
	Actual \$000's	Adjusted Budget \$000's	Variance \$000's	Adjusted Budget \$000's	Achieved %	Adopted Budget \$000's
Property	(1,774)	(1,327)	447	12,330	(14%)	12,442
Infrastructure	4,755	5,878	1,123	31,551	15%	29,359
Plant and Equipment	653	1,218	565	3,359	19%	3,149
Intangibles	4	205	201	707	1%	675
Grand Total	3,638	5,974	2,336	47,948	8%	45,626

	YEAR TO DATE 2016-2017			FULL YEAR 2016-2017		
	Actual \$000's	Adjusted Budget \$000's	Variance \$000's	Adjusted Budget \$000's	Achieved %	Adopted Budget \$000's
Renewal	3,471	5,150	1,679	31,153	11%	29,352
Upgrade	469	892	423	10,679	4%	10,293
Expansion	(353)	(202)	151	3,984	(9%)	3,917
New Assets	51	134	83	2,131	2%	2,063
Grand Total	3,638	5,974	2,336	47,947	8%	45,625

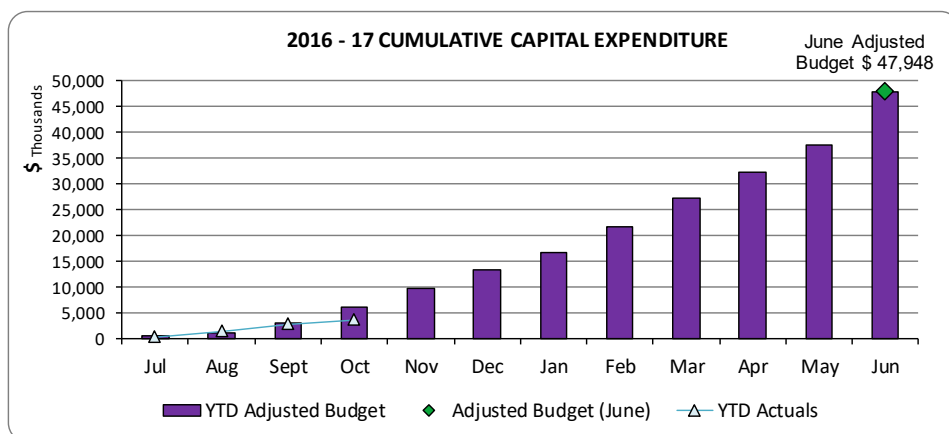
October 2016 Highlights

- Works at the Port of Sale Cultural Hub is on schedule.
- Commercial Road Yarram Streetscape is nearing completion.
- Port of Sale Bank Stabilisation dredging was completed.
- Work has resumed in October 2016 on the Sale-Hearthall Road which had been delayed due to wet weather .
- Maffra Pool shade structures has been completed.

Summary Year To Date 2016-2017

As at 31 October 2016, the adjusted capital expenditure budget is \$47.9 million. 145 projects planned for the year.

Status	% of Capital Works	Other:	% of Capital Works
Complete	8%	Red	2%
Commenced	26%	Amber	1%
Contract	6%	Multi Year	6%
Preplanning	43%	Transferred	8%
Other	17%		



ITEM C1.2**CHIEF EXECUTIVE OFFICER'S REPORT**

OFFICER: CHIEF EXECUTIVE OFFICER

DATE: 15 NOVEMBER 2016

RECOMMENDATION***That the Chief Executive Officer's Report be received.***

19 October	Officially opened the Gippsland Growers Forum , Maffra.
20 October	Attended the Regional Development Australia, Gippsland Meeting, Traralgon.
21 October	Attended the Local Government CEO LVT Economic Facilitation Meeting, Morwell. Chaired the Gippsland Local Government Network (GLGN) CEO's meeting, Traralgon.
23 October	Attended the Ladbrokes Sale Cup 2016, Sale Turf Club
28 October	Hosted an Emergency Management CEO Engagement Forum
29 October	Attended the Sale Show – Official Afternoon Tea, Sale Showground
7 November	Attending the RP Assembly Working Group, Traralgon
8 November	Attended the Combined Regional Dairy Working Group and Gippsland Dairy Industry Leadership Group meeting, Ellinbank
11 November	Attended the Gippsland Regional Partnership meeting, Traralgon
14 November	Met with Inspector Cameron Blair, newly appointed Regional Emergency Management Inspector

ITEM C1.3**TIMBER TOWNS VICTORIA EXECUTIVE COMMITTEE**

DIVISION: CHIEF EXECUTIVE OFFICE
 ACTION OFFICER: CHIEF EXECUTIVE OFFICER
 DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to nominate Councillor Hole to continue as Wellington Shire Councils delegate for the Timber Towns Victoria, Executive Committee for 2017.

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

That Council nominate for the Timber Towns Victoria, Executive Committee for 2017.

BACKGROUND

Timber Towns Victoria (TTV) is an incorporated local government association which represents the interests of 21 municipal councils, in relation to the impacts of private and public forestry on local government operations and rural/regional communities.

TTV provides a forum for local government to address the management of forests and forest industries and their impact on local communities.

Former Councillor Bob Wenger was the delegate on the Executive Committee of Timber Towns Victoria and it is therefore proposed that Council nominate Cr Hole as Councils' delegate. Councillor Hole has previously been an active member of the Timber Towns Victoria, Executive Committee.

This will enable Timber Towns Victoria to convene their first meeting Friday, 26 November 2016 without undue delay.

OPTIONS

That

1. Council nominate Councillor Hole to the Timber Towns Victoria Executive Committee; or
2. Council does not nominate Councillor Malcolm Hole and instead nominates another Councillor to the Timber Towns Victoria Executive Committee for 2017.

PROPOSAL

That Council nominate Councillor Hole as Wellington Shire Council's delegate on the Timber Towns Victoria Executive Committee.

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 2013-17 Theme 2 Organisational states the following Strategic objective and related strategy.

Strategic Objective:

"Our community is informed about Council business and is involved in Council decision making. Council advocates on behalf of the community."

Strategy 1.5:

"Advocate on the community's behalf to State and Federal Agencies, the private sector and industry on a range of issues relevant to Wellington Shire Council".



C2 - REPORT

GENERAL MANAGER CORPORATE SERVICES

ITEM C2.1**ASSEMBLY OF COUNCILLORS**

DIVISION: CORPORATE SERVICES

ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES

DATE: 15 NOVEMBER 2016

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

OBJECTIVE

To report on all assembly of Councillor records received during the period 11 October 2016 to 25 October 2016.

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

That Council note and receive the attached Assembly of Councillor records received during the period 11 October 2016 to 25 October 2016.

BACKGROUND

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

Below is a summary of all assembly of Councillor records received during the period 11 October 2016 to 25 October 2016.

Assembly of Councillors summary of reports received during the period 11 October 2016 to 25 October 2016		
Date	Matters considered	Councillors and officers in attendance
18 October 2016	Councillor Diary Meeting	Councillor Crossley, Councillor Rossetti, Councillor Cleary, Councillor Davine, Councillor Duncan, Councillor McCubbin, Councillor Wenger, Councillor Hole David Morcom, Chief Executive Officer Sharon Willison, Mayoral and Councillor Support Officer Damian Norkus, Information Technology Officer

ASSEMBLY OF COUNCILLORS

1. DATE OF MEETING:

18 October 2016

2. ATTENDEES:

Councillors:

Name	In attendance (tick)		Name	In attendance (tick)	
	Yes	No		Yes	No
Cr Crossley	✓		Cr McCubbin	✓	
Cr Rossetti	✓		Cr Mclvor		✓
Cr Cleary	✓		Cr Wenger	✓	
Cr Davine	✓		Cr Hole	✓	
Cr Duncan	✓				

Officers In Attendance:

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

Others in attendance: (list names and item in attendance for)

Name	Item No.	Name	Item No.
Sharon Willison	1		
Damian Norkus	1		

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

1. Councillors' Diary Meeting

4. Conflict of Interest disclosures made by Councillors:

Nil

ITEM C2.2**REMUNERATION COMMITTEE MINUTES**

DIVISION: CORPORATE SERVICES
 ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES
 DATE: 15 NOVEMBER 2016

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

OBJECTIVE

To note and receive the minutes and endorse the actions of the Remuneration Committee meeting held on 18 October 2016.

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

That:

- 1. Council note and receive the minutes from the Remuneration Committee meeting held on 18 October 2016 as attached; and***
- 2. Council endorse the actions from the Remuneration Committee meeting held on 18 October 2016 as detailed in the attached minutes.***

OPTIONS

Council has the following options:

1. Note and receive the minutes from the Remuneration Committee meeting held on 18 October 2016 and endorse the actions from the meeting; or
2. Not note and receive the minutes from the Remuneration Committee meeting held on 18 October 2016 or endorse the actions from the meeting and seek further information for consideration at a future Council meeting.

PROPOSAL

It is proposed that:

1. Council note and receive the minutes from the Remuneration Committee meeting held on 18 October 2016 as attached; and
2. Council endorse the actions from the Remuneration Committee meeting held on 18 October 2016 as detailed in the attached minutes.

CONFLICT OF INTEREST

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

COUNCIL POLICY IMPACT

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

COUNCIL PLAN IMPACT

The Council Plan 2013–17 Theme 2 Organisational states the following strategic objective and related strategy:

Strategic Objective

“An organisation that is responsive, flexible, honest, accountable and consistent.”

Strategy 2.3

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

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



REMUNERATION COMMITTEE MINUTES

Tuesday 18 October 2016 – 2.30pm Barkly River Room

MINUTES

PRESENT Councillor Malcolm Hole (Chair)
Councillor Carolyn Crossley
Councillor Peter Cleary
David Morcom (Chief Executive Officer)
Arthur Skipitaris (General Manager Corporate Services)

APOLOGIES:

DECLARATION OF CONFLICTS OF INTEREST:

No Conflicts of Interest were declared.

MINUTES OF PREVIOUS MEETING:

The minutes of the previous meeting on 19 July 2016 were accepted.

1. Councillor Costs and Reimbursements

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

- Councillor Expense Summary Report as at 30 September 2016 (Attachment 1)

2. Update on Enterprise Agreement negotiations

General Manager Corporate Services and the CEO provided an update on the Enterprise Agreement negotiations.

3. Discussion re future of Remuneration Committee

The Committee discussed the future of the Remuneration Committee and it was agreed that the Committee remain in place.

4. General Business

Cr Hole suggested that the election of 3 Councillors in the newly formed Coastal Ward may necessitate a review of the budget due to an increase in remote area allowance and an increase in mileage claims.

The meeting closed at 2.50pm

Attachments:

1. Interim Councillor Expense Summary Report as at 30 September 2016 (Attachment 1)

Attachment 1 - Councillor Expense Summary Report as at 30 September 2016

Wellington Shire Council						
Councillors						
01100. Councillors Master Account						
Activity Details						
Councillor Expenses and Reimbursements - Period 1 July 2016 to 30 September 2016						
	2016/ 17 Adopted Budget	2016/ 17 Adjusted Budget	YTD Actuals (incl oncosts)	YTD Budget	YTD Variance	Commitments
Councillor and Mayoral Allowances	373,705	373,705	98,482	112,637	14,155	-
Other Councillor expenses	44,250	44,250	2,557	4,560	2,003	904
Grand Total	417,955	417,955	101,039	117,197	16,158	904



C3 - REPORT

GENERAL MANAGER DEVELOPMENT

ITEM C3.1**WELLINGTON SHIRE SUBMISSION TO INFRASTRUCTURE VICTORIA'S DRAFT 30-YEAR INFRASTRUCTURE STRATEGY**

DIVISION: DEVELOPMENT

ACTION OFFICER: GENERAL MANAGER DEVELOPMENT

DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to note the submission made by Wellington Shire Council on Victoria's Draft 30-year Infrastructure Strategy.

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

That Council notes Wellington Shire Council's submission on Infrastructure Victoria's Draft 30 Year Infrastructure Strategy (refer attachment 1)

BACKGROUND

Infrastructure Victoria has been tasked with the responsibility of developing a strategy that will provide the Victorian Government with guidance in relation to the State's infrastructure needs over the next 30 years.

In developing the strategy, Infrastructure Victoria has undertaken a staged community consultation program, with the latest phase of consultation taking place during the Council's caretaker period.

Having provided a response in the first phase of consultation, Officers considered that it would be best to take a regional approach to the most recent Draft Strategy given the broad nature of the recommendations being outlined in the document.

To that end, Officers from Wellington Shire have been instrumental in the development of two Gippsland based submissions. The first submission has been submitted by the Gippsland Regional Plan Leadership Group and the second submission made by four Gippsland municipalities; Baw Baw Shire, Latrobe City, East Gippsland Shire and Wellington Shire specifically focusing on Gippsland's rail needs.

Wellington Shire also expressed support in their submission for the paper prepared by the South East Group of Councils in relation to the Port of Hastings.

Wellington Shire Council's submission referencing the three documents outlined above has been provided at Attachment 1 to this report.

OPTIONS

Council note the submission lodged on 31 October 2016.

Council seek further information on the submission lodged on 31 October 2016

PROPOSAL

That Council note the submission made to Infrastructure Victoria.

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 2013-17 Themes Leadership and Engagement and Economy state the following strategic objectives and related strategies:

Strategic Objective

"Our community is informed about Council business and is involved in Council decision making. Council advocates on behalf of the community."

Strategy 1.5

"Advocate on the community's behalf to State and Federal Agencies, the private sector and industry on a range of issues relevant to Wellington Shire Council."

Strategic Objective

"Support business growth and employment, lifestyle opportunities and a vibrant tourism sector."

Strategy 6.1

"Support business growth to align with the competitive strengths of the region."



31 October 2016

Mr Michel Masson
Chief Executive Officer
Infrastructure Victoria
Level 16
530 Collins Street
MELBOURNE VIC 3000

Dear Mr Masson

SUBMISSION – VICTORIA'S DRAFT 30 YEAR INFRASTRUCTURE STRATEGY

Wellington Shire Council welcomes the opportunity to comment on Victoria's Draft 30 Year Infrastructure Strategy (Strategy).

In reviewing the Strategy, Wellington Shire Council has considered the implications of each recommendation from a regional perspective and as such, has been in ongoing consultation with a range of regional organisations and business groups.

As a result of this consultation, Wellington Shire has been instrumental in the development of two Gippsland based submissions. The first submission from the Gippsland Regional Plan Leadership Group (provided at attachment 1) has Council's full support as does the submission made by four Gippsland municipalities; Baw Baw Shire, Latrobe City, East Gippsland Shire and Wellington Shire specifically focused on Gippsland's rail need (provided at attachment 2).

Wellington Shire would also like to support the submission prepared by the South East Group of Councils in relation to the Port of Hastings (Executive Summary provided at attachment 3).

Should you require any further information, please do not hesitate to contact me on 5142 3047 or John.Websdale@wellington.vic.gov.au

Yours sincerely

JOHN WEBSDALE
General Manager Development

Our ref: JW:LA

Attach 1 Submission from GRPLG
Attach 2 Gippsland Response
Attach 3 South East Group Exec Summary

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The Heart of Gippsland



Gippsland Regional Plan Leadership Group

Coordinated 'One Gippsland' Submission to Infrastructure Victoria

"Victoria's Draft 30-Year Infrastructure Strategy"

(October 2016)

It is noted that this submitter has requested to be involved in any further engagement processes relating to Victoria's 30-Year Infrastructure Strategy.

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II. Gippsland Freight Infrastructure Master Plan	
III. Committee for Gippsland report "Our Region Our Future, Securing an Economic Future for Gippsland and Latrobe Valley"	
IV. RDA Gippsland report "Gippsland Food Plan"	
V. Gippsland Regional Plan Leadership Group report "Gippsland Regional Plan"	
VI. Gippsland Rail Needs Study October 2016 - Latrobe City Council & Shire Councils of Baw Baw, Wellington and East Gippsland	

1 Background

This submission is provided as a coordinated Gippsland response to the Infrastructure Victoria (“IV”) document “Victoria’s Draft 30-Year Infrastructure Strategy” (“Draft”).

The Gippsland Regional Plan Leadership Group (“Group”) commissioned Committee for Gippsland to arrange for the preparation of a coordinated submission to involve consultation with the members of that ‘One Gippsland’ Group – namely Regional Development Australia Gippsland; Gippsland Local Government Network and Committee for Gippsland – together with input from key targeted stakeholders from industry. The Group is very supportive of the goal of achieving an integrated 30-year Infrastructure Strategy for Victoria and commends IV for the extensive work that has been done and for the availability of the background material. This material will be a useful body of information for the state for assessing the future.

In addition, the Group has completed the Infrastructure Victoria survey with initial comments and then attached this detailed submission for consideration as suggested. The Group would also like to register its expression of interest for involvement in any further Infrastructure Victoria engagement processes in relation to the 30-Year Infrastructure Strategy.

2 Overview of the Gippsland Region

Gippsland is a diverse and resource driven region. It is 4.2 million hectares in size with a population of nearly 260,000 people. By 2026, this is forecast to grow to over 300,000. With an average travel time of around 90 minutes from Melbourne, the more populace parts of Gippsland are serviced by freeway and express V/Line rail. It is one of Victoria’s key regional growth areas, along with Ballarat, Geelong and Bendigo.

The Gippsland region aspires to develop as one of the nation’s key food bowls, aided by its natural advantages of access to abundant water and high yield agricultural land, utilized across a range of sectors from beef to dairying, and horticulture. The region has developed the Gippsland Food Plan (copy attached in appendix) with a series of strategies to assist in further developing the food and fibre industries of Gippsland.

The Gippsland Regional Plan 2010 identified that the region’s top five industry sectors include: manufacturing; construction; mining; agriculture, fishing and forestry; and electricity gas and water supply. The Victorian Government’s ‘Regional Statement 2015’ quoted Gippsland’s Gross Regional Product as \$14.3B sourced from NIER June 2015. Agribusiness Gippsland advises that the Victorian Government’s Victoria’s ‘Future Industries discussion paper for the Food and Fibre sector’ identifies the complete agribusiness value chains from Gippsland at 2013 as delivering \$3B from dairy, \$1.2B from forestry, \$1B from beef and sheep, \$700M from horticulture and \$650M from fishing.

The region also possesses a vibrant tourism and visitor economy, from wineries and bed and breakfasts to the largest inland lakes system in the Southern Hemisphere (The Gippsland Lakes). It also includes Phillip Island and the Phillip Island Nature Park which is not only a national icon, but an international drawcard attracting millions of international visitors to Victoria each year.

While there have been several changes to the direction of State and Federal Government policies that seek to transition Australia to a low carbon future, the Latrobe Valley energy sector continues to make a major contribution to Victoria’s ability to access relatively cheap and reliable energy. There are also a range of innovative new products being developed from coal, a number of which offer commercial opportunities for strong export potential. This represents a significant economic opportunity for the region.

Gippsland makes a significant contribution to the Victorian and national economies. This includes around 90 per cent of Victoria's electricity production, 80 per cent of Australia's organic milk production, 23 per cent of Australia's milk output, 26 per cent of Victoria's beef production, 22 per cent of Victoria's certified agribusiness/horticulture producers, the vast majority of Victoria's natural gas, Australia's largest pulp and paper mill, and 1.1 million hectares of harvestable forest.

The latest update of the Gippsland Regional Plan is attached to this submission to identify the key strategies and recommendations prioritized by Gippsland for its future (attached as an appendix).

3 General comments on the draft strategy from a Gippsland perspective

This Draft is a document which will have important implications for our region as part of the bigger picture for all of Victoria. The Group commends IV for the extensive work undertaken to date and looks forward to remaining involved in the maturation of the Draft to the first iteration of the 30-Year Infrastructure Strategy; and in the regular reviews of the strategy in years to come.

This submission highlights a number of IV's Needs and Recommendations which we believe have particular implications for Gippsland. However, there is a significant general level of concern from the members of the Gippsland Regional Plan Leadership Group about the gaps in the Draft in relation to requirements for eastern parts of Victoria and Gippsland in particular. This submission requests that IV take the opportunity afforded by the responses to the draft to rectify the lack of references, priorities and consideration for Gippsland and eastern Victoria within the Recommendations. Details of where these opportunities for rectifying this gap are detailed in part 4 under particular recommendations.

We submit that there is scope for increasing the greater consideration of Victoria's infrastructure needs within a national context and particularly in relation to how its freight and visitor economy relates to adjoining parts of the country and its export routes to market. The submission lodged by One Gippsland to the Victoria's Future Ports Capacity discussion paper provides further detailed input from the region in this regard and is attached within the Appendix – noting that submission did not represent the views of Bass Coast Shire Council which provided its own submission to the Ports paper.

3.1 Increase regional and rural context as part of solution. RDA Gippsland provided a short submission to the IV Foundations document at the start of 2016 which highlighted some concerns from a regional perspective in that issues paper. Whilst the Draft suggests on Page 27 that it delineates a strategy for the whole state, we believe that the following extract from that early submission remains relevant as feedback to the Draft regarding IV's approach to regional Victoria.

Objective 1: Respond to population growth and change (IV Foundations document)

The workshop (IV Workshop in Sale) noted the fact that this was a reactive objective and did not recognize the role of strategy in directing how population growth in Victoria should occur. The objective should be to distribute growth of population to best take advantage of existing and future infrastructure – optimizing efficiencies gained from that infrastructure. IV should test the continuation of a centrally focused norm (where we continue to see access to Melbourne CBD as critical for all things growth) in this 30 year strategy.

Regional Victoria should be seen as providing a relief valve for population pressures. The projections for population used in the document show Melbourne taking the majority of the growth in the next 30 years and then the document addresses objectives and needs on that basis. The foundation process should consider how this trend can be massaged to deliver employment and population growth into locations where infrastructure efficiencies will be best achieved - often in regional Victoria rather than concentrating pressure into the hub of Melbourne. There is merit in considering Victoria as a series of hubs located at Melbourne and our regional centres with spokes and cross-connections to smaller communities and employment zones; rather than espousing an old-fashioned Melbourne hub with spokes to the regions.

We submit that IV should present the opportunities which regional Victoria can provide to reduce congestion, optimise the value of infrastructure statewide and thereby protect the renown of Melbourne as the 'most liveable city'. To this end, we note the comments in relation to very high speed rail projects being proposed for connecting Melbourne with Canberra, Sydney and the eastern seaboard of Australia. The concept of very fast rail was noted by IV under Need 12 "Things we considered" and we submit within responses to that need at Page 15 that IV undertake a review of these private sector options with a view to potentially capturing the use of innovative technology to drive population and economic development benefits for Melbourne and regional Victoria.

The MAV has noted in their comments on the Draft, that although IV has emphasised a number of state wide recommendations, the rural and regional councils will have concerns that benefits from these state wide recommendations will be felt largely in Melbourne. The MAV Notes that only 10% of the recommendations in the Draft are specific to regional areas.

3.2 The three most important actions that IV identifies for government to take in the short to medium term are:

- Increasing densities in established areas to make better use of existing infrastructure (Need 1)
- Introducing a comprehensive transport pricing regime to manage demands on the network (Need 10)
- Investing in social and affordable housing for vulnerable Victorians to significantly increase supply (Need 7)

We submit that each of these three actions should have a regional and rural Victorian component to their consideration so that the capacity for the regions to play their role in assisting to address and relieve the infrastructure pressures facing Victoria is realised. This is particularly relevant to Need 1 where promotion of the Victorian Government's priority industry sectors (especially Food and Fibre) within the regions can ensure they take a growing proportion of the population growth pressures away from metropolitan Melbourne.

Further following strong input from the region, we submit that an additional 'most important' action should be added to the list (also supported by MAV submission)

- **Maintenance of existing infrastructure** – Gippsland LGAs have stressed the importance of maintaining and upgrading existing infrastructure around the region. This supports a range of the key recommendations included within the Draft and we would seek to have further emphasis placed upon:
 - Upgrade of key arterials to HPV status;
 - Upgrade of Rail corridors and bridges;
 - Maintenance and upgrade of first and last mile roads across the region in line with local priority settings.

We submit that developing priorities for these upgrades and maintenance works as required across Gippsland should involve the members of the Gippsland Regional Plan Leadership Group to ensure that the region's view is adopted.

3.3 The Summary of Recommendations on pages 40 and 41 identifies the following as its key messages:

- Changing the way existing infrastructure is operated can have a much greater impact than building new things.
- Land use planning decisions should factor in the capacity of existing infrastructure.
- Often, the amount of money typically spent on infrastructure does not need to increase, it just needs to be spent more wisely.
- Sometimes more investment in infrastructure is required.

- There is no point providing new infrastructure if asset management and maintenance are not done properly.

It would appear that many of these sentiments are more applicable to items of social and community infrastructure than they are to key enhancements of core freight and transport infrastructure; education and health infrastructure; tourism and visitor economy infrastructure required to deal with taking the population of Victoria from 6M in 2016 to 9.5M in 2046. We submit that greater emphasis should be focused upon active infrastructure delivery projects in the short to medium term of the strategy.

3.4 Action items. Much of the emphasis in the Recommendations in the Draft relates to 'Behaviour change and supply management' at 45%; and 'Better planning, prioritization and further investigation' at 20%; with just 35% referring to 'New projects'. Whilst planning and prioritisation was recognised as an important ongoing aspect of the Draft, a number of members of the One Gippsland group expressed disappointment that the Draft was not more heavily focussed on actions and infrastructure outcomes.

3.5 Balancing infrastructure to future jobs and growth. The Draft suggests on page 5 that *"suburbs in Melbourne's east and south are particularly well placed to cope with extra demands on existing infrastructure, reducing pressure on the city's west which continues to grow at the fastest rate of any region in Australia. This rebalancing is unlikely to occur without intervention."* We submit that this sentiment will need to be met with enhanced trunk infrastructure to ensure that the south and eastern parts of Melbourne and Gippsland can continue to deliver the employment precincts which have sustained that growth in population and infrastructure. Without enhanced trunk infrastructure development, this significant part of Melbourne's employment, population and growth future will jeopardise the liveability of the entire city.

3.6 ICT connectivity. ICT improved connectivity was a major focus of feedback to IV during the earlier stages of the strategy process and IV noted that it was a particularly loud message coming from regional and rural Victorian input. Given that a lot of the recommendations (including 2.2.1; 2.2.2; 2.2.3 on page 60) rely upon the use of technology to deliver services such as policing; health; and education, we submit that significant ICT improvements will be critical for service delivery and required in advance in changes to modes of delivery to ensure no loss of access or quality of services to regional areas.

IV identifies ICT connectivity as the common link running through the Draft. IV recognizes that gaps in fixed and mobile coverage are a significant issue and that State Government cannot address the issue on its own. IV suggests that the recommendation regarding ICT infrastructure (Need 12) isn't a simple fix but encourages State Government to take a more proactive, coordinated approach.

We submit that it is critically important for the ICT connectivity to be developed to optimum standard across Victoria in order for the recommendations relating to delivery of services (health, education, police communications etc) to be considered for implementation. We submit that technology enabled delivery of services will be but one aspect of service delivery models that will be necessary to fully service regional communities.

In addition, ICT connectivity will be a substantial pre-requisite for driving and supporting innovation in the regions within industry; Tertiary Education establishments and within the community. ICT connectivity will be a critical enabler for the expansion and development of new industries in regional areas, particularly those delivering value added processes to our food and fibre production.

3.7 Infrastructure as an enabler. Infrastructure to grow local economies and grow jobs. Page 63 of the Draft notes under the Need 2 – "Address infrastructure challenges in areas of low or negative population growth":

"One of the main issues we considered in responding to this need was whether to recommend using infrastructure to grow local economies and create jobs and help reverse the trend of population decline in the process, for example by expanding the reach of the rail network. In the end we concluded that infrastructure could make only limited contribution to promoting growth in areas where fundamental economic change is underway, such as the effect of new technologies on the labour intensity of farming.

Instead we focused on developing alternative delivery models and ongoing management and maintenance of existing infrastructure, with the aim of sustainably providing basic services"

We submit that the above is a somewhat reactive approach and that the expansion of current, and the development of future, industries associated with value-adding processing to food and fibre products can generate growth in regional areas in response to changing market sentiment towards: provenance of product; low carbon footprint for food; organic products; free range production; sustainable food production methods; etc.

Further, whilst the above IV comment will be important for areas of constrained population growth, there is a gap between Need 1 and Need 2 which leaves regional areas with current solid growth prospects potentially undervalued and under-assessed in this Draft process. There is insufficient recognition of the role that regions can play in accommodating the projected growth of Victoria's population and employment. We submit that the strategy should be recast to consider how to accommodate the opportunity offered to Victoria by enhancing the population growth within areas with solid economic growth and employment opportunities - focus on the Victorian Government's priority Food and Fibre growth segment in particular. To this end, we have attached a copy of the RDA Gippsland report "Gippsland Food Plan" to identify the strategies and opportunities seen for growth in this priority industry sector.

The food processing industry input to this Gippsland submission noted the critical importance of road infrastructure to their delivery logistics around Victoria and beyond every day and night. Intra-regional roads as well as arterial roads to neighbouring regions, to Melbourne and around the metropolitan area are all critical to the food industries – largely situated within regional Victoria. To this end, a copy of the Gippsland Freight Infrastructure Master Plan is attached to this submission as a key indicator of the region's prioritisation for freight projects.

With respect to this comment, we submit that the freight supply chain map Figure 11 on page 160 drawn from Plan Melbourne misses significant key freight routes to the east of the state into NSW and across from Gippsland into north east Victoria. We submit that it should be updated to correct these omissions, and to accurately reflect the state's freight network.

3.8 Funding options. The Draft identifies the need to consider funding of infrastructure in a whole of life manner, such that ongoing costs of asset management and maintenance are reviewed in the cost benefit analysis of infrastructure options. The Draft addresses very well the need for a mix of mechanisms to provide infrastructure funding. We submit however, that all owners of community infrastructure will need to develop a smarter coordinated approach to the management of those assets. The Draft currently presents recommendations which may head towards cost shifting rather than optimisation, as well as presenting a focus on competitive bids for many aspects of funding which is unlikely to enhance collaboration towards optimising asset management, rationalisation and upgrade.

3.9 Latrobe Valley / Gippsland transition. With Victoria facing a transition away from brown coal power generation to alternative energies in the future, we submit that greater emphasis should be given to the transformation of the Latrobe Valley to a more diversified economy which can continue to reflect a long term role in providing the energy supply to the State and beyond to Tasmania, South Australia and New South Wales given the benefit of existing transmission infrastructure and expansion capacity. To assist IV to consider the transformation opportunities that the Gippsland region offers with regard to this issue, we have included a copy of a detailed report produced by Committee for Gippsland "Our Region Our Future; Securing an Economic Future for Gippsland and Latrobe Valley" ("Our Region Our Future") as part of this submission and it is attached at the Appendix.

The Latrobe Valley and Gippsland are recognised as being ideally suited to the further investigation of the potential for Carbon Capture and Storage as part of the review of brown coal future uses within the Latrobe Valley and Gippsland transition processes. The CarbonNet project and its suitability to Gippsland should be noted as an important part of the consideration of Victoria's transitioning to a low carbon economy.

Input received from food processing and paper industries noted the critical importance of energy, water and waste water infrastructure to their industries and that a focus needed to be placed upon these key services in order to enable the new and emerging food and fibre opportunities within Gippsland to be delivered. Industry input suggests that if onshore gas development remains constrained by Victorian and NSW Government policies, then Victoria will become increasingly reliant upon the natural gas infrastructure of the Bass Strait resource. The impact of this reliance upon existing levels of infrastructure presents as a key risk and should be reviewed within the 30-Year strategy.

3.10 Tourism / Visitor economy.

Input received from Gippsland, particularly from Bass Coast Shire Council stresses the importance of the tourism and visitor economy sector to the region and to Victoria – with our natural environment providing a major stimulus for current and future economic output. We submit that tourism infrastructure is under-represented within the Draft and that its critical role for Victoria would warrant further consideration in the final strategy. The relationship between the natural environment and the visitor economy is one aspect of that issue which is addressed under Need 16, but the issue is deeper than that and should also be considered within road and public transport aspects of the strategy, as well as being specifically considered under the waterways and coastal Need 17.

We submit that IV should review the relationships between tourism and the visitor economy and the following needs:

- The role of public transport infrastructure on tourism and the visitor economy
- The role of enhancing: regional highways; regional rail; and rural and regional roads on tourism and the visitor economy
- The role of tourism and the visitor economy in addressing new employment and population growth opportunities within rural and regional Victoria
- The role of development and promotion of the natural and environmental attractions of Gippsland on tourism and the visitor economy
- The role of enhanced ICT connectivity on tourism and the visitor economy.

4 Responses to specific recommendations

Our submission addresses a number of the individual recommendations within the Draft and identifies the status with which that recommendation is held and where appropriate, suggestions for amendment or additional consideration are provided.

Need 1. Address infrastructure demands in areas with high population growth

This Need notes strong growth of inner Melbourne and the outer/peri-urban areas of Melbourne. Whilst Regional cities of Bendigo, Ballarat and Geelong and some regional towns grow strongly, more than 80% of population growth is expected to be in Melbourne. Gippsland is notably absent from the list of regional cities and should be included. We submit that Victoria should be planning for future infrastructure to help alleviate part of that 80% of growth from burdening Melbourne – as the regions can provide part of the solution to population growth pressure.

<p>Recommendation 1.1.1 Development in established areas – Gippsland not included, but our corridor into Melbourne for freight and commuters is identified for intensification – along Pakenham and Cranbourne lines. Also eastern and southern suburbs of Melbourne are identified as target for directing additional housing given their good access to existing infrastructure.</p>	<p>Status: CONCERN Gippsland's regional city - Latrobe City needs to be recognised within the recommendation along with Ballarat, Bendigo and Geelong.</p> <p>Page 55 in Need 1 incorporates an Insight – “Densification in established areas”. This insight identifies the merits of rebalancing growth towards the well serviced areas in the east and south of Melbourne. This call for increased densification in these areas should strengthen the case for enhanced development of employment areas to the east of Melbourne and appropriate freight infrastructure roads rail and ports on the eastern side of Melbourne – thus reducing the impacts of eastern generated congestions through the Melbourne CBD. We would refer IV to the Gippsland submission to the IV “Victoria's Future Ports Capacity discussion paper” – noting that Bass Coast Shire Council's views were not represented by that submission.</p>
<p>Recommendation 1.1.2 Development in/around employment centres – Target intensification and development of businesses, services and housing around activity centres, particularly major employment centres and transport corridors.</p>	<p>Status: AGREE including Gippsland With transformation of the Latrobe Valley and the Food and Fibre sector opportunities in the region, Gippsland sees itself as being included within 'employment centres' in this recommendation</p>
<p>Recommendation 1.3.5 Outer metropolitan arterial roads – we note that many of these are routes to market for Gippsland produce and improvement would enhance Gippsland economies.</p>	<p>Status: AGREE including Gippsland Include active consideration of the impact of and upon Gippsland freight, tourism and commuter traffic when prioritising locations and works under this recommendation</p>
<p>Recommendation 1.3.8 Clyde rail extension – within 15 – 30 year timeframe</p>	<p>Status: AGREE</p>
<p>Recommendation 1.5.1 Government service/infrastructure planning – calls for formalising an area-based, whole-of-government, integrated service and infrastructure planning and investment prioritization process.</p>	<p>Status: AGREE with Proviso Such a process will be most valuable for the State, but will need to ensure that it has mandatory criteria for considering the impact of all outcomes upon rural and regional Victoria – a plan impact assessment on regional Victoria.</p>

Need 2. Address infrastructure challenges in areas with low or negative population growth

Recommendations to meet this need primarily focus upon how to keep people in those rural areas which are currently experiencing low or negative growth connected to each other and to services – how to make community infrastructure adaptable in the face of population decline and industry change. We submit that the projection of continued population decline or stagnation should not be taken as a given for some areas of Gippsland. We submit that many of these areas are capable of generating “Vibrant Villages” particularly in those parts of our region in close proximity to the expanding suburban edge of Melbourne; to our major regional city and towns; and to our natural attractions of the coast and Gippsland Lakes.

We submit that changes in market demand for food is opening up new opportunities to enhance value adding activities to food and fibre products close to source, thereby offering new employment and growth prospects in these regions. Market changes include moves towards free range production; organic farming; provenance of produce incorporating processing and packaging; etc.

Recommendation 2.1.1 Regional highways – calls for the identification and prioritization of upgrades to regional highways – Traralgon Bypass and overtaking lanes are noted.	Status: AGREE with Proviso Include: the alternative truck route around Sale Fulham to Myrtlebank; South Gippsland Highway; Highway connecting Central and West Gippsland to South Gippsland and Bass Coast. We suggest utilising the Gippsland Freight Infrastructure Master Plan as a guide to priority upgrades required for Gippsland, freight, tourism and commuter traffic
Recommendation 2.1.4 Regional local road maintenance – calls for the provision of additional support (we assume funding) for local government to maintain and upgrade local regional roads to improve access to jobs and services and meet the needs of first and last mile freight.	Status: AGREE with Proviso The distribution of funds to Local Government should be based on an allocation basis not by competitive bid. A transparent framework to distribute funds should be developed relying upon local government knowledge of priorities.
Recommendation 2.2.1 Police communication channels	Status AGREE with Proviso see 2.2.3 comment
Recommendation 2.2.2 Education delivery through technology	Status AGREE with Proviso see 2.2.3 comment
Recommendation 2.2.3 Health care delivery through technology – Should Gippsland be concerned that these key services might become significantly focused upon alternative delivery models in future? – Will ICT capacity precede the new delivery modes? What influence would there be on quality, efficacy and rural and regional towns and industry? Is centralization and homogeneity of services a risk for diverse regions with individual needs?	Status AGREE with Proviso For 2.2.1; 2.2.2 and 2.2.3 Gippsland submits that the provision of optimal ICT coverage and service level to rural and regional areas must precede any change in delivery mode for these critical services. Negotiated delivery models which incorporate a blend of face-to-face and technology based services need to be negotiated with regions in advance of adoption. The risk of centralisation and homogeneity of service must be avoided by negotiation of service models.
Recommendation 2.3.2 Community space refurb/rationalisation Create an incentive fund with clear criteria to assist in refurbishing & rationalising community assets	Status: CONCERN We submit that there needs to be a smarter approach to how community spaces are managed – noting many are owned by Local Government, the State or Parks Vic. Funding arrangements need to avoid the cost shifting currently in vogue and also to avoid the risk of just managing the deficit by competitive bid processes. Such competitive bid processes will not enhance the desire for collaboration between owners nor with community re optimal outcomes.
Recommendation 2.4.1 Government service/infrastructure planning – the same recommendation as 1.5.1 and the same comments apply under this need. If the planning	Status: AGREE with Proviso Such a process will be most valuable for the State, but will need to ensure that it has mandatory criteria for considering the impact of all outcomes upon rural and regional Victoria – a plan impact assessment on

is truly area-based and incorporates rural and regional impact assessment and justification, then this recommendation should provide a significant benefit to Gippsland.	regional Victoria.
Page 62 Funding recommendations suggests that "User charges could contribute to funding for regional highway upgrades that have been identified and prioritized. Need charges commensurate with the impact by those users". This may form part of IV examining transport network pricing which they note would consider how pricing regimes across all modes, including roads and public transport, could be used to change behaviour, manage demand and/or recover costs, and address equity concerns.	Funding: AGREE with Proviso Gippsland would submit that such examination of transport network pricing must ensure the competitive position of Victorian transport in comparison with other states and other benchmarks is maintained to ensure enhanced productivity results.
Page 63 Things we considered – see note under section 3.7 above in General Comments on the Draft Strategy from a Gippsland Perspective.	Status: CONCERN There is insufficient recognition of the role that regions can play in accommodating the projected growth of Victoria's population and employment. We submit that the strategy should be recast to consider how to accommodate the opportunity offered to Victoria by enhancing the population growth within areas with solid economic growth and employment opportunities - focus on the Victorian Government's priority Food and Fibre growth segment in particular. Please refer to Section 3.7 above.

Need 3. Respond to increasing pressures on health infrastructure, particularly due to ageing

The Alfred, Royal Melbourne and Footscray are the only hospitals mentioned for major upgrade or new facility. The text in this need suggests that southern and eastern suburbs of Melbourne have better access to health services than north and west of Melbourne. However Figure 3 on page 56 identifies that the fast growing outer south eastern edge of Melbourne (Pakenham, Officer, etc.) are poorly served for access to acceptable levels of service. Health professionals advise of the flow of patients from these areas eastwards to the West Gippsland Hospital for emergency and other services. We submit that as part of a re-focus of the Draft IV consider how regions can assist to take pressure off metro infrastructure. We submit that a review is undertaken of the short term requirement for new hospital facilities at West Gippsland including its future additional role as serving the southern and eastern edges of the growing suburbs of Melbourne - rather than attempting to drive additional patient traffic from these growth areas into congested facilities in the Melbourne metro area.

Recommendation 3.1.1 Health Care ICT systems	Status: AGREE with proviso see 3.1.2
Recommendation 3.1.2 Health care delivery through technology	<p>Status: AGREE with proviso Two provisos should accompany this recommendation:</p> <ul style="list-style-type: none"> Firstly, the need for continued physical presence of medical facilities across Victoria should be endorsed, with technology assisting to enhance the range and level and services provided at physical facilities Secondly, ICT capability must first be upgraded to ensure that it is appropriate to deliver the new technology based services to all facilities within Victoria.

Need 4. Enable physical activity and participation

Recommendation 4.3.2 Community sport/recreation facilities	Status: AGREE with proviso In a regional context and particularly for a geographically spread region like Gippsland, it will be critical that any 'regional' facilities providing service across LGAs are supported by extensive and affordable public transport links throughout the region for equitable access to be achieved.
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Need 7. Provide better access to housing for the most vulnerable Victorians

We submit that this need should incorporate consideration of access to housing for vulnerable Victorians across all parts of the state.

Recommendation 7.4.1 Affordable housing plan – Develop a statewide plan for the provision of dedicated affordable housing within 0 – 5 years.	Status: AGREE
Funding recommendations – selling obsolete stock when land is surplus and existing housing is not fit for purpose	Status: AGREE with Proviso Given the extremely high proportion of the total asset value that will rest in the land component, especially in inner Melbourne locations, selling the land when housing is obsolete may be counterproductive in the face of finding replacement land in the area.

Need 9. Provide access to high quality education infrastructure to support lifelong learning

We submit that it is important for the 30-Year strategy to provide recommendations under this need which seek to address the lower aspiration, participation and attainment rates of rural and regional students in Victoria. These low metrics are especially evident in Gippsland.

Recommendation 9.2.1 Education delivery through technology – expand and accelerate the provision of ICT infrastructure in schools with a particular focus on regional and rural schools...	Status: AGREE with Proviso There is a need to recognise that face to face delivery of education at all levels remains a critical requirement of the education experience for students. We submit that the 30-Year strategy needs to reinforce the importance of 'places of learning' as critical centres of social and community development where networks are developed in emerging young leaders and relationships with industry can be fostered. As an example, a VET and Higher Ed facility in the City of Sale remains a regional priority.
Recommendation 9.4.1 Tertiary education/VET in schools	Status: AGREE
Recommendation 9.4.2 Community use of TAFE assets	Status: AGREE
Recommendation 9.4.3 Public libraries – provide additional support to local government for the delivery of 21 st century municipal libraries	Status: AGREE with Proviso However, we submit that this recommendation warrants a significant increase in funds in order to achieve the benefits of increased availability of libraries.
Things we considered – Note that face-to-face teaching, learning and interactions will always be required	Status: AGREE see 9.2.1 above

Need 10. Meet growing demand for access to economic activity in central Melbourne

This Need notes that south and eastern suburbs of Melbourne are less reliant on central Melbourne economic activity given the employment centres of Dandenong and Monash – compared with north and west where employment is not keeping pace with population. To support this submission for Gippsland, we refer to the arguments contained within the Gippsland submission (which excluded Bass Coast Shire Council whose views were not reflected in that submission) to the IV “Victoria’s Future Ports Capacity” regarding ways in which new freight infrastructure and logistics and manufacturing capacity within the south east of Melbourne can take pressure, generated from there and from Gippsland, away from the freight and commuter funnel at Melbourne’s CBD. This report is attached as an appendix.

We submit that there are a significant raft of infrastructure project opportunities within Gippsland which will ensure economic development for the region and for the key employment centres within the south east Melbourne corridor. These project opportunities and infrastructure requirements are identified within the Gippsland Rail Needs Study attached; we recommend them to IV for inclusion within the strategy.

Recommendation 10.1.1 Development in established areas – see comments re 1.1.1	Status: CONCERN Gippsland’s regional city - Latrobe City needs to be recognised within the recommendation along with Ballarat, Bendigo and Geelong. Page 55 in Need 1 incorporates an Insight – “Densification in established areas”. This insight identifies the merits of rebalancing growth towards the well serviced areas in the east and south of Melbourne. This call for increased densification in these areas should strengthen the case for enhanced development of employment areas to the east of Melbourne and appropriate freight infrastructure: roads; rail; ports; and future airport on the eastern side of Melbourne – thus reducing the impacts of eastern generated congestions through the Melbourne CBD. We would refer IV to the Gippsland submission to the IV “Victoria’s Future Ports Capacity discussion paper” – noting that Bass Coast Shire Council’s views were not represented by that submission.
Recommendation 10.1.2 Development in/around employment centres – see comments re 1.1.2	Status: AGREE including Gippsland With transformation of the Latrobe Valley and the Food and Fibre sector opportunities in the region, Gippsland sees itself as being included within ‘employment centres’ in this recommendation
Recommendation 10.4.5 Metropolitan rail upgrades – review plans to identify and prioritise networks upgrades and enhancements	Status: AGREE There are a raft of suggested key network upgrades and enhancements for IV and the region to prioritise in relation to this recommendation. Note that we have attached a review from four LGAs based on Gippsland Rail Needs Study and their submission to the 30-Year Draft Strategy
Recommendation 10.6.1 Road asset management –	Status: AGREE We submit that it is critical that LGAs and other key organisations in the region are involved in assessing the priority projects for the region.
Recommendation 10.8.5 Clyde rail extension	Status: AGREE
Recommendation 10.9.2 Melbourne Airport rail link	Status: AGREE with Proviso Linkage from the new Melbourne Airport rail link to the south east will be an important consideration for alignment and loop linkages. We submit that more important is the need to commence forward planning for the new airport location within SE Melbourne and to incorporate freight and passenger rail corridors into the planning for that new facility as well as to Hastings.

<p>Things we considered – Telecommuting</p>	<p>Status: CONCERN Page 122 notes that IV did consider the role that telecommuting could play in minimizing the need for travel to the CBD. They note that they de-prioritised the option “because there wasn’t a clear role for government in encouraging telecommuting”. We submit that this is inconsistent when IV seeks to impact demand by network pricing. IV also suggests “while people are increasingly connecting with each other digitally as a complementary or precursor approach to meeting face to face, the role of the central city in bringing people together appears to remain strong”. We submit that this response to the issue of telecommuting being able to reduce the need to travel to Melbourne CBD is unacceptable and inconsistent with forward looking strategy as a reason to de-prioritise the option. This contention is hard to accept in comparison with other aspects of the Draft and is viewed as reflecting a very centralist approach from IV.</p> <p>We submit that IV should revisit the role that enhanced telecommuting with new and emerging technologies can play in reducing traffic pressure into Melbourne CBD; and the positive impacts that such can have upon regional areas and reduced pressure on the urban growth boundary in relation to population growth.</p>
<p>Insight Transport network pricing – when considering how pricing regimes balance objectives such as changing behaviour and managing demand, cost recovery, and addressing equity and social impacts</p>	<p>Status: AGREE We would wish to emphasise the comment made on Page 123 in relation to network pricing and seek that consideration of the broad economic impact across Victoria also be added to that balancing act. <i>“The price signal needs to be strong enough to change behaviour, but also support our aspirations for providing access to jobs and services regardless of where people live.”</i></p>

Need 11. Improve access to middle and outer metropolitan major employment centres

We submit that access from Gippsland to middle and outer metro major employment centres should be considered within this need. These are also key freight destinations for Gippsland products and services. We submit that the impact of continued growth focus of population and employment centres in south east Melbourne increases the potential role of Port of Hastings in the long term future of freight and logistics for both Gippsland and the south east of Melbourne – see attached submission to the “Victoria’s Future Ports Capacity discussion paper (noting that this paper did not represent the views of Bass Coast Shire Council). Please also refer to the “Gippsland Rail Needs Study” attached to this submission for views of the four Gippsland Councils along the Gippsland rail line in relation to access to the metro employment centres.

<p>Recommendation 11.1.1 – Development in/around employment centres</p>	<p>Status: AGREE including Gippsland With transformation of the Latrobe Valley and the Food and Fibre sector opportunities in the region, Gippsland sees itself as being included within ‘employment centres’ in this recommendation</p>
<p>Recommendation 11.4.5 Outer metropolitan arterial roads –</p>	<p>Status: AGREE including Gippsland Include active consideration of the impact of and upon Gippsland freight, tourism and commuter traffic when prioritising locations and works under this recommendation.</p>
<p>Recommendation 11.4.6 North East Link – This project was and remains a key One</p>	<p>Status: AGREE This project was and remains a key One Gippsland priority project to enhance routes to</p>

Gippsland priority project to enhance routes to market for Gippsland's freight and commuter traffic	market for Gippsland's freight and commuter traffic
Recommendation 11.4.7 Outer Metropolitan Ring Road	Status: AGREE
Recommendation 11.4.8 Eastern Freeway - CityLink – Western Ring Road	Status: AGREE Note potential relevance to any future port at Hastings

Need 12. Improve access to jobs and services for people in regional and rural areas

We are pleased to note that the recommendations espoused to meet this need all hold strong benefits for Gippsland. We submit that the consideration of the recommendations should incorporate aspects relating to freight distribution and service delivery around, between, to and from regions in addition to commuter traffic consideration. We submit that the prioritisation of projects to meet this need should include LGAs and other regional leadership groups to ensure local priorities are measured and adopted.

Recommendations 12.2.1 Road asset management	Status: AGREE
Recommendation 12.2.3 Regional rolling stock	Status: AGREE
Recommendation 12.2.4 Regional rail upgrades	Status: AGREE In particular note the importance of the upgrade to the Stratford rail bridge and promote the concept of a new corridor for train traffic around the SE Melbourne corridor. Note the potential property development options for development along regional lines (eg. Federation University Student Accommodation Traralgon Station project concept)
Recommendation 12.2.5 Regional Highways – see comments re 2.1.1	Status: AGREE In particular note the importance of the Traralgon Bypass
Recommendation 12.2.7 Regional city local buses	Status: AGREE
Recommendation 12.2.8 Regional coaches	Status: AGREE Noting the critical role this must play in improving access to employment and education, sport, recreation and cultural activities in rural and regional Victoria.
Recommendation 12.2.9 Long distance rail services – promoting additional services to increase delivery to five services - five days per week to Bairnsdale – presumably all as trains.	Status: AGREE Noting that the expectation from this recommendation is that all additional services will be delivered as start to finish train service. We submit that this recommendation should include study and consideration of the need for strong inter and intra regional services as well in order to enhance commuting to and from jobs in Gippsland and south east Melbourne. Priority for Gippsland should be elevated to assist in Latrobe Valley and Gippsland transition processes in the short to medium term.
Recommendation 12.2.10 Regional local road maintenance	Status: AGREE Noting the importance of incorporation of LGAs and other regional bodies in the prioritisation of projects.
Recommendation 12.3.3 Regional rail eastern corridor	Status: AGREE This recommendation is strongly supported on the basis that it would open the door for innovative major project thinking to improve access from Gippsland into

	<p>Melbourne, whilst at the same time potentially freeing up rail capacity around Dandenong to enable new rail infrastructure throughout the south east of Melbourne and to Port of Hastings for new freight opportunities for Gippsland. We refer to the submission to "Victoria's Future Ports Capacity" discussion paper as attached as an appendix to this submission (noting that it does not represent the views of Bass Coast Shire Council)</p> <p>We submit that this recommendation is an extremely high priority for Gippsland and agree that the planning should commence in the immediate future as proposed on Page 150. However we submit that the anticipated construction/operation period should be moved to the shorter timeframes of 5-10 or 10-15 years in recognition of the role that the construction and operation can play in the transition needs of Latrobe Valley and Gippsland in concert with the south eastern corridor to Melbourne. The project can offer significant solutions to the congestion issues from freight and commuter traffic from south east Melbourne and Gippsland. This recommendation also holds other benefits in relation to access to metro employment zones and has potential for significant Federal Government support as part of a response to Latrobe Valley transition.</p>
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The following recommendations all rely on the use of technology for services to rural and regional areas and are strongly supported by this submission as part of the future solution, whilst recognising the need for this to be part of blended delivery models and not seen as panacea to delivery on its own.

Recommendation 12.1.1 Police communication channels	Status: AGREE with Proviso For 12.1.1; 12.1.2; 12.1.3; 12.1.4 and 12.1.6 Gippsland submits that the provision of optimal ICT coverage and service level to rural and regional areas must precede any change in delivery mode for these critical services. Negotiated delivery models which incorporate a blend of face-to-face and technology based services need to be negotiated with regions in advance of adoption. The risk of centralisation and homogeneity of service must be avoided by negotiation of service models.
Recommendation 12.1.2 Dispute resolution technology	Status: AGREE with Proviso see 12.1.1
Recommendation 12.1.3 ICT Infrastructure	Status: AGREE with Proviso see 12.1.1
Recommendation 12.1.4 Education delivery through technology	Status: AGREE with Proviso see 12.1.1
Recommendation 12.1.6 Health care delivery through technology. – see comments at 2.2.3 re risks around technology based delivery.	Status: AGREE with Proviso see 12.1.1

We submit that the use of technology should be seen as providing part of the solution for many of our future infrastructure needs and so suggest reconsideration of the telecommuting position taken by IV and we refer to comments under Need 10. Telecommuting is not a bridge too far as an option for review of the large task of reducing congestion into Melbourne.

Things we considered – Very high speed rail between Melbourne and Sydney recognise need for State to be an active participant should Commonwealth or private sector pursue a proposal	Status: PROMOTE We submit that IV should undertake a review of the current proposals by consortia looking at high speed rail projects for connecting Melbourne with various other parts of the eastern seaboard. Consider the role that such key transport projects can play in helping to relieve the future population pressures on Melbourne and Sydney in particular by opening up further opportunities in areas suited for population expansion with access to quality water and the coast as a key.
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Need 13. Improve the efficiency of freight supply chains

This need is critical to the economic efficiency of Gippsland as it grows a diversified future economy - including as a critical food and fibre centre for Victoria optimising its natural advantages and its resilience, indeed enhanced crop range suitability, to the projected changes in climate over the period of the strategy. We refer to the submission from Gippsland to the IV "Victoria's Future Ports Capacity discussion paper for relevant thoughts regarding freight supply chains for Gippsland. It should be noted that the ports capacity submission did not represent the views of Bass Coast Shire Council.

Recommendation 13.3.1 Freight precincts – Identify existing and future potential freight precincts requiring planning protection in respect of air, land and sea freight	Status: AGREE We submit that this planning is critical for Gippsland and SE Melbourne and consequently for the liveability of Melbourne itself – by reducing congestion of freight through Melbourne CBD. Such considerations should incorporate how a new airport in SE Melbourne and any development of Port of Hastings are matched into logistics, employment and commuter needs of these areas and the positive contribution that such can make to Melbourne. This should also be seen as a critical activity to assist with the transition issues of the Latrobe Valley and Gippsland.
Recommendation 13.4.1 Regional highways – see comments 2.1.1	Status: AGREE Include: the alternative truck route around Sale Fulham to Myrtlebank; South Gippsland Highway; Highway connecting Central and West Gippsland to South Gippsland and Bass Coast. Highway access from Melbourne to key tourism destinations in Bass Coast eg. Phillip Island; and South Gippsland eg. Wilsons Prom.
Recommendation 13.4.2 Regional rail gauge standardization – standardise the rail gauge in NE Vic	Status: CONCERN We submit that the standardisation of rail gauge for Gippsland is an important priority infrastructure upgrade and relates to our response to 12.3.3. The upgrade will form part of the improvements necessary to stimulate alternative industries and products in the transition of the Latrobe Valley and Gippsland. We submit that this recommendation has additional beneficiaries beyond those identified in the Draft options book as follows: Moderately beneficial for access to jobs; access to health and education; and access to social, sport and recreation facilities.
Recommendation 13.4.3 High Productivity Freight Vehicles –	Status: AGREE Industry input from Gippsland notes the importance of such vehicles in combination with improvements to rail linkages between the region and Melbourne. The issue of a potential inland port at Dandenong was noted as needing resolution as part of the overall freight question.
Recommendation 13.4.4 Regional local road maintenance	Status: AGREE with Proviso The distribution of funds to Local Government should be based on an allocation basis not by competitive bid. A transparent framework to distribute funds should be developed relying upon local government knowledge of priorities.
Recommendation 13.5.1 North East Link	Status: AGREE This project was and remains a key 'One Gippsland' priority project to enhance routes to market for Gippsland's freight and commuter traffic
Recommendation 13.5.3 Eastern Freeway – CityLink – Western Ring Road – see comments 11.4.8	Status: AGREE Note potential relevance to any future port at Hastings
Recommendation 13.5.4 Regional rail eastern corridor – see comments 12.3.3	Status: AGREE We submit that this critical project for Gippsland and SE Melbourne should come into shorter term priority. See comments at 12.3.3

Need 14. Manage threats to water security, particularly in regional and rural areas

Gippsland has inherent advantages with its abundant water supply and potential surplus supplies under current provisions and in the event of future power station closures. Industry input notes the welcome recognition of alignment between DELWP's 'Water for Victoria' and the Draft and encourages a whole of government approach for the future.

Recommendation 14.1.2 Water trading	Status: AGREE with Proviso Industry input suggest that further research on the policy and technological settings required to maximise the potential of the water market will be needed, particularly where the number of buyers and sellers is limited for any reason.
Recommendation 14.2.1	Status: AGREE with Proviso Industry input notes that thorough review of regulations and pricing is required to make recycled water use for all purposes more attractive and cost effective – including review of existing WTP discharge requirements.

Need 15. Manage pressure on landfill and waste recovery facilities

Recommendation 15.1.2 Organic Waste –	Status: AGREE Consider the opportunity for Gippsland Water's Soil Organic Recycling Facility (SORF) at Dutson Downs to offer industry opportunities in the disposal of further green waste / organic waste from Melbourne
Recommendation 15.1.3 Waste Pricing –	Status: AGREE Review how future waste pricing in Melbourne could provide an opportunity for a complementary, expanding waste industry in Gippsland

The region believes that opportunities around waste from metropolitan Melbourne could be utilized as appropriate rationale to investigate the development of infrastructure and industries in Gippsland.

Need 16. Help preserve natural environments and minimize biodiversity loss

Recommendation 16.1.1 Parks pricing/funding/expenditure – implement a pricing, funding and expenditure regime for parks.	Status: AGREE with Proviso We submit that this review of parks pricing etc. should determine methods for harnessing the visitor economy use of Parks in Gippsland to deliver revenue streams to assist in the maintenance of parks and development of additional facilities to enhancement visitor experiences. Consider applying the pricing principle to recreation use of water supply land (eg. reserves around major dams.). Similar comment applies for 16.2.2. Recognise the potential for this opportunity to assist the more remote regions of Victoria.
Recommendation 16.2.1 Parks governance – establish governance arrangements for Parks.	Status: AGREE with Proviso We submit that this recommendation should offer opportunities to the traditional owners in collaborative management roles; interpretation and education regarding cultural heritage of Parks; and in revenue generating opportunities for their communities.
Recommendation 16.2.2 Parks partnerships – commercially engage community and private sector conservation groups to deliver services in parks. Include traditional owner organisations in those partnerships.	Status: AGREE with Proviso We submit that this recommendation should offer opportunities to the traditional owners in collaborative management roles; interpretation and education regarding cultural heritage of Parks; and in revenue generating opportunities for their communities.

Need 17 Improve the health of waterways and coastal areas

Recommendation 17.1.1 Stormwater quality – integrate stormwater quality measures in regulatory and policy frameworks	Status: AGREE with Proviso Industry input suggests that consideration should be given to expanding stormwater quality measures to include agricultural areas and practices.
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Need 18 Transition to lower carbon energy supply and use

In light of recent power outage experiences in Tasmania and South Australia (separate events due to insufficient capacity and from storms), IV need to be considering additional recommendations to protect the state from risk to electricity supply security; electricity price increases and community impact of the transition process away from Victoria's cheap base load power generation.

We submit that it is critical to the state's economy that Victoria maintain its competitive edge of cheap electricity against the rest of Australia as we transition away from traditional brown coal power generation. We submit that action will be necessary to protect all of Victorian industry from this risk of high energy prices.

Recommendation 18.2.1 Brown coal transition – develop policy mechanisms for innovation or exit of brown coal energy generation.	Status: CONCERN Recognise the critical importance of establishing a pipeline of short and medium term infrastructure projects to assist within a planned transition program over the 0 – 15 year period for the Latrobe Valley and Gippsland. We submit that it will be critical for this planned transition program to involve Federal, State and Local Governments – so that local and regional priorities are adopted.
Recommendation 18.2.2 Electricity network capability – provide information on areas of the grid suited to absorb additional capacity.	Status: AGREE We submit that Gippsland should be assisted to capitalize on its existing transmission network capability – which is currently significantly underutilized – to capture alternative electricity generation initiatives in Gippsland to optimise use of existing electricity transmission infrastructure.

Need 19. Improve the resilience of critical infrastructure

Recommendation 19.1.2 ICT Infrastructure –	Status: AGREE with Proviso We submit that critical to many of the recommendations in the Draft – and especially those relating to rural and regional Victoria – is an assumption that ICT technology will be available to deliver services under new technology models and platforms. We also submit that it is critical to ensure that the capacity exists before the new centralized delivery models become relied upon for service delivery.
Recommendation 19.1.4 Coastal protection Infrastructure	Status: AGREE with Proviso We submit that this recommendation should ensure that "improve coastal protection infrastructure" is delivered in a manner which optimizes the benefits of coastal living and presents affordable adaptation options to the impacted communities in the region.

5 Appendix

Documents attached to this One Gippsland Submission and referred to within the detail of the text are listed below:

- I. One Gippsland Submission to "Victoria's Future Ports Capacity" IV discussion paper (copy attached)
- II. Gippsland Freight infrastructure Master Plan – source RDA Gippsland Website (link attached)
<http://www.rdv.vic.gov.au/regional-development-australia/gippsland>
- III. Committee for Gippsland report "Our Region Our Future| Securing an Economic Future for Gippsland and Latrobe Valley" (link attached)
<http://www.committeeforgippsland.com.au/docs/7108%20Committee%20for%20Gippsland%20-%202016%20Booklet.pdf>
- IV. RDA Gippsland report , "Gippsland Food Plan" – source RDA Gippsland Website (link attached)
<http://www.rdv.vic.gov.au/regional-development-australia/gippsland>
- V. Gippsland Regional Strategic Plan 2015-2020 – source RDA Gippsland Website (link attached)
<http://www.rdv.vic.gov.au/regional-development-australia/gippsland>
- VI. Gippsland Rail Needs Study October 2016 John Hearsch Consulting – Latrobe City Council and Shires of Baw Baw, Wellington and East Gippsland (copy attached)



GIPPSLAND RESPONSE TO DRAFT 30 YEAR STRATEGY

Baw Baw Shire
East Gippsland Shire
Latrobe Regional City
Wellington Shire

OCTOBER 2016

Executive Summary

This Submission has been prepared in response to the Draft 30 Year Strategy issued by Infrastructure Victoria in October 2016.

The Submission is presented on behalf of four Gippsland councils that have been working together to identify some common infrastructure needs. In particular they have recently undertaken the Gippsland Rail Needs Study, that closely reviewed our rail and connecting coach needs against the requirements of servicing our population centers and rural areas with regard to access to jobs, education, health services and the need to offset social isolation.

We welcome the goal of achieving an integrated 30-year Infrastructure Strategy for Victoria and commend IV for the work that has been done. We applaud the three themes of managing travel demand through road pricing, reducing emissions and enhancing housing affordability.

However, we are very concerned that the infrastructure needs of the Gippsland region are not adequately identified or well-articulated in the Report. We wish to supplement and in some instances correct and augment the proposals in your report as they affect Gippsland.

Baw Baw Shire Council

East Gippsland Shire Council

Latrobe Regional City Council

Wellington Shire Council

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A 30 Year Strategy must look 30 Years Ahead

We believe a 30-year Strategy should not begin with minor short term investments, but articulate the infrastructure we will require to be in place at the end of the 30 Year period.

For our Region, we would expect the following infrastructure to be in place in 2046:



- An alternative rail corridor developed and implemented for Gippsland trains between Dandenong and Melbourne to provide rapid and unimpeded access from our region to Southern Cross station. This critical issue is explained in detail in the following Section
- A double line railway from Dandenong to Sale, capable of supporting 160 to 200 km/h operation on both tracks to overcome excessive journey times in the region and provide access to jobs, education and health services
- Highways that carry connecting coaches in the region upgraded to an agreed standard (such as wide carriageways with edge sealing, minimal roughness and no permanent speed restrictions below the normal applicable speed limit)
- Significant progress toward the development of the South East Metropolitan Airport, with protected corridors for rail and road access from east and west
- The LaTrobe Metro implemented from Drouin to Sale
- Bulk produce from the region (such as log traffic or mineral ores) conveyed by train from Bairnsdale to a designated port by rail rather than on the highway system
- Significant redevelopment of obsolete housing in the region to create new neighborhoods connected in such a way as to support the use of mobility scooters by the increasing aged cohort in our populations, and to support safe cycling and walking by all community members, and to allow for a variety of housing types suited to changing household structures
- Connectivity between neighborhoods, community centres and stations by local public transit, scooter, bike and pedestrian paths
- We would like to see the growth of bus, coach, tram and train design and construction, and the creation of a research centre into advanced public transport technology and its relationship to urban redevelopment established in our region, following competitive bids from tertiary institutions – leading to implementation of some pilot projects in advanced public transport. This would support transition of our region towards new technology jobs and facilitate needed urban redevelopment.

Population Growth and Rail Capacity

As noted in the Draft 30-year Strategy, Victoria's population is projected to grow 82% to 10.1 million in 2051. This will be a massive change in the number of people who call Victoria their home, where they want to work, and where they need to travel. The scale of this change is unprecedented in Victoria.

The most recent growth projections for Victoria were published in July 2016. They assume that the population imbalance between Melbourne and regional Victoria will be greater by 2051 than now. Councils support the views recently submitted by the *Rail Futures Institute* that population growth needs to be re-balanced from Melbourne to regional Victoria and that investment in faster, more frequent and more reliable rail services is essential to enable and lead regional growth. Notwithstanding considerable supporting evidence, this view does not appear to be reflected, or even seriously considered in the Draft 30 Year Strategy.

Even on the official "business as usual" population projections, the combined population of the four LGAs represented in this submission will reach 231,800 in 2031 and assuming very conservative 1% annual growth thereafter, will be approaching 300,000 by 2051. With the modest stimulation of a significantly upgraded railway and other complementary policies, today's combined population of approximately 212,000 could easily reach between 350,000 and 400,000 by mid-century along the linear corridor from Drouin/Warragul, through the Latrobe Valley and East Gippsland, to the NSW border. Gippsland's ample natural resources, particularly water and highly productive land, can readily accommodate this level of population, most of it within existing town boundaries.

Our call for added rail capacity on the Dandenong Rail Corridor, sooner rather than later, separately to that achieved by a combination of Melbourne Metro and the current Cranbourne/Pakenham Rail Project, derives from the essential requirement to reduce journey time for Gippsland commuters and those from the outer south-eastern suburbs in Casey and Cardinia. The Draft Strategy appears to ignore this issue. Perversely, it seems likely that completion of these projects, leading to the progressive ramping up of peak period services between Dandenong and the CBD to 24 trains per hour or more, will further degrade the already slow and inadequate services for Gippsland travelers. This is unacceptable.

Our contention is that the aggregate benefits derived from additional track capacity and travel time savings of between 20 and 30 minutes per day for the many thousands of current and future rail users on the Cranbourne, Pakenham and Gippsland lines will easily rival the benefits typically used to justify lesser, limited duration and more problematic time savings from road capacity enhancements on the M1 and other freeways. Wider economic benefits, including anticipated population shift inducement, will further add to these benefits.

The Dandenong Rail Corridor

The current Draft Report dismisses implementation of a four track Dandenong Rail corridor as something for beyond 2046 and subject to unspecified trigger points. This approach does not deal with the pressing needs for connectivity of Gippsland and burgeoning suburbs south east of Dandenong, nor does it respond to official expectations of population growth in these regions.



Official growth projections for Melbourne's south-east and Gippsland indicate that rail capacity (in terms of train path utilisation) will be reached by 2030. Further growth will presumably be accommodated in higher capacity trains. By mid-century, the combined population of Drouin/Warragul, Latrobe City and East Gippsland could exceed 400,000. A concrete plan is required now, so that structures and installations to be built are "future proofed" and do not have to be demolished later, and so that provision is made for the corridors and connections that will be needed. Unfortunately, there is no evidence that such planning is occurring.

Irrespective of when capacity will be reached, the need to provide faster journeys needs to be addressed. The current Skyrail project makes only "passive provision" for quadruplication. However, the plans released by the Level Crossing Removal Authority (LXRA) indicate that quadruplication cannot be accommodated within the existing rail reservation, at least between Caulfield and Oakleigh, and would therefore involve extensive property acquisition, as well as the major costs and disruption of a further period of construction. Creation of high quality parkland beneath the elevated tracks, even within the wide reservations through Clayton and around Noble Park, may further inhibit provision of additional tracks in the present rail corridor. It therefore seems that a tunneled solution or adoption of a completely new alignment will be required for the additional tracks. Arguably the costs of quadruplication under these scenarios could be prohibitive, and the implication is that this has been deferred indefinitely.

We believe a comprehensive independent review should be appointed now to look at all issues pertaining to the provision of extra rail capacity between Dandenong and Melbourne both for peri urban, Gippsland, and freight rail users. Such a study should look both at options for enhancing capacity within the existing corridor and by alternative approaches, such as re-

routing express trains via a new railway, possibly elevated over the Princes Highway between Caulfield and Westall, serving Monash University and Chadstone.

Modernizing the Gippsland Railway

While the Draft Strategy appears to broadly recognize the need for shorter term incremental improvements to the Gippsland corridor and other regional lines, in Councils' opinion, it fails to develop a vision, or even a generalized view of the infrastructure needed to support an increase of over 4 million in Victoria's population by mid-century, let alone making sensible "future proofing" provision for further growth and development beyond that time.

Having been the poor relation in terms of Victoria's rail modernization, much better Gippsland line services are increasingly fundamental to the region's economic efficiency and the social inclusion of its population. Gippsland's poor rail service is proving to be a barrier to access to good jobs, especially high value CBD-based jobs, and anticipated further employment challenges arising from rationalization of the power industry will further exacerbate this trend. Gippsland also has a higher than average aging population for whom a good train service is vital.

Therefore, in the short term, we are advocating completion of the former *Regional Fast Rail* project to bring the entire corridor from Pakenham to Traralgon to 160km/h standard and for progressive completion of full duplication to Traralgon together with other complementary projects that will underpin greater service frequency, reliability and journey time reductions. Similarly, we are proposing that the line between Traralgon and Bairnsdale should also be brought to a better standard to allow new rolling stock to operate at higher speeds. There is also an urgent need to re-build the decrepit Avon River Bridge at Stratford. When completed, these works will bring the overall Gippsland rail corridor to a level that comparable rail networks in many other first world countries achieved decades ago.

Looked at from a point 30 or more years hence, it is not unreasonable to consider a more sophisticated railway supported with new technologies that further entrench safe operation, further enhance capacity and enable medium-fast speeds of around (say) 200km/h that would still be compatible with the requirements of a regional railway. We note that the Draft Strategy makes much of possibilities associated with driverless cars and other road-based technologies but says nothing about the potential for driverless trains or non-polluting energy sources for rail applications, technologies that are already well established and are being applied quite widely on railways elsewhere. The final strategy needs to fill this gap.

Gippsland – Pakenham rail shuttle

Gippsland Councils are unanimous in firmly rejecting this option. Whilst the suggestion as a means of providing increased service frequency may have been well intended, it is neither necessary nor an efficient means of providing the required services. It is also completely inequitable and would further disadvantage already disadvantaged Gippsland commuters.

This option is unnecessary because we are led to understand that the operational plan for both the Cranbourne-Pakenham Rail Project and Melbourne Metro provides for 24 train paths per hour in the peak direction between the CBD and Dandenong, and that two of these paths have been reserved for Gippsland trains. In other words, Gippsland can be provided with four services during each AM and PM peak period and presumably, this level of service could also extend into the shoulder peaks until about 10am and from 3pm, respectively. Shuttle operations would also significantly impinge on the effective working of Pakenham station.

In terms of peak period service frequency, while still less than that enjoyed on other regional corridors, four peak direction services, suitably scheduled, are likely to meet the reasonable expectations of the Gippsland community until such time as journey times can be reduced by the provision of additional tracks within the metropolitan network.

Off-peak Gippsland services already operate on an approximate hourly frequency which is acceptable in the short term and needs to be increased to 40 minutes and later to 30 minutes once the necessary supporting infrastructure is in place. We understand this will not cause any difficulty for train pathing through the metropolitan area.

The Draft Strategy suggests that termination of Gippsland services *“would benefit a large number of metro passengers through additional services between Pakenham and the city.”* However, the option is also described as *“maintaining existing through services to Melbourne and adding a shuttle between Gippsland and Pakenham”*. Three Traralgon peak period services currently arrive in Melbourne between 7am and 9am and depart between 4pm and 6pm. Is the Draft Strategy therefore seriously suggesting that the non-addition of the planned fourth peak service in each direction, thus providing 45 instead of the 44 paths to be available over two hours, will be of noticeable benefit to metropolitan passengers?

Elsewhere, we explain the disadvantage from slow and unreliable services already suffered by Gippsland rail users and the critical need for infrastructure investment to underpin service improvement. We also detail the issues associated with access to jobs and education and the large and rapidly growing proportion of aged people in our region – people who would be further impacted by increased journey times, travel on crowded metropolitan trains (especially coming from Melbourne) and the physical demands on the elderly of interchange at Pakenham.

Finally, the Draft Strategy mentions that this option *“was recommended by the regional citizen jury.”* We request that this statement be qualified by noting that Gippsland residents were not represented on this citizens jury.

Highway upgrades and maintenance to enhance safety and efficiency of V/Line bus operations

V/Line connecting coaches and PTV supported bus operators form a critical component of the public transport system in Gippsland, as in other parts of the state. However, it is important that highways on which regular coach connections are offered are safe and fit for purpose.

In Gippsland there is substantial road transport of logs and other heavy loads that can leave little pavement width on the highway for large passenger coaches. As well, consultations with coach operators have disclosed that these heavy road freight vehicles often damage road pavements and create potholes that can be difficult to avoid, particularly during night operations, in rain or in heavy traffic. However scheduled coaches must operate in all these conditions.

A safe and fit for purpose operating environment for regular coaches should include highways that:

- Have adequate pavement width
- Are edge sealed and graded to restrict water retention and
- Are regularly maintained to remove potholes and other damage and
- Have surfaces that offer minimal roughness to avoid passenger discomfort and damage to vehicles

As Gippsland is provided with very limited train services compared to other regions, adequate road maintenance is a critical part of needed public transport investment. A targeted program on improving the safety on highways used by connecting coaches is required.



A Latrobe Metro

The Metro concept, recently applied in Bendigo, is even more suited to the needs of Gippsland than it is to Bendigo, Ballarat and Geelong, because the largest settlements in Gippsland are polycentric but connected to the Gippsland railway. There are many passenger movements along the corridor from west to east and east to west that are essentially local in character. They include: -

- Several thousand workers daily “exported” from the peri-urban centre of Warragul/Drouin to employment in Moe, Morwell and Traralgon;
- Some 1,200 people travel daily from Sale to employment in the Latrobe Valley, most of whom do not presently have a suitable public transport option;
- Secondary school children travelling east and west because a range of school offerings meeting their preferences is arrayed along the line – with a variety of government and private schools, high schools, technical colleges and specialised campuses such as Kurnai College for the indigenous community;
- Tertiary students travelling to various specialised campuses of Federation TAFE, and university students travelling to Federation University at Churchill as well as Monash;
- Hospital patients, their carers and family travelling to Latrobe Regional Hospital and specialist services surrounding it including the Latrobe Cancer Centre;
- Welfare recipients travelling to Centrelink and many other support services including Gamblers Help located at Morwell and elsewhere;
- Visitors to Fulham Prison in Sale (it is understood that prison authorities in the past have raised the possibility of a platform being located near the prison for this purpose).

Local bus services provide coverage of many of these needs but even former local bus operators have privately expressed the view that a rail service could perform this task more efficiently.

Likely requirements could include:

- A 20-minute peak and 40-minute off peak train service between Drouin and Sale, starting sufficiently early in the morning to cater for the needs of workers and students starting and finishing at normal working hours. (Similar to the Bendigo Metro concept).
- Level crossing and signalling improvements in the region to ensure safety in view of the added frequency of services



A South East Metropolitan Airport

Gippsland, the Latrobe Valley and south east metropolitan Melbourne is disadvantaged by being distant from Tullamarine and Avalon airports. As greater Melbourne develops towards 8 million people and Gippsland toward 400,000 in mid-century, the proposed south eastern metropolitan airport will need to have been developed. A comprehensive Master Plan is needed. There must be identification and protection of rail and road corridors to the Airport from west and east.

Best international practice is to connect rail systems through major airports, allowing rapid access to and from them from the cities and regions in their catchment. Identification of the site for a third airport in Melbourne's south east is an important issue so that corridors can be protected in planning schemes and longer term plans can be made for road, rail and other infrastructure.



Development of this infrastructure can be expected to bring extensive employment opportunities to the region, both during construction and operations. It will also provide export capacity for high value horticultural and manufacturing industries located in south east Melbourne, the Latrobe Valley and Gippsland generally.

At this stage there is a need for a high level strategic study to examine the need and timing for such a project, as well as governance arrangements and the need for special zoning and land protection.

Gippsland Rail Freight

Rail freight gets little exposure in the Draft 30-year Strategy apart from questions surrounding intermodal terminals and the movement of containers to port. Victoria's and particularly Gippsland's rail freight business has been declining for many years due to a combination of:

- approval of bigger and heavier trucks to operate throughout the state
- limited interest in Victorian regional rail freight services by national rail freight companies based in Sydney and Brisbane primarily focused on interstate coal and minerals business
- inadequate rail investment
- transfer of locomotives and wagons to more lucrative traffic opportunities interstate
- upgraded interstate, regional and urban road links
- inadequate law enforcement enabling truck drivers to speed, overload and drive unsafe hours and in some instances, to drive while drug affected
- complex and costly regulatory and administrative processes for freight train operators
- reduced open access terminals for freight train operators
- scrapping rather than sale of surplus locomotives and wagons which has prevented new rail freight business being developed by lower cost freight train operators
- cessation of production of some commodities (e.g. hardwood timber for house framing and briquettes).

Rail freight is most effective carrying large loads and in this sense it is a "numbers game". If significant exports of brown coal products from the Valley, copper ore from Benambra, or logs from East Gippsland have to be transported substantial distances to port, a rail solution will likely emerge and the location of the Bairnsdale line running through the region should offer the potential to capture such traffic.

At present however there is no capacity to offer freight services beyond Sale owing to the state of the Avon River Bridge at Stratford; there is no traffic on offer to utilize the GIFT terminal at Morwell, there is no brown coal or mineral traffic using the railway, and log traffic from East Gippsland has been lost to road transport.

The sole remaining rail freight operation in Gippsland is the daily train from the Australian Paper mill at Maryvale operated by Qube Logistics which conveys some 30,000 containers per year with paper products for both export and domestic consumption. Qube has shown considerable initiative as relatively recent operators of the service. The company has invested in new locomotives and rolling stock to improve the efficiency of the service, and has worked with government to improve the axle load capacity of some sub-standard parts of the mainline. By arrangement with the operators, the train accepts third party container traffic at Maryvale, although this is small in volume. It is understood that this traffic has included containers of sawn timber from a Latrobe Valley sawmill.

Councils believe the following requirements must be met for rail freight to play its role in Gippsland's economic and social development:

- There must be proactive commitment from state and local government to encourage rail freight development.
- The existing Mode Shift Incentive Scheme (MSIS), a temporary state government subsidy to intermodal train operators (including some containers on the Qube Maryvale service), needs to be extended on a 5 to 10 year basis to provide firmer investment horizons for rail and intermodal operators and their customers. The subsidy recognizes the external economic benefits offered by rail freight.
- Rail freight facilitation and marketing must be innovative and entrepreneurial and take place at central and local level. At state level, a need has been identified for several years for the creation of a Rail Freight Facilitation Unit within state government to advocate for needed investments and planning for the rail freight system. Instead, recent years have seen the reduction of rail freight expertise within state government to a bare minimum.
- At the local level, successful marketing of rail and intermodal services requires effective entrepreneurs who can do business with local producers and freight forwarders, and who can build up train loads to effective levels by meeting their needs for reliable schedules and just in time warehousing, despatch and export. Such entrepreneurs have emerged over recent years in Mildura, Horsham, Warrnambool and Ettamogah near Albury.



Once the rail infrastructure in the Gippsland region, including the Avon River Bridge, is restored to a fit-for-purpose standard, a franchise for providing intermodal services east of Maryvale could be offered by public tender, including rights to operate GIFT and the railyards at Sale and Bairnsdale.

There is potential for the return of quite substantial rail freight volumes to the main Gippsland railway including:

- Recapture of log traffic from East Gippsland to Geelong, especially if this can no longer be accepted at the Port of Eden. This requires the re-opening of the Bairnsdale line to freight traffic, contingent on the replacement of the Avon River Bridge at Stratford.
- Development of a regular intermodal train conveying export containers from Bairnsdale, GIFT and/or Maryvale to the Port and receiving import containers directly from the Port.

This requires an entrepreneurial, private sector enterprise, possibly franchised by government

- Development of traffic in brown coal or brown coal products from Latrobe Valley to port. This depends on commercial market developments as yet unrealized.
- Development of copper ore exports from Benambra. This depends on the development of the mine, copper prices, and the establishment of the preferred logistics chain if commercial scale development ensues.
- Development of a “garbage train” to take putrescible waste from Melbourne for deposit in abandoned open cut mining or quarry locations. This model has been adopted in Sydney, Los Angeles and New York and provides a path to open cut reclamation as well as addressing the scarcity of landfill sites. The Sydney garbage train, operated by Veolia Environmental Services, involves payment of \$2 per tonne royalty to the receiving community. Receiving waste from a number of Sydney Councils through dedicated transfer stations, it has so far conveyed nearly 5 million tonnes of waste to the abandoned Woodlawn open cut mine near Canberra. The Los Angeles model involves a 100 year horizon project. Such a project could be designed for Gippsland with benefit both to the region and to Melbourne. Infrastructure Victoria should consider recommending a feasibility study of such a proposal.



Overall, rail freight currently plays a small role in Gippsland’s economy though it has substantial potential. The investments needed to upgrade the passenger railway will also enable rail freight services to again be offered along the whole length of the corridor to Bairnsdale. Because enhanced rail freight services can operate at night, they are not as constrained as passenger services by the inadequacies of the Dandenong Rail Corridor.

Transit Oriented Urban Redevelopment in Moe, Morwell, Newborough

Significant portions of the housing stock in parts of the Latrobe Valley, including public housing were constructed more than sixty years ago to accommodate a growing new work force associated with power industry construction and operation.

In older areas of the Latrobe Valley there is the opportunity through planning, zoning and proactive redevelopment to give new life to these areas as Transit Oriented Development.

The Transit Oriented Development concept is well understood internationally and there are many successful examples in Australia and overseas. Its key principles are: -

- Place-Making – focusing a community around a strong public urban design with inbuilt car-free mobility via the public transport corridor
- Housing Choice – rebuilding communities to offer more diversity in housing styles to cater for different income levels and family structures
- Supporting Independent Aging – by good design, senior citizens in a transit oriented development can remain independent longer than in a dispersed community
- Boosted Property Values – have been noted across the world, from the Gold Coast to Texas and London when transit oriented development is implemented
- Higher density around stations and city cores support vibrant urban centres
- Car parking space and car operation costs for residents are reduced
- Enhanced public transport patronage supports better and more frequent services
- Better sustainability, as air is cleaner with reduced car use, and energy, land and resource consumption is less than in dispersed suburban development

The Transit Oriented Development Concept was implemented in Greater Dandenong by Vic Urban (now Places Victoria), in the *Revitalizing Central Dandenong* project, resulting in a redesign of Lonsdale St, office and commercial developments, and medium density housing around the station precinct on the site of the former sale yards. A similar development in the Latrobe Valley could create urban renewal, employment and enhanced neighborhoods and property values.

Transit Oriented Development

A transit-oriented development is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership while dissuading the ownership of automobiles. A TOD neighborhood typically has a center with a transit station or stop, surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered to be an appropriate scale for pedestrians, thus solving the last mile problem.

Local Mobility for Cyclists, Pedestrians and Mobility Scooter users

Regardless of whether planned urban redevelopment of older areas of Latrobe Valley communities is implemented, as suggested in the previous section, there is substantial scope for improving local safety for cyclists, pedestrians and mobility scooter users by redesigning and rebuilding road spaces and verges to better cater for users of road space other than car and truck drivers. -

- Promotion of cycling and walking is conducive to good health, reduces emissions, reduces traffic congestion and reduces the extent of car parking that must be provided
- Provision of safe places to use mobility scooters allows senior citizens to maintain mobility and access shopping, medical and recreational services and visit local friends and family without needing either to use a private motor vehicle, taxi, or carer-provided transport services.



A program for the accelerated construction not only of safe routes for cyclists and pedestrians but also for the safe use of mobility scooters could provide useful local employment whilst improving the sustainability and safety of the community.

With a rapidly increasing cohort of persons aged over 65 in most Gippsland communities, provision of safe mobility scooter access and safe walking routes is an important issue.

Bus, Coach, Tram and Train Research, Design and Construction

Over the next 30 years, with the doubling of Victoria's population, and an emphasis on less car-dependent settlements that are more sustainable and involve better public transport, walking and cycling, there will be a constant and increasing demand for cutting edge bus, coach, tram and train design and construction, as well as research into advanced forms of public transport provision.

The Victorian Government through its public transport procurement has supported local train design and capacity at Bombardier in Dandenong, who supply trams and trains not only for Victoria but also for other Australian markets. (New tram and light rail systems are being built in several states and the ACT). There is currently a substantial tram and train design team in place at Dandenong. Volgren in Dandenong is also a major supplier of Australian coachwork on imported bus chassis. It is important that this capacity is maintained.

The IV 30 Years Draft strategy makes reference to driverless cars, however driverless operation has been a reality in light and heavy rail for many years. Notable examples include the Docklands Light Railway in London, and the use of driverless iron ore trains in the Pilbara – which are also cutting edge in that they are the world's heaviest and longest trains.



There are many other cutting edge technologies in the public transport field, including wireless trams, Maglev and monorail systems etc. that, like conventional advanced trams and trains, offer significant market opportunities for Australian companies and could provide employment growth in Dandenong and Gippsland.

To grasp this strategic opportunity, we urge IV to recommend that Advanced Public Transport be a key investment strategy for the state to provide the transport infrastructure needs of the state over the life of the 30-year strategy, and that key elements be-

- Recognizing advanced public transport design and construction as a regional strength of the Dandenong-Gippsland area (similar to the assignment of defence construction projects to South Australia)
- Establishment by competitive tender of a Research Centre into Advanced Public Transport at a university campus in the Gippsland region

GIPPSLAND RESPONSE TO THE IV DRAFT 30-YEAR STRATEGY

- Continued State support of train design capability in Dandenong and Gippsland through the assignment of priority to Victorian sourced procurement of publicly owned rail and bus fleets
- Investigation of advanced public transport pilot projects in Gippsland, (such as the implementation of the Gippsland Metro, with associated feeder routes into Gippsland towns and suburbs needing connection to the main line)
- Pro—active involvement by Victorian Government with the Commonwealth and other state governments to emphasise the value of locally sourced public transport vehicles rather than those fully imported from overseas
- Recognition that this initiative is a tangible strategy to assist Gippsland's skilled workforce to transition from the power industry to new sustainable employment.

New Stations at Traralgon, Moe and Morwell and a Latrobe Central Station

The railway stations at Traralgon, Moe and Morwell are centrally located, and provide transport hubs where people change modes to buses, coaches, taxis and private cars. In many locations overseas, such hubs are developed as vibrant city gateways, well-lit and active, with attractive architecture and urban design, staffing throughout operating hours, commercial co-location and attractive connections to the retail and commercial centres of their cities.

The three main stations in the Latrobe Valley are well past their use by date, with outdated

EYESORE TO LANDMARK – HOW ONE STATION WAS REDEVELOPED TO A MAJOR ATTRACTION

The old station at Uelzen in Germany is an example of an old station made new. The main focus was to change the station to be "environmentally and culturally oriented". The first step of the redesign, completed in 1997, was to install photovoltaic cells on the roof of the station. Further additions included the removal of the unused tracks and rail yard areas.

On December 16, 1999, the developmental concept put forth by *Bahnhof Uelzen e.V.* was publicized for the worldwide Expo 2000. In addition to various local authorities, the project was supported by the Deutsche Bahn. The focus of the project was the transformation of the building and the platforms following the plans of the Viennese architect Friedensreich Hundertwasser.

On November 25, 2000, the new station was ceremoniously dedicated. Since then, it has become a tourist attraction and welcomes over 450,000 visitors every year. It formed part of the State of Lower Saxony's program "Lower Saxony Goes by Train!", a developmental program promoted by the federal government and the State of Lower Saxony between 2006 and 2007.

infrastructure, only a single platform, and bus/coach/taxi interchanges capable of much improvement. A Master Plan has been developed for Traralgon, while the other stations will also need replacement soon.

As well, the opportunity exists to create a fourth station – perhaps a Latrobe Central Station in the mid-Valley area – that would cope with population and urban development -but could also embody best practice architecture, design and functionality. A station at this location could be the subject of an outstanding design that would in itself attract visitors to the area. An example of this is the reconstructed station at Uelzen, in Germany, where the need to replace an old station provided the opportunity for

outstanding design. A functional and attractive drawcard replaced the aging and dysfunctional infrastructure of the outmoded previous station.

In considering the transport infrastructure needs of Gippsland over the next 30 years, the creation of these four new stations represents the opportunity to create outstanding and functional transport hubs that will help rebrand the region.

New Tourist Routes and Hubs

Gippsland offers many stunning attractions for international tourists and local holidaymakers alike. These range from natural and ecological tourism through to fine dining, hospitality, and local crafts and produce. Visits to attractions including the Tarra Valley, the Baw Baws, the Buchan Caves, Walhalla and many other locations used to be supported by public transport infrastructure and marketing, but such support no longer exists.

As well, the region offers two major opportunities for connected rail and coach journeys that are currently unavailable due to inadequate and uncoordinated services, lack of marketing and the absence of infrastructure such as all weather coach stops and interchanges at Bairnsdale and Cann River. In particular, the possibility of integrated rail and coach travel by the “coastal” route from Sydney to Melbourne and vv, and the possibility of rail/coach travel by the Great Alpine Road through the High Country on the route Melbourne-Bairnsdale-Bright-Wangaratta-Melbourne, are currently not available to tourists.

New tourist infrastructure needs to be created at Bairnsdale, Cann River, Omeo and Wangaratta, including sheltered and comfortable rail/coach interchanges at all interchange locations.

Significant opportunities to promote domestic and local tourism, in and through the region are being lost for lack of infrastructure and services.



Summary of Gippsland Transport Disadvantage

The Gippsland line is the poor cousin in rail modernization, setting back economic efficiency and social inclusion in the region.

- it has been neglected compared to other regional mainlines in Victoria
- infrastructure is inadequate
- service levels are poorer in regard to journey times, reliability and frequency
- our passenger trains operate at the lowest average speed of any Victorian mainline
- This will only occur with substantial and rapid investment in rail infrastructure to support faster and more frequent rail services.

Gippsland has received no benefit from around \$5 billion in State rail investments over recent years

- Gippsland has been by-passed by game changing projects like the. Regional Rail Link, the North Eastern line rebuild and investments in upgrading the Ballarat and Bendigo lines.
- Gippsland was short changed even by the original Regional Fast Rail project in Gippsland, where only one of the two lines was upgraded, and that not completely.
- Gippsland has ample capacity to absorb population growth and enable long range commuting from areas with excessive unemployment to areas with well paid jobs.
- A much improved Gippsland railway can reduce pressure on Melbourne's outward growth, provide access to affordable housing and high quality jobs, and help distribute economic and social benefits.
- Gippsland trains average speeds nearly 30 kmh speeds slower than the Bendigo line, and journey times CBD to Warragul are now substantially slower than in 2000.

Gippsland's poor rail service is a barrier to good jobs and good health for its residents.

- a population with excessive car dependency, many of whom struggle to meeting car operating costs, and presently reflected in avoidable obesity, health issues, and road trauma
- job seekers forced to travel to areas offering employment, typically in Melbourne or its nearer surrounds
- Gippsland youth who particularly find it difficult to secure employment in their home towns

Gippsland needs its share of high value CBD based jobs.

- Gippsland's poor share of these jobs, compared to other V/Line corridors is directly correlated to the slow and unreliable train service
- Gippsland residents require effective public transport access to areas where jobs are available and growing while remaining in their homes and providing multiplier benefits by injecting their living costs back to Gippsland businesses. This includes better access to:
 - High value knowledge economy jobs in the Melbourne CBD and surrounding areas
 - Manufacturing jobs in the south eastern manufacturing zone around Dandenong and
 - Residential construction employment opportunities in Casey and Cardinia as well as apartment construction in the Melbourne CBD and surrounding areas.

Gippsland has a higher than average aging population, for whom a good train service is vital

- Senior citizens need the choice of using public transport rather than being car-dependent to access leisure activities, family visits, medical and health care and social activities critical to their social inclusion.
- Improved rail services are needed for access to health services such as cancer treatment at Peter MacCallum or surgery at Monash Medical centre, or to visit friends and relatives having such treatments, while remaining in their Gippsland homes.

Good trains are the key to good education access – which Gippsland's kids need for secure futures

- Rail services play an important role in transporting secondary and tertiary students to their schools, colleges, TAFEs and universities.
- For students living at home, (often a necessity in view of the high cost of renting alternatives) the quality of available public transport services will determine the extent of the educational opportunities open to them.
- Journey time for students from Traralgon or Sale, to Churchill, Chisholm Institute Dandenong, Monash Clayton Campus or Monash Caulfield Campus. are unacceptably long.

GIPPSLAND COUNCILS CALL UPON INFRASTRUCTURE VICTORIA TO:

- **FOCUS ON THE INFRASTRUCTURE THAT MUST BE IN PLACE IN 2046**
- **LOOK AT THE SPECIFIC NEEDS OF OUR REGION IN TRANSITION, OUTLINED HERE**
- **REJECT THE NOTION THAT OUR RAIL CAPACITY IS ADEQUATE TILL 2046, AND IMMEDIATELY RECOMMEND AN INVESTIGATION AS TO HOW THE DANDENONG RAIL CORRIDOR CAN BE EXPANDED TO GIVE THE SERVICE WE NEED**

EXECUTIVE SUMMARY

What follows are the key arguments and evidence considered in response to each of Infrastructure Victoria's questions outlined in the Discussion Paper.

Scenarios for the long term demand for, and capacity of, existing Victorian commercial ports, including:

- a) when the need for a second major container port is likely to arise and what variables may alter this timeline

South East Melbourne relied on Bureau of Infrastructure, Transport and Regional Economics modelling, assessing the base case and more conservative outlooks for GDP growth and determined Port of Melbourne is likely to reach capacity by 2026.

This projection is influenced by a number of variables, chief among them are import and export demand. South East Melbourne is Melbourne's demand and population centre, as well as a vital freight and logistics hub for unpacking import containers for the rest of Melbourne. South East Melbourne also has strong industry demand for imported components for manufacture, as well as demand for export containers to accommodate burgeoning trade and international exports, such as dairy and agricultural exports to the growing middle class in Asia. Australia and Melbourne are major exporters of containerised cargo, and multiple expert reports were analysed in concluding this trend will continue.

South East Melbourne is also a vital link in the Tasmanian supply chain, and were a Bay West location chosen, the link between Gippsland and Tasmanian industry would be severed.

Landside connections are a pressing constraint on port growth if Bay West seeks to rely on the same infrastructure as Port of Melbourne, and needs to be considered in planning works.

- b) capacity for containers, bulk and other non-containerised cargo;

Port of Hastings is envisioned as a second container port to accept overflow once Port of Melbourne reaches capacity, not in competition for the freight task.

Port Phillip Bay and The Heads place permanent constraints on incoming shipping vessels, and would require billions of dollars' worth of dredging (at least twice what was dredged in 2007), while Port of Hastings has natural advantages that allow for easy transition to a container port.

- c) the capability of Victorian channels and existing port infrastructure to handle different scenarios of future changes to the international shipping fleet, cargo handling technologies and changes to the supply chain onshore; and

Bigger container vessels are being demanded worldwide, Port of Melbourne and Bay West will not be able to accommodate larger container ships without billions of dollars spent on environmentally destructive dredging.

Melbourne risks losing its freight advantage if it does not accommodate larger ships. Other ports and markets worldwide are moving to accommodate bigger ships, and other Australian ports are moving to accommodate the new fleet.

Shipping routes are in flux as they adapt to larger fleets, but once the industry adapts, it is difficult to argue that large ships will avoid transiting to Melbourne given strong Melbourne and Australian demand for containerised shipping.

- d) potential increases in capacity resulting from investment and improved port management under the Port of Melbourne lease arrangement.

SEM is not privy to the proposals for improvements to port management, but based on known constraints, Port of Melbourne capacity enhancements are unlikely to materially affect when a second port is needed in Melbourne. Even if enhancements allow for a few more years before Port of Melbourne reaches capacity, a second port is still a looming need that Melbourne will have to address.

Where a second major container port would ideally be located and under what conditions, including the suitability of, and/or barriers to investing in, sites at the Port of Hastings, and the Bay West location, including:

- a) the indicative costs, risks and benefits of above options, including impacts on metropolitan, regional and interstate (including Tasmanian) supply chains;

Port of Hastings is less expensive in the short and long term than Bay West, as it requires much less dredging, and both port sites would rely on investment in landside freight connections.

Without the capacity that Port of Hastings would provide, Melbourne risks permanently losing its position as Australia's freight and logistics hub. Placing another Port to Melbourne's West would damage Tasmania's supply chain.

Port of Hastings development would enable one of Melbourne's most productive regions, delivering billions of dollars in increased GRP and thousands of jobs, expanding the skill base in South East Melbourne and decentralizing job provision to cut down on commute time and congestion.

- b) any necessary measures to preserve the long term optionality at these sites including any appropriate relevant planning measure, environmental protections, or land and transport corridor reservations which may be required

Land has already been reserved for Port of Hastings use for decades, and environmental and transport feasibility has been extensively studied in the Westernport region. Port of Hastings has a unique (in the world) advantage of 3,500 hectares of land set aside for port use, and many transport reservations and works have already been completed or are under way.

- c) impacts and requirements that a second major container port would take place on surrounding and supporting infrastructure, and the impacts – including the costs to Victorian taxpayers – of any complementary infrastructure investments that may need to be considered

Port of Hastings landside freight connections would ease congestion on Melbourne roads by reducing truck movements from one side of the city to the other.

Years of studies have outlined the transport linkages necessary for the Port of Hastings operation.

Transport infrastructure needed in the South East and essential to the successful operation of the port is already in serious consideration, and will progress regardless of where the port is built. Much of the other enabling freight work has already been completed.

Bay West on the other hand requires multi-billion dollar rail and road connections specifically for a port to operate effectively, and in the short term would increase truck volumes in residential areas to untenable levels.

- d) the environmental, economic and social impacts of developing a second container port, as well as the environmental, economic and social impacts of the required complementary infrastructure, on existing local communities.

Both Bay West and Port of Hastings locations are near to RAMSAR protected areas, but Bay West port locations require several times more dredging than Port of Hastings and would involve a large increase in ships passing through The Heads.

Local government and community advocates in the region call for Port of Hastings over a Bay West location. Port of Hastings has a long history of operation as a commercial port, managing possible environmental impacts well.

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- d) potential increases in capacity resulting from investment and improved port management under the Port of Melbourne lease arrangement 37

Where a second major container port would ideally be located and under what conditions, including the suitability of, and/or barriers to investing in, sites at the Port of Hastings, and the Bay West location, including:..... 38

- a) the indicative costs, risks and benefits of above options, including impacts on metropolitan, regional and interstate (including Tasmanian) supply chains;..... 38
- b) any necessary measures to preserve the long term optionality at these sites including any appropriate relevant planning measure, environmental protections, or land and transport corridor reservations which may be required 46
- c) impacts and requirements that a second major container port would take place on surrounding and supporting infrastructure, and the impacts – including the costs to Victorian taxpayers – of any complementary infrastructure investments that may need to be considered 50
- d) the environmental, economic and social impacts of developing a second container port, as well as the environmental, economic and social impacts of the required complementary infrastructure, on existing local communities. 59

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C4 - REPORT

GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT

ITEM C4.1**DUNDAS STREET NORTH SPECIAL CHARGE STREET
CONSTRUCTION SCHEME – INTENTION TO DECLARE SCHEME**

DIVISION: BUILT & NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS & PROJECTS

DATE: 15 NOVEMBER 2016

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

OBJECTIVE

To consider the proposed Dundas Street North Special Charge Street Construction Scheme Number 1602 for declaration as a Special Charge Scheme for the section of Dundas Street between Macarthur and Stawell Street in Sale.

RECOMMENDATION***That:***

- 1. Council commences the statutory process under the Local Government Act 1989 (the Act) to declare a Special Charge Scheme for the purposes of constructing the section of Dundas Street between Macarthur and Stawell Street in Sale and providing any ancillary works including drainage and footpaths.***
- 2. Council in accordance with sections 163(1A) and 163B(3) of the Act, directs that a public notice be given in the Gippsland Times newspaper of the intention of Council to declare the scheme at its ordinary meeting to be held on 21 February 2017 in accordance with the proposed declaration of Special Charge Scheme Number 1602 in the form of this resolution for the full construction of the section of Dundas Street between Macarthur and Stawell Street in the township of Sale.***
- 3. Council directs that in accordance with section 163(1C) of the Act, separate letters enclosing a copy of the public notice be sent to the owners of the properties referred to and set out in the schedule of properties forming a part of the Proposed Declaration of a Special Charge, advising of the intention of Council to declare the Special Charge at its ordinary meeting to be held on 21 February 2017, the basis of the calculation and distribution of the Special Charge and notifying such persons that submissions and/or objections in writing in relation to the Proposed Declaration of Special Charge will be considered and/or taken into account by Council in accordance with sections 163A, 163B and 223 of the Act.***
- 4. If written submissions/objections are received Council form the 'Dundas Streets – North - Special Charge Scheme Submissions Committee' that is established by Council under section 223(1)(b)(i) of the Act, to consider written submissions/objections and to hear any persons who in their written submissions under section 223 of the Act have requested that they be heard in support of their submissions/objections.***
- 5. That Scheme Number 1602 for construction of the section of Dundas Street between Macarthur and Stawell Street, Sale as presented to this meeting be adopted and a Special Charge for the scheme commences 21 February 2017 and remain in force for a period of ten years.***

6. ***The Special Charge be declared for the purpose of defraying costs associated with street construction (including drainage) which Council considers will be of benefit to those property owners required to pay the special charge.***
7. ***The following be specified as the criteria which forms the basis of the special charge so declared:-***
 - ***Properties will derive special benefit due to construction of the roads and streets by:-***
 - ***Reduction in dust***
 - ***Enhance the amenity and character of the land and local area***
 - ***Creation of improved riding surfaces for the street***
 - ***Improved access and egress from properties***
 - ***Improved road drainage***
 - ***Improved road safety for motorists, cyclists and pedestrians.***
8. ***That pursuant to Clause (2) of Section 163 of the Local Government Act 1989, Council resolves:-***
 - (a) ***The total amount of the special charge to be levied is \$320,000. The criteria used as a basis for declaring the special charge are:***
 - ***Improved amenity for properties in the area defined by the scheme boundary.***
 - ***Improved road safety for properties and the community in the area defined by the scheme boundary.***
 - ***That for the purposes of Clause (2A) of Section 163 of the Local Government Act 1989 the total amount of the special charge to be levied will not exceed the amount calculated in accordance with the formula $S = R \times C$***

Where S = The maximum total amount that may be levied from all persons who are liable to pay the special charges
R = The Benefit Ratio pursuant to Clause (2B) of Section 163 of the Act
and C = The cost of the scheme

That for the purposes of Clause (2B) of Section 163 of the Local Government Act 1989, the Benefit Ratio R shall have a value of 0.30.
 - (b) ***One half of the cost is to be apportioned to all properties included in the scheme on the basis that each property having abuttal to the street to be constructed under the scheme will be apportioned one (1) Access Benefit Unit (ABU).***
 - (c) ***One half of the cost will be apportioned on the basis of abuttal length for each property. Abuttal length for the purpose of this scheme is defined as the actual frontage, one third sideage and one half rearage (including any extensions to these dimensions associated with corner splays) for every property in the scheme. The amount to be charged to each property for abuttal will be the product of the abuttal length of the property divided by the total abuttal length for the scheme multiplied by half the cost.***

Having regard to the preceding parts of this resolution, it be recorded that:

- a) The owners of the properties described in the scheme document entitled “Dundas Street – North - Special Charge Street Construction Scheme Number 1602” are liable for the respective amounts set out in the scheme document. Council will be contributing 70% of the scheme costs.***
 - b) Such owners may subject to any further resolution by Council, pay the special charge per property/title in accordance with the following:***
 - a) the full amount within 45 days of invoice or***
 - b) payment may be made over 20 quarterly instalments (5 years) including interest or***
 - c) payment may be made over 40 quarterly instalments (10 years) including interest***
- 9. The Chief Executive Officer or the person for the time being acting in that position, be authorised to give public notice of this declaration in accordance with Sections 163 and 223 of the Local Government Act 1989.***
- 10. The Chief Executive Officer, General Manager Built & Natural Environment and Manager Assets and Projects or the 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 carry out its functions under section 163A and sections 163(1A), (1B) and (1C) and sections 163B and 223 of the Act.***

PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY

BACKGROUND

Following the introduction of the Wellington Shire Council 2014 Residential Road and Street Construction Plan, property owners abutting the proposed scheme area expressed interest in a Special Charge Scheme. An informal investigation of a Special Charge Scheme was commenced which included the preparation of a concept design and cost estimation. The section of Dundas Street is primarily a residential street with access to Macarthur and Stawell Streets.

Currently there are unsealed road shoulders with only the through lanes sealed and a mixture of open channel drains and old concrete kerb and channel which is in poor condition. The proposed Dundas – North - Street Special Charge Street Construction Scheme would provide for fully constructed section of this street. The work would include a fully sealed road with barrier kerb and channel, improved drainage and stormwater management. This scheme will ensure that the section of Dundas Street will be to a similar standard as other fully constructed sections of Dundas Street.

A public meeting was held on Monday 28 July 2016 and an informal survey, which included an estimated cost, was distributed to all property owners liable to be included in the proposed scheme. The letter included a reply paid questionnaire to assess support for, or objection to, the scheme. Letters were mailed to property owners on 29 July 2016 returnable by 19 August 2016.

There are 20 owners of 21 properties in the scheme area.

Results of the survey show:

The result of the informal survey was 85% of the property owners replied and 70% of the replies were in favour of the proposed scheme.

	SUPPORT SCHEME		OPPOSE SCHEME		DID NOT REPLY	
Property Owners (20)	14	70%	3	15%	3	15%
Properties (21)	15	71%	3	14%	3	15%

Note – There is one person who owns two properties in this section of Dundas Street.

OPTIONS

Council has the following options:

1. To progress the proposed scheme by advertising the intention to declare the Special Charge Scheme; or
2. To not advertise the intention to declare the Special Charge Scheme.

PROPOSAL

That Council advertise its intention to declare a Special Charge Scheme for the full construction of the section of Dundas Street between Macarthur and Stawell Street in the township of Sale.

CONFLICT OF INTEREST

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

FINANCIAL IMPACT

The scheme is estimated to cost \$320,000. The amount to be recovered under the scheme does not include GST.

Portion to be recovered from property owners	\$93,100
Portion to be recovered from Council as a property owner	\$2,900
Portion of cost to be recovered from Council as direct costs	\$224,000

Total estimated cost of scheme \$320,000

As only 30% of the cost of this scheme is intended to be recovered from affected property owners, Council will need to provide for the estimated cost within its 2017/2018 Capital Works Program. Council funding is to be allocated from 2017/2018 Commonwealth Roads to Recovery Funding Allocation.

The method of apportioning the costs for this scheme includes both access benefit and road abuttal. Accordingly, 50% of the estimated cost is to be uniformly apportioned among the properties in the scheme as an access benefit. The remaining 50% is to be apportioned on the

basis of full cost for properties fronting the road/streets to be constructed, one half cost for all properties with rearage to a road/street to be constructed and one third cost for all properties with a sideage to a road/street to be constructed. Council will be contributing 70% of the scheme costs.

It is proposed under the scheme to invoice property owners for their apportioned project amount after completion of construction of the scheme. Options for payment per property/parcel/title are, full payment within 45 days or 20 quarterly instalments (5 years) or 40 quarterly instalments (10 years) for all amounts. An interest component will be included where payment is to be made under either of these instalment programs.

The average estimated cost per property is \$4,500. The lowest estimated cost is \$2,700. The highest estimated cost is \$5,200.

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*.

LEGISLATIVE REQUIREMENTS

Clause (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.

Clause (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).

The Benefit Ratio "R" is calculated by:

$$\frac{TSB(in)}{TSB(in) + TSB(out) + TCB} = R$$

- **TSB(in)** is the estimated total special benefit of those properties that the council has decided to include in the scheme.
- **TSB(out)** is the estimated total special benefit of those properties with an identified special benefit that the Council does not propose to include in the scheme.
- **TCB** is the estimated total community benefit.
- **R** is the benefit ratio.

For the purposes of this scheme:

$$\text{TSB(in)} = 21 \text{ (no. of properties in scheme)}$$

$$\text{TSB(out)} = 0$$

$$\text{TCB} = 49.0$$

$$\text{Therefore:- } R = \frac{21}{21+0+49.0} = 0.30$$

and;

$$S = R \times C$$

$$S = 0.30 \times \$320,000$$

$$\text{Therefore:- } S = \$96,000$$

COUNCIL POLICY IMPACT

The scheme has been prepared in accordance with Council's Special Charge Schemes – Roads, Street & Drainage Development Policy 4.2.4 and 2014 Residential Road and Street Construction Plan.

PLANNING POLICY IMPACT

The proposal has no impact on Planning Policy.

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 significant community impact as it will realise a fully constructed road for a local access A road. Direct benefits will include the elimination of vehicle generated dust, improved through traffic conditions and road safety arising from the defined road location, associated signage and pavement markings and improved drainage..

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 stormwater runoff.

CONSULTATION IMPACT

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

- Numerous discussions between property owners and Council staff during 2016
- Information letter advising property owners of street works proposal 21 June 2016
- Public meeting held at Sale, 28 July 2016
- Mail out survey of all property owners, 29 July 2016
- Follow up phone calls and direct contact with property owners.

Further consultation will be through recommendation 3 and 4 of this report. The recommendation is for the notification by public notice of the opportunity to lodge submissions/objections to the proposed special charge street construction scheme.

The creation of a Council Committee made up of three Councillors and an alternative representative, will consider submissions/objections to the scheme and to hear any submitters/objectors who request to be heard in support of their submissions/objections.

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), properly identified through lanes and new signage and markings.

**DUNDAS STREET – NORTH - SPECIAL CHARGE STREET CONSTRUCTION SCHEME
No 1602 PLAN OF SPECIAL CHARGE SCHEME AREA.**

ITEM C4.2**CONTRACT 2016/007 SALE STREETSCAPE RENEWAL
CUNNINGHAME STREET, DESAILLY STREET AND
MACALISTER STREET**

DIVISION: BUILT & NATURAL ENVIRONMENT
ACTION OFFICER: MANAGER ASSETS & PROJECTS
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

The purpose of this report is for Council to consider entering into a contract for the Sale CBD Infrastructure Renewal Program for concrete streetscape works in Cunninghame Street, Desailly Street and Macalister Street.

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

That:

- 1. Council adopt the recommendations contained in the attached confidential Tender Evaluation Report at Item F1.1 of the Council Meeting Agenda for contract 2016-007 Sale Streetscape Renewal – Cunninghame Street, Desailly Street, Macalister Street; and***
- 2. The information contained in the confidential document Item F1.1 of this Council Meeting and designated under Section 77 Clause (2)(c) of the Local Government Act 1989 as confidential by the General Manager Built & Natural Environment on 28 October 2016 because it relates to the following grounds under Section 89(2) of the Local Government Act 1989: d) Contractual matters be designated confidential information under Section 77 Clause (2)(b) of the Local Government Act 1989, except that once this recommendation has been adopted the name of the successful tenderer can be made public.***

BACKGROUND

The Sale CBD Infrastructure Renewal Program is an ongoing program where footpaths and kerb and channel and road pavements are renewed and enhanced with tree plantings and feature paving.

The renewal program in Sale has progressed steadily and works are now programmed for sections of Cunninghame Street, Desailly Street and Macalister Street, Sale.

OPTIONS

Council has the following options available:

1. To adopt the recommendations contained in the attached confidential Tender Evaluation Report for contract 2016-007 Sale Streetscape Renewal – Cunninghame Street, Desailly Street, Macalister Street; or
2. To 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 2015-007 Sale Streetscape Renewal – Cunninghame Street, Desailly Street, Macalister Street.

CONFLICT OF INTEREST

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

FINANCIAL IMPACT

The proposed Sale Streetscape Renewal concrete works are budgeted for in the 2016/17 Capital Works Program as part of the second package of work tendered. The first package of works tendered was for streetscape works in Macarthur Street, Sale which have been completed.

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.

RESOURCES AND STAFF IMPACT

This project will be undertaken with the resources of the Assets & Projects Unit.

COMMUNITY IMPACT

The improved and upgraded streetscape when complete will have a positive community impact.

ENVIRONMENTAL IMPACT

The proposed works will have minimal environmental impact, with the contractors complying with Council's Guidelines on Environmental Management for Roadwork Projects.

CONSULTATION IMPACT

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 C4.3**2016-015 PORT OF SALE PRECINCT SKATEPARK UPGRADES**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 NOVEMBER 2016

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

OBJECTIVE

The objective of this report is for Council to enter into a contract for the Port of Sale Precinct Skatepark Upgrades.

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

- 1. Council adopt the recommendations contained in the attached confidential Tender Evaluation Report at Item F1.2 of the Council Meeting Agenda for Contract 2016-015 Port of Sale Precinct Skatepark Upgrades;***
- 2. The information contained in the confidential document Item F1.2 Contract 2016-015 Port of Sale Precinct Skatepark Upgrades of this Council Meeting and designated under Section 77 Clause (2)(c) of the Local Government Act 1989 as confidential by the General Manager Built & Natural Environment on 26 October 2016 because it relates to the following grounds under Section 89(2) of the Local Government Act 1989: d) Contractual matters be designated confidential information under Section 77 Clause (2)(b) of the Local Government Act 1989, except that once this recommendation has been adopted the name of the successful tenderer can be made public.***

BACKGROUND

The Port of Sale Precinct Skatepark Upgrades are being implemented as part of the Port of Sale Cultural Hub and Precinct works.

The works in this contract are aimed at complimenting the redevelopment of the Port of Sale Precinct by providing an improved, upgraded and integrated Skatepark as well as a multipurpose court to suit a wide range of ability and skill levels.

OPTIONS

Council has the following options:

1. To adopt the recommendations contained in the attached confidential Tender Evaluation Report for contract 2016-015 Port of Sale Precinct Skatepark Upgrades; or
2. To 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 2016-015 Port of Sale Precinct Skatepark Upgrades.

CONFLICT OF INTEREST

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

FINANCIAL IMPACT

The proposed Port of Sale Precinct Skatepark Upgrades is budgeted for in the 2016/17 Capital Works Program.

COMMUNICATION IMPACT

Extensive consultation with stakeholders has been carried out throughout the preplanning and design process of the entire Port of Sale Precinct.

Project signage has been erected on site to communicate details of upcoming works to the public.

This project is likely to result in positive public relations outcomes for Wellington Shire Council as it provides significant improvements to, and rejuvenation of, the existing aging Skatepark to complement the surrounding precinct works.

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 PLAN IMPACT

The Council Plan 2013–2017 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objective

“Assets and infrastructure that meet current and future community needs”

Strategy 4.2

“Ensure assets are managed, maintained and renewed to meet service needs.”

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 this contract.

COMMUNITY IMPACT

The upgrade to the Skatepark and the addition of a multipurpose court will improve the existing facilities and increase the diversity of users which will have a positive community impact.

ENVIRONMENTAL IMPACT

The proposed construction works will have minimal environmental impact, with the contractors complying with Wellington Shire Council's Guidelines on Environmental Management for Roadwork Projects. As a requirement of the contract the contractor will prepare and follow an approved environmental management plan.

CONSULTATION IMPACT

As part of the overall Port of Sale Cultural Hub and Precinct works a large range of stakeholders have been consulted including the Skatepark users.

There will be short term interruptions associated with the construction works. However, there will be positive long term impacts on the community and tourists who use these facilities.

RISK MANAGEMENT IMPACT

It is considered that the proposed contract works will not expose Council to any significant risks.

All Occupational Health and Safety and environmental risks will be discussed with the contractor and allocated to the party in the best position to manage each risk.

The completed Skatepark Upgrades will provide an improved skate facility and multipurpose court.



C5 - REPORT

GENERAL MANAGER COMMUNITY AND CULTURE

ITEM C5.1**QUICK RESPONSE GRANT SCHEME**

DIVISION: COMMUNITY & CULTURE
ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to note the information regarding successful applications under the Quick Response Grant Scheme (QRGS) for the period July 2016 to October 2016 as at Attachment A.

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

That Council note the information regarding successful applications under the Quick Response Grant Scheme for the period July 2016 to October 2016 as at Attachment A.

BACKGROUND

The QRGS aims to fulfil community need by providing a quick turnaround for funding and provides an opportunity for the community to access funding outside the Community Grant timeline. The QRGS supports the delivery of projects that demonstrate positive impacts on the wider Wellington community. Eligible projects submitted under this program are assessed within two weeks.

Individuals can apply for a QRG of up to \$500 under the Individual Sponsorship category. Not for profit community groups operating in the Wellington Shire can apply for up to \$2,000 from the three minor community funding categories (Events, Projects and Facilities).

The applications included in this paper were assessed between July 2016 and October 2016.

Applications are assessed by an internal assessment panel. 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 allocates funding based on the assessment criteria and funding guidelines.

OPTIONS

Council has the following options:

1. Note the information regarding successful applications under the QRGS for the period July 2016 to October 2016 as at Attachment A.; or
2. Request further information and reconsider at a future Council meeting.

PROPOSAL

For Council to receive the information regarding successful applications under the QRGS for the period July 2016 to October 2016 as at Attachment A.

CONFLICT OF INTEREST

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

FINANCIAL IMPACT

These applications have been funded through the QRGS within the Active Communities budget. The total available budget for the 2016/2017 Quick Response Grant Scheme is \$95,000. A total of \$35,438.00 was allocated to successful applications for the period July 2016 to October 2016.

The table below is a summary of the funding allocation, detailed list at Attachment A.

Applications received and assessed	
• Minor Community Events	12 totalling \$19,250.00
• Minor Community Projects	14 totalling \$17,413.47
• Minor Community Facilities	5 totalling \$9,215.50
• Individual Sponsorship	10 totalling \$4,705.00
Successful Applications	
• Minor Community Events	12 totalling \$19,250.00
• Minor Community Projects	13 totalling \$17,031.70
• Minor Community Facilities	4 totalling \$5,527.75*
• Individual Sponsorship	6 totalling \$2,500.00*
Unsuccessful Applications	
• Minor Community Events	Nil
• Minor Community Projects	1 totalling \$381.77
• Minor Community Facilities	1 totalling \$2,000.00
• Individual Sponsorship	4 totalling \$1,705.00

* Part funding allocated to 2 Facilities and 2 Individual Sponsorship grants

COMMUNICATION IMPACT

The funding of these grants facilitates positive community relationships for the Wellington Shire Council, 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 2013-17 Theme 7 Community Wellbeing states the following strategic objective and related strategy:

Strategic Objective

"Enhance health and wellbeing for the whole Community".

Strategy 7.1

"Support access to a range of recreational opportunities for all sectors of the community".

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

COMMUNITY IMPACT

The funding of these grants will have a significant positive effect on the community, providing assistance to increase the range of events and activities that the wider Wellington community can access. 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 and projects are encouraged to consider the waste that will be produced through delivering their grant outcomes and have appropriate measures in place to manage waste. Assistance from Council is offered to all events to minimise landfill waste through the use of recycle bins.

CONSULTATION 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 OH&S and best practice safety standards. It is the responsibility of applicants to ensure that their project complies with all current rules and regulations.

Quick Response Grant Scheme - Successful Applications – July to October 2016

Organisation		Project Title	Amount	Description
Successful Minor Community Events				
1	Briagolong Community House Inc	Briagolong Community Expo	\$1,015.00	A day of music, food, demonstrations and displays from our creative Community House and local businesses.
2	Foothills Music Association	Foothills Music Festival 2016	\$2,000.00	A free family day of musical workshops, including drumming, marimbas, singing, dancing, instrument making and children's entertainment, followed by an open mic session and bush dance/concert.
3	Gippy Rocks Incorporated	Gippy Rocks 2016	\$2,000.00	This event aims to raise funds for Ronald McDonald House Monash by bringing together rock and roll enthusiasts from around Australia to enjoy 3 days of social and competition dancing, classic vehicle display and retro street market.
4	Glenmaggie & District Boat Club	The race that shakes the lake - powerboat racing	\$2,000.00	A two-day powerboat racing event on Lake Glenmaggie featuring national and international competitors.
5	Grand Strzelecki Track	Grand Strzelecki Track 2nd Edition Map Launch	\$940.00	A community celebration to launch the second edition of walking maps including guided walks and a BBQ.
6	Heyfield Football Netball Club	Indigenous Round Heyfield versus Yarram	\$1,500.00	An Indigenous sports round to coincide with NAIDOC Week and to celebrate Indigenous culture.
7	Loch Sport Public Hall	Family Fun Day	\$1,795	Family fun day bringing the whole community together during Social Inclusion Week.
8	Sale Camera Club	Annual Exhibition	\$1,000.00	Annual exhibition and competition involving six Gippsland based clubs.
9	Wellington BBQ Inc	Wellington Big Blokes BBQ	\$2,000.00	This event will enable men and their families to get together to discuss important health issues in a supportive and friendly environment.
10	Wellington Hockey Club	East Gippsland Hockey Grand Finals	\$2,000.00	The 2016 East Gippsland Hockey Association Grand Finals including an inaugural all abilities match.
11	Women of Wellington (WOW) Factor	Introducing the WOW Factor - a fundraiser to support activities run by Gippsland Women's Health	\$1,500.00	A fundraising event in support of Gippsland Women's Health. The event features a three course dinner, presentations from renowned interior decorator Shayna Blaze, auction items and raffles.
12	Yarram & District Traders & Tourism Inc	Welcome to Yarram	\$1,500.00	The event will welcome new members of the community and provide them with local information.
Total			\$19,250.00	

Successful Minor Community Projects				
1	Balook & District Residents Ass	Duff Sawmill Heritage Trail brochure update print	\$690.00	Duff Sawmill Heritage Trail brochure update for tourists visiting Tarra Bulga National Park and the Grand Strzelecki Trail.
2	Briagolong Community House Inc	Creative Writing - a bucket of words	\$320.00	A series of stories produced by community members of all ages and abilities from our Creative Writing group.
3	Friends of Sale Botanic Gardens	Who and Where are the "Friends of Sale Botanic Gardens"	\$330.00	Banners and signs to market "Friends of Sale Botanic Gardens" and Sale Botanic Gardens information.
4	Giffard West Hall Committee of Management	Giffard, Darriman and District: A community History publication	\$2,000.00	The Giffard, Darriman and wider communities have collaborated to compile and write the first comprehensive history of Giffard and Darriman district.
5	Heyfield Community Resource Centre	Heyfield Harvest Garden	\$2,000.00	The Heyfield Harvest garden will be a series of raised, prefabricated garden beds that will be used by people of all ages to learn how to grow their own food, provide a training area for horticulture courses and produce for the community lunches cooked by Heyfield Community Resource Centre.
6	Loch Sport Community House	Table Tennis Activity group	\$2,000.00	All ages welcome for table tennis, social interaction, exercise, mental and physical stimulation and a great laugh.
7	Rosedale Neighbourhood House	Threshold ramps	\$316.70	An accessibility audit determined that threshold ramps were required to bring RNH in line with compliance.
8	Sale Neighborhood House	Staying Active and Healthy in Wellington	\$1,880.00	Affordable and accessible health and wellbeing activities for the Wellington community.
9	Sale Stationeers' Group	Bollards (Painted by local schools) at Sale Railway Station	\$1,100.00	Installation of bollards painted by local schools along the edge of the picnic area at the railway station in Sale.
10	Seaspray Reserve COM	ANZAC Sculptures	\$2,000	Two ANZAC sculptures at the Seaspray Memorial Park to replace trees which have been designated for removal.
11	Stratford	Mainstreet Alive	\$1,920.00	Two simultaneous projects creating great visual impact. One to erect a flag system on 9 light poles up the highway and the second to cover the Pharmacy fence with an easy, effective, movable 'mural' on shade cloth.
12	Victoria Police	Police mini interactive car and bike to be purchased for community events	\$1,000.00	Delivering a traffic safety message to young children using mini interactive vehicles.
13	Wellington (Disability) Transition Network	What's Next Forum 2016 - 'Let's have a Chat about the Future'.	\$1,475.00	An event for young people with learning barriers, their families and educators to assist the development of a direction for post school options.
Total			\$17,031.70	

Successful Minor Community Facilities				
1	Anglican Parish of Yarram	Refurbishment of Christ Church Tarraville	\$1,000.00	Refurbishment of Christ Church in Tarraville which is Gippsland's oldest wooden church. It was built in 1856 and constructed without nails. The church is heritage listed and has significant historical and architectural interest and is still in use today.
2	Community Garden Group	Sustainable Practices at Community Garden Group	\$1,840.00	Improve sustainable practices by providing a water tank and drip system for the edible plants.
3	Glenmaggie Mechanics Institute	Repair Glenmaggie Hall Walls and Ceilings	\$687.75	Repairing plaster cracks in walls and securing suspended ceiling panels.
4	Lake Wellington Yacht Club	Maintaining the Bunkhouse - Suite 209	\$2,000.00	Replace the badly deteriorated wooden windows in the bunkhouse.
Total			\$5,527.75	
Successful Individual Sponsorship				
Individual's Name		Supporting Organisation	Activity Title	Amount
1	Cody Dyce	FIM World Junior Motorcross	World Junior Motorcross Championships 2016	\$500.00
2	Darcy Wade	International Pony Club & Irish Pony Club Association	Pony Club International Tetrathlon Competition	\$500.00
3	Harper Fraser	Basketball Victoria Country	Basketball Victoria Country 2016 Echuca Jamboree	\$250.00
4	Hollie Ryan	School Sport Victoria	School Sport Australia Football Championships 12 & under	\$500.00
5	Walker Newman	Volleyball Victoria	Australian Junior Volleyball Championships	\$500.00
6	Zach Felsbourg	Basketball Victoria Country	Basketball Victoria Country 2016 Echuca Jamboree	\$250.00
Total				\$2,500.00

Quick Response Grant Scheme - Unsuccessful Applications – July 2016 to October 2016

Organisation	Project Title	Description	Comment
Unsuccessful Minor Community Events			
1	Nil		
Unsuccessful Minor Community Projects			
1	Rosedale Primary School	Budget truck rental for donated resources for school	Pick up of goods donated by Rowville Primary School to assist with starting an Out of School Hours Care program at Rosedale Primary School
Unsuccessful Minor Community Facilities			
1	Sale Swimming Club Inc	Pool survey	Outdoor pool survey to facilitate scoping study for the installation of touch-pad timing system for competitive swimming events
Unsuccessful Individual Sponsorship			
1	Sale City Band	Victorian Band's League	Victorian Band's League - Victorian Championships
2	Kathy Whelan & Peter Lee	Destination Victoria	RACV - Destination Gippsland Tourism conference
4	Susie Foletta, Tarra Territory Tourism Inc	Destination Gippsland	RACV - Destination Gippsland Annual Conference

ITEM C5.2**CAMERON SPORTING COMPLEX COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE
ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive the minutes from the Cameron Sporting Complex Committee of Management's Ordinary Meetings held on 16 June 2016, 21 July 2016 and 18 August 2016 including financial statements.

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

That Council receive the minutes from the Cameron Sporting Complex Committee of Management's Ordinary Meetings held on 16 June 2016, 21 July 2016 and 18 August 2016 including financial statements.

BACKGROUND

The Cameron Sporting Complex Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Cameron Sporting Complex for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Cameron Sporting Complex for the use and enjoyment of the local community.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

Conflict of Interest: It was noted that conflicts of interest were called for at the commencement of the Ordinary Meetings, with no conflicts being declared.

OPTIONS

Council has the following options:

1. Receive the minutes from the Cameron Sporting Complex Committee of Management's Ordinary Meetings held on 16 June 2016, 21 July 2016 and 18 August 2016 including financial statements; or
2. Seek further information to be considered at a future Council Meeting.

PROPOSAL

That Council receive the minutes from the Cameron Sporting Complex Committee of Management's Ordinary Meetings held on 16 June 2016, 21 July 2016 and 18 August 2016 including financial statements.

CONFLICT OF INTEREST

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

LEGISLATIVE IMPACT

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

COUNCIL POLICY IMPACT

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

COUNCIL PLAN IMPACT

The Council Plan 2013-17 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objectives

Asset and infrastructure that meet current and future community needs.

Strategy 4.2

Ensure assets are managed, maintained and renewed to meet service needs.

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

CONSULTATION IMPACT

Meetings held by the Cameron Sporting Complex Committee of Management are open to the public.

Meeting held 16.6.16 7.30 PM.

APPOLOGIES:

1) PRESENT: Malcolm, Brad, Peter, Tracy, Anna,
Tim, Luonne, Bronwyn, Prie & Paul Arant

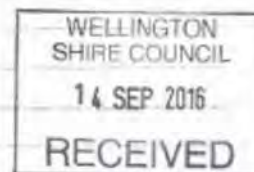
QUORUM ACHIEVED - YES.

2) DECLARATION OF CONFLICTS OF INTEREST - NIL.

3) Confirmation of minutes from Previous Meeting
Moved - Anna 2nd - Bronwyn.

5) ~~BUSINESS ARISING~~ CORRESPONDENCE INWARDS:
* Dog signs (Refer to General Business)
→ Water pump test failed.
* Down Martin (Refer to General Business)

4) BUSINESS ARISING:
* Moving contract - Brad - 8 groups.
* Relay (gym) signs done
* Brian Tasse - work started.



6) CORRESPONDENCE OUTWARDS:
* Funding for works

7) TREASURER'S REPORT
Moved Anna 2nd Tim.
Anna to follow up on water bills

b) HOCKEY.
* Light still not done - Higg to follow up.
→ Senior Men & Women's team won country week

c) BASKETBALL:
* Side tournament 3 winners - 3 Ru.
Sam Whelan selected in Vic School team (senior)
Rye Carter clinic - July 6th

- + Marist Netball catering - 20-21-22 June
- * Spider springing done on June 27th

1) CRICKET: + Off season
+ Cutting back done

2) GYMNASTICS:

- * Vic state level 8
+ Layla Berry + Jess Lang both did well.
- * Henry Noble won level 2 trampolining.
Tom Tindley 7th Trampolining in Australia
+ Holiday programming.

3) GENERAL BUSINESS:

- * Brian Teese done some work + will finish up soon. Also paint skirts.
- * Paul Berry + Sue Butcher - Basic life support night 10 people attended, hope to do another. Also do a night to learn about D-Fib.
- * Purchase new pads for D-fib
- * Brad to contact Dawn Martin about Grants for Alarms or extra security lighting.
- * Malcolm asked that September meeting be changed to 22nd
- + Paul + Brad to meet about bore & pipes.
+ Power (Daren Bennett)
- * Outside toilets have been turned off
- * White ants in Gymnasium being monitored.

Meeting closed 7.55

Next meeting 21.7.16



BRAD SPUNNER 18/8/16

CAMERON COMPLEX MEETING.

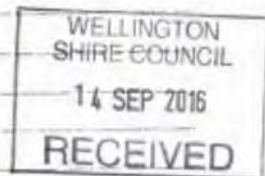
21.7.16 7pm.

APPOLOGIES: Nil.

PRESENT: Brad Spamer, Tracy Cameron, Bronwyn Hillbride, Anna Gawn, Prue Berry, Tim Kemp, Paul Durrant, Malcolm Hale, Peter Anderson & Pat Heatherley.

QUORUM - YES.

CONFLICTS - NIL.



CONFIRMATION OF MINUTES: Moved P. Anderson.
2nd - Y. Higgins.

CORRESPONDENCE INWARDS:

- 1) Invitation to Bendigo Bank Forum.
- 2) Water - Refer to general business.

CORRESPONDENCE OUTWARDS: Minutes.

BUSINESS ARISING:

- 1) Hockey lights - wrong lights were sent - new ones arrived & work is done.

TREASURER REPORTS

- 1) Audit to be done in September.
- 2) Junior football fees not paid (Pat to follow up)
Moved Anna 2nd. Bronwyn.

CLUBS.

BASKETBALLS

- 1) Jack Hrehorison selected in Victoria Country Junior school team.
- 2) Did well at Murwell tournament.
- 3) 13 new kids did referee's course.

- 4) Drink fountain put in - just waiting on line to go underneath.
- 5) Outside to get floors redone \$43,000.
- 6) Roof - refer to General Business.

HOCKEY:

- 1) All home games left
- 2) Birmingham 800 30th July.
- 3) 1 boy in state championships.

FOOTBALL:

- 1) 3 funds to go.
- 2) All teams doing well.
- 3) 16's have forfeited last couple of games due to lack of numbers.

CRICKETS

- 1) Training has commenced. 18.7.16.
- 2) Trying to get locals to play.
- 3) Gipsyland pathways for R. 14/16

GENERAL BUSINESS

- 1) Water - Brad to meet with Tilo - need to put pressure on some one.
- 2) Roof too many leaks - need shine & plumber to look into.
Basketball had to cancel due to floors being too wet.
- 3) Health Inspector went through canteen - all good.
- 4) CBK men & water starting October.
- 5) Gum trees have been sprayed & are dead.
- 6) Water bill is too high - plumber to check for any leaks.
- 7) Main oval to be fixed next week as it has been too wet.
- 8) Discussion on extension - all groups need to decide what the will contribute. Cost approx 2 1/2 million. Sept cost up date

- 9) MOWING - Chris Noels & Paul Johnson
went through 4 tenders They ranged
23,640 to 6575,00. cpi 5%
Anna Anarced Friday 22nd.
10) Agy grand Report - Chris Noels.
Brad to follow up.

Meeting closed 7.45

Next Meeting August 18th

NOTE CHANGE!!

September Meeting. September 22nd 7pm.

BRAD SPURR.

Brad Spurr 18/8/16.

**CAMERON SPORTING COMPLEX
Special Committee of Council**

MINUTES

**MEETING 18.8.2016, MEETING TIME 7pm
MEETING CAMERON SPORTING COMPLEX**



Meeting Opened Time:

1. Present / Apologies

Name	Title	Representing	Present / Apology
Malcolm Hole	Councillor		x
Brad Spinner	Chairperson	Community	x
Peter Anderson	Vice Chairperson	Community	x
Tracy Cameron	Secretary	Community	x
Anna Gaw	Treasurer	Community	x
Timothy Kemp		Community	x
Paul Durrant		Maffra Cricket	x
Yvonne Higgins		Maffra Basketball	x
Bronwyn Hillbrich		Maffra Hockey	x
Pat Weatherley		Maffra Junior Football	x
Prue Berry		Maffra Gymnastics	x

Quorum Achieved? Yes /

2. Declaration of Conflicts of Interest. NIL

3. Confirmation of Minutes of Previous Meeting (note any corrections)

Moved: P. Weatherley

Seconded: B. Hillbrich

CARRIED

Chairperson to sign and date previous minutes to be filed by Secretary

4. Business Arising from Previous Minutes

*Junior Football Club fees, refer to general business.

*Rob Eutice got the three year mowing contract.

5. Correspondence In

*Maffra Basketball Association, floors being re done request if the committee or WSC would help cover the cost. Peter to submit a letter to WSC.

*Paul Durrant: re rebate system. After much discussion the rebate system would not work but think about doing in house audit every six months.

- *Geoff Hay, progressive report on bore, pipe broken.
- * Ryan Evans asking to use hockey pitches Nov/Dec AFL 9's football.
- 6. Correspondence Out – date previous minutes sent to Council
- 7. Reports
 - 7.1 Chairperson's Report
 - 7.2 Treasurer's Report
 - Moved P. Anderson seconded P. Berry.
 - * 35,000 to be put in term deposit.
 - *Mowing account to be paid monthly.
 - 7.3 User Group Reports
- BASKETBALL:
 - *12 children selected in Jamboree to play in Echuca September.
 - *CBL men's and women's start October.
 - *Jack Hrehoreson won Gold at Junior Australian school championships.
 - * Sam Whelan won bronze at Senior Australian school championships.
- HOCKEY:
 - *Four teams in finals u11,13,15 and women's.
 - *No finals in Maffra
- JUNIOR FOOTBALL:
 - *U12 one team in grand final and one team in prelim, U/14 grand final.
- CRICKET CLUB:U/10 boys have finished with a round robin.
 - *Take over ovals September 1st
 - *Start early October
- GYMNASTICS:
 - *Junior Gippsland championships went well.
 - *Gym Star 30 attended.
 - * Senior championships in September
- 8. Volunteers
- 9. OHS / Risk / Facility Fault Report
- 10. New Rules of the Committee to be endorsed by Council
- 11. General Business
 - *Junior football part payment. They didn't use main oval, lights and loss of money due to low canteen. Also could get no finals due to main oval out of action. After discussion Pat recommends we write to the football club to pay full rental as all this was out of the committee's hands.
 - *External fences around main ovals need a lot of work, Pat to get Quotes.
 - *Play ground, looking for sec poles.
 - *Prue to ring Paul Johnson about a meeting in September regarding the extension plans.
 - *Thank you to Prue for the evacuation plan.
 - *Prue and Sue butcher have done a support session with the defibrillator. Going to do one at the cricket club as well.
 - *stadium roof ahs had a lot of repairs, hope fully it will hold off in the rain.
- 12. Next Meeting

SEPTEMBER 23rd

Meeting Closed Time: 8.45

Peter Anderson apology at September meeting.

These minutes are:

Confirmed as true and correct on
Date

Or

Corrections have been made and noted at the meeting on 22 September 2016
Date

Chairperson Signature.....

CAMERON SPORTING COMPLEX - COMMITTEE OF MANAGEMENT

FINANCIAL STATEMENT - MONTH ENDED 31st AUGUST 2016

CHEQUE ACCOUNT

RECEIPTS

	AUGUST	Y.T.D.
Wellington Shire:		
Maintenance Grant		
Audit Works		\$ 3,885.00
Reimbursements:		
Basketball Association	\$ 2,238.76	\$ 2,238.76
Gymnastics	\$ 1,755.98	\$ 2,325.18
Rentals:		
Maffra Junior Football Club	\$ 3,636.37	\$ 3,636.37
Maffra Hockey Club		
Maffra Cricket Club		
Schools		
Miscellaneous Rentals		
Other Income:		
Miscellaneous		
3ST Reimbursement		\$876.34
3ST Collected on Receipts	\$ 763.11	\$ 1,208.53
Bank Interest		
Transfers:		
From Investment Acc		



PAYMENTS

	AUGUST	Y.T.D.
Electricity - Reserve:		
Gippsland Water		
Origin	\$ 65.64	\$ 65.64
Stadium:		
Origin	\$ 583.72	\$ 583.72
Mowing Contract:		
Maffra Golf Club	\$ 340.91	\$ 1,063.64
Contract Cleaning:		
Cleaning	\$ 1,842.30	\$ 1,842.30
Maintenance:		
Stadium	\$ 3,589.25	\$ 5,349.25
Reserve/Pavilion	\$ 433.00	\$ 1,799.00
Miscellaneous:		
Rubbish Collection	\$ 315.00	\$ 630.00
Toilet Supplies		
Audit Costs		
Sundries:		
PO Box Rental		
Postage	\$ 45.46	\$ 45.46
Materials	\$ 309.18	\$ 309.18
Equipment		
Bank Charges		
Other Expenses:		
GST on Expenses	\$ 722.88	\$ 1,139.25
GST to Shire		
Transfer:		
To Investment Account		

Total Receipts	\$ 8,394.22	\$ 14,170.18
Balance 1st July 2016		\$ 390.34
Total		\$ 14,560.52

Total Payments	\$ 8,247.34	\$ 12,827.44
Balance 31st August 2016		\$ 1,733.08
Total		\$ 14,560.52

Bank Reconciliation

Balance as per Bank Statement (copy attached)	\$ 3,420.88
Less unrepresented cheques	
Cheque No. 1646	\$ 346.50
1647	\$ 476.30
1648	\$ 570.00
1649	\$ 295.00

Balance as at 31st August 2016	\$ 1,687.80
	\$ 1,733.08

SAVINGS ACCOUNT**RECEIPTS**

	AUGUST	Y.T.D.
Interest	\$ 21.01	\$ 43.40
Transfers In		
Total Receipts	\$ 21.01	\$ 43.40
Balance 1st July 2016		\$ 62,005.62
Total		\$ 62,049.02

Bank Reconciliation

Passbook Balance as at 31st August 2016

PAYMENTS

	AUGUST	Y.T.D.
Bank Charges		
Transfers Out		
Total Payments	\$ -	\$ -
Balance 31st August 2016		\$ 62,049.02
Total		\$ 62,049.02

\$ 62,049.02**ACCOUNT SUMMARY**

Cheque Account	\$ 1,733.08
Savings Passbook	\$ 62,049.02
TOTAL 31st August 2016	\$ 63,782.10



034709619 009930



WELLINGTON SHIRE COUNCIL
PO BOX 618
MAFFRA VIC 3860

Account title WELLINGTON SHIRE COUNCIL-
CAMERON SPORTING COMPLEX COMMITTEE OF
MANAGEMENT

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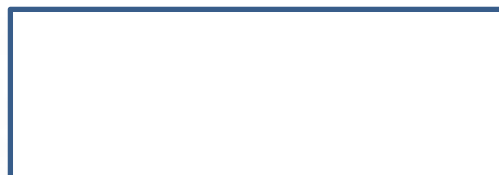
Any questions?

Contact Manager at 146 Johnson Street, Maffra 3860
on **03 5141 1999**, or call **1300 BENDIGO**
(1300 236 344).

Bendigo Bank Example Statement

Date	Transaction	Withdrawals	Deposits	Balance
	Opening balance			\$1,641.20
1 Aug 16	Monthly Transaction Summary			
	CHEQUE WITHDRAWALS (6 @ 0.70)	4.20		
	Total Transaction Fees	4.20		
	ACCOUNT REBATE		4.20	
	Total Rebates		4.20	
	Net Transaction Fees for July 16	0.00		1,641.20
2 Aug 16	DEPOSIT - CHEQUE(S) #Chq:1		4,000.00	5,641.20
3 Aug 16	DEPOSIT - CHEQUE(S) #Chq:1		1,249.16	6,890.36
10 Aug 16	CHEQUE 1641	375.00		6,515.36
15 Aug 16	CHEQUE 1642	2,026.53		4,488.83
19 Aug 16	CHEQUE 1640	714.29		3,774.54
19 Aug 16	CHEQUE 1645	733.70		3,040.84
23 Aug 16	DIRECT CREDIT GYMNASICS CLUB MAFFRA GYMNASIC 0688742563		1,931.58	4,972.42

...continued overleaf >



Bendigo Bank Cheque Statement

Date	Transaction	Withdrawals	Deposits	Balance
25 Aug 16	DEPOSIT - CHEQUE(S) #Chq:1		1,213.48	6,185.90
25 Aug 16	CHEQUE 1644	310.54		5,875.36
25 Aug 16	CHEQUE 1643	2,349.48		3,525.88
26 Aug 16	CHEQUE 1638	55.00		3,470.88
29 Aug 16	CHEQUE 1650	50.00		3,420.88
Transaction totals / Closing balance		\$6,614.54	\$8,394.22	\$3,420.88

Bendigo Bank suggests you carefully check all entries on your statement. Apparent errors or possible unauthorised transactions are to be promptly reported to your branch. It is important that you notify Bendigo Bank of any disputed transactions as soon as possible as Bendigo Bank's ability to investigate disputed transactions and to subsequently process a chargeback in your favour is restricted by the time limits imposed under the operating rules of the applicable credit card scheme. If you wish to obtain further information about this product (including your chargeback rights) or you have a question or concern about your account or its operation please contact your local Bendigo Bank Branch (details supplied on the front of the statement).

If you are not satisfied with the response you can contact our Customer Help Centre, The Bendigo Centre, Bendigo VIC 3550 (PO Box 480, Bendigo VIC 3552) or by telephone on 1300 361 911. If your concern or complaint cannot be promptly resolved, we will provide you with a response in a reasonable time.

All card transactions made in currencies other than Australian dollars will incur a fee of 3% of the transaction value. (Additional charges may apply for cash transactions.)



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Bendigo and Adelaide Bank Limited ABN 11 068 049 178 AFSL/Australian Credit Licence 237879

ITEM C5.3**BRIAGOLONG QUARRY RESERVE COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE
 ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
 DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive the minutes from the Briagolong Quarry Reserve Committee of Management's Ordinary Meetings held on 27 June 2016 and 3 October 2016.

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

That Council receive the minutes from the Briagolong Quarry Reserve Committee of Management's Ordinary Meetings held on 7 June 2016 and 3 October 2016.

BACKGROUND

The Briagolong Quarry Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Briagolong Quarry Reserve for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Briagolong Quarry Reserve for the use and enjoyment of the local community.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

Conflict of Interest: It was noted that conflicts of interest were called for at the commencement of the Ordinary Meeting, with no conflicts being declared.

OPTIONS

Council has the following options:

1. Receive the minutes from the Briagolong Quarry Reserve Committee of Management's Ordinary Meetings held on 27 June 2016 and 3 October 2016; or

2. Seek further information to be considered at a future Council Meeting.

PROPOSAL

That Council receive the minutes from the Briagolong Quarry Reserve Committee of Management's Ordinary Meetings held on 27 June 2016 and 3 October 2016.

CONFLICT OF INTEREST

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

LEGISLATIVE IMPACT

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

COUNCIL POLICY IMPACT

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

COUNCIL PLAN IMPACT

The Council Plan 2013-17 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objectives

Asset and infrastructure that meet current and future community needs.

Strategy 4.2

Ensure assets are managed, maintained and renewed to meet service needs.

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

CONSULTATION IMPACT

Meetings held by the Briagolong Quarry Reserve Committee of Management are open to the public.

BRIAGOLONG QUARRY RESERVE Special Committee of Council

MINUTES

MEETING DATE: 27/6/2016 MEETING TIME: 7.30

MEETING VENUE: BRIAG PUB

Meeting Opened Time:

1. Present / Apologies

Name	Title	Present / Apology
Peter Cleary	Councillor	/
Warrick Brown	Chairperson	/
Graeme Appleton		/
Jacob Taylor		APOL
Jodie Taylor		APOL
Kaye Whitworth		APOL
Marty Gennep		

Quorum Achieved?

Yes/No ☒ No

2. Declaration of Conflicts of Interest

3. Confirmation of Minutes of Previous Meeting (note any corrections)

Moved: PETER

Seconded: APPLES

CARRIED

Chairperson to sign and date previous minutes to be filed by Secretary

4. Business Arising from Previous Minutes

Nil

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5. Correspondence In

• NIL

6. Correspondence Out – date previous minutes sent to Council

• NIL

7. Reports**7.1 Chairperson's Report**

NIL

7.2 Treasurer's Report (Attached)**7.3 User Group Reports**

NIL

8. Volunteers

NIL

9. OHS / Risk / Facility Fault Report

NIL

10. New Rules of the Committee to be endorsed by Council

N/A

11. General Business

WE HAVE RECEIVED A QUOTE FOR NEW TABLES TO BE INSTALLED IN RESERVE THIS PRICE IS \$900 PER UNIT IN THE GROUND. MEMBERS WILL BE CONTACTED TO DISCUSS THIS LATER ON THIS WEEK.

WE ARE STILL WAITING ON THE CPA TO GET BACK TO US ABOUT NEW FIRE RINGS.

RESERVE HAS BEEN MOWED BEFORE JUNE LONG WEEKEND

12. Next Meeting

12/9/2016

Meeting Closed Time:

6:20 PM

These minutes are:

Confirmed as true and correct on 3/10/2016

Date

Or

Corrections have been made and noted at the meeting on

Date

Chairperson Signature

Liam B

BRIAGOLONG QUARRY RESERVE Special Committee of Council

MINUTES

MEETING DATE: 3/10/16 MEETING TIME: 7:30 AM

MEETING VENUE: BRIAG PUB

Meeting Opened Time:

1. Present / Apologies

Name	Title	Present / Apology
Peter Cleary	Councillor	/
Warrick Brown	Chairperson	/
Graeme Appleton		/
Jacob Taylor		/
Jodie Taylor		-APOL
Kaye Whitworth		APOL
Wendy Cleary		

Quorum Achieved?

Yes

2. Declaration of Conflicts of Interest

3. Confirmation of Minutes of Previous Meeting (note any corrections)

Moved: PETER

Seconded: JAHZ

CARRIED /

Chairperson to sign and date previous minutes to be filed by Secretary

4. Business Arising from Previous Minutes

TABLES - HAVE DELIVERED AND PAID
FOR WORKING BEE TO BE ORGANISED

5. Correspondence In

- •
•
•

6. **Correspondence Out** – date previous minutes sent to Council

-

7. Reports

7.1 Chairperson's Report

例 1 求函数 $y = \sqrt{x^2 + 1}$ 的导数.

7.2 Treasurer's Report (Attached)

...the

7.3 User Group Reports

The diagram illustrates the experimental setup. A participant is seated at a table, looking at a screen. On the screen, there is a starting point (a large circle) and a target (a small circle). The participant's hand is positioned at the starting point. The diagram shows the spatial relationship between the participant, the screen, and the target, with labels for the starting point, target, and the participant's hand.

8. Volunteers

Figure 1. The research framework of the study. The research framework of the study is presented in Figure 1. The framework shows the relationship between the independent variable (Perceived Ease of Use) and the dependent variable (Perceived Usefulness). The mediating variable (Perceived Ease of Use) is shown in the middle. The framework is based on the Technology Acceptance Model (TAM) and the Diffusion of Innovation (DOI) theory. The framework is divided into two main sections: the TAM section and the DOI section. The TAM section shows the relationship between Perceived Ease of Use and Perceived Usefulness. The DOI section shows the relationship between Perceived Ease of Use and Perceived Usefulness. The framework is based on the TAM and the DOI theory.

9. OHS / Risk / Facility Fault Report

[illegible]

10. New Rules of the Committee to be endorsed by Council

11. General Business

PUMP - HAS BEEN DAMAGED DURING LAST FLOOD. WE HAVE HAD TO PURCHASE WATER FROM STRACEY'S. IAN CLIFFORD HAS KINDLY OFFERED TO ~~SET~~ SORT OUT THIS ISSUE

ROB CHRISTIE IS GOING TO HAVE A LOOK AT HIS PLACE TO SEE IF HE HAS A SPARE JET PUMP

COMMITTEE HAS APPROVED EXPENDITURE FOR UP TO \$1000 TO FIX THE PUMP

A WORKING DAY IS TO BEEN ORGANISED FOR SATURDAY 18TH NOVEMBER TO INSTALL NEW SEAS

12. Next Meeting

5/12/2016

Meeting Closed Time:

5:30 pm

These minutes are:

Confirmed as true and correct on
Date

Or

Corrections have been made and noted at the meeting on
Date

Chairperson Signature.....

ITEM C5.4**GORDON STREET RECREATION RESERVE COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE
ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive the minutes from the Gordon Street Recreation Reserve Committee of Management's Annual General Meeting held on 25 July 2016 including audited financial statements and minutes from the Ordinary Meeting held on 29 August 2016.

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

That Council receive the minutes from the Gordon Street Recreation Reserve Committee of Management's Annual General Meeting held on 25 July 2016 including audited financial statements and minutes from the Ordinary Meeting held on 29 August 2016.

BACKGROUND

The Gordon Street Recreation Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Gordon Street Recreation Reserve for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Gordon Street Recreation Reserve for the use and enjoyment of the local community.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

OPTIONS

Council has the following options:

1. Receive the minutes from the Gordon Street Recreation Reserve Committee of Management's Annual General Meeting held on 25 July 2016 including audited financial statements and minutes from the Ordinary Meeting held on 29 August 2016; or
2. Seek further information to be considered at a future Council Meeting.

PROPOSAL

That Council receive the minutes from the Gordon Street Recreation Reserve Committee of Management's Annual General Meeting held on 25 July 2016 including audited financial statements and minutes from the Ordinary Meeting held on 29 August 2016.

CONFLICT OF INTEREST

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

LEGISLATIVE IMPACT

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

COUNCIL POLICY IMPACT

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

COUNCIL PLAN IMPACT

The Council Plan 2013-17 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objectives

Asset and infrastructure that meet current and future community needs.

Strategy 4.2

Ensure assets are managed, maintained and renewed to meet service needs.

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

CONSULTATION IMPACT

Meetings held by the Gordon Street Recreation Reserve Committee of Management are open to the public.

GORDON STREET RESERVE Special Committee of Council

ANNUAL GENERAL MEETING MINUTES

MEETING DATE, MEETING TIME, MEETING VENUE

Meeting Opened Time: 7.10pm

25/07/2016

Heyfield CFA Station

1. Present / Apologies

Name	Title	Representing	Present / Apology
Malcolm Hole	Councillor		Present
Barbara Cook		Heyfield Vintage Machinery Group	Present
David Reid		Heyfield Junior Football Club	Present
Gael McGee		Heyfield Cricket Club	Present
Lee Clarke		Heyfield Traders & Tourism Assn	Apology
Lisa Hewish		Heyfield Basketball Club	Apology
Kelvin Sundermann	Vice President	Heyfield Tennis Club	Present
Bruno Furjan		Pigeon Club	Apology
Geoffrey Healy		Heyfield Football Netball Club	Present
Brian Brown	President	Community	Apology
Patrick Rodaughan	Secretary	Community	Present
Charles Wojcinski	Treasurer	Community	Apology
Craig Bennett		Community	Present
Richard Fawaz		Community	Present

Quorum Achieved Yes

2. Declaration of Conflicts of Interest: Read Chairperson Kelvin

3. Confirmation of Minutes of Previous Annual General Meeting

Moved: Richard

Seconded: Barb

CARRIED

4. Business Arising from Previous AGM: Nil

5. Reports

5.1 Chairperson's Report: Attached

5.2 Treasurer's Report: Attached

5.3 User Group Reports: Nil

6. Election of Office Bearers

All positions declared vacant. Councillor Hole conducted election of office bearers.

6.1 Chairperson Name: Brian Brown in absence

Moved: Kelvin Sundermann CARRIED

6.2 Secretary Name: Pat Rodaughan

Moved: Geoff Healy Declined No other nominations recieved

6.3 Treasurer Name: Charlie Wojcinski in absence

Moved: Kelvin Sundermann CARRIED

6.4 Special Committee Fact Sheet read

7. Schedule of Fees: User Groups fees to increase by 5% for 2016/17 year . Hire fee for the use of whole reserve increased to \$600.00 plus \$300.00 cleaning fee.

8. Committee's Rules for the Reserve

9. Forward Planning Strategies: As per the Gordon Street Reserve Masterplan

10. Next Calendar Year Meeting Dates: 22/08/16; 24/10/16; 27/02/17; 24/04/17; 26/06/17

11. Next Annual General Meeting: 26/06/2017

12. Meeting Closed Time: 7.55pm

14/07/16

PRESENTS REPORT 2015/16

I would like to thank our office bearers for their full support & help over the past year.

I would particularly like to thank Herb & Craig Bennet for all their help with the general every day running of the reserve whether mowing, general maintenance or just cleaning up around the reserve.

This year we again had the privilege to have the help from the Mission Australia people thanks to Tania Burton for organizing this. They have carried out many hours of work painting at the Netball rooms and fences around the grounds. We also did many hours at the Tennis club sanding and staining the floors.

Four courts at the tennis club have been resurfaced.

We are waiting for 300 metres of soil from the Southern Rural Water new dam on Sale-Heyfield road to be used to fill in dips and low lying areas around the grounds.

The dam was fixed by the shire only to have more heavy rain and the dam wall gave away again so we are now still waiting on the shire to fix again. The Wellington Shire Council have budgeted \$80,000 for the fixing of the dam and to install an 80,000lt back up water tank for the irrigation of the grounds.

Craig Bennet & I have done many hours helping builders, plasterers and electrician do work on the Netball rooms.

Richard Fawaz has helped with the replacement of many posts around the grounds.

We have picked up the mowing for the Nambrok recreation reserve as well as the Newry & Heyfield which keeps us very busy.

As all of you are aware the refurbishment of the Football/Cricket/ Basketball rooms has been under way. There have been many small problems along the way with this but hopefully it will all come together right in the end. The final date for this was to be 28th May but as of today it still hasn't been handed over to us. Gordon Street Reserve Committee will take over the cleaning of the new social clubrooms & toilets & will charge the appropriate clubs

All of the cooking utensils for the new kitchen will be purchased by the GSR and when changeovers are done the the lost or broken utensils will be billed to the outgoing club.

We held our annual Christmas dinner were all members and helpers were invited where we enjoyed a lovely meal supplied by Maffra Spit Roast.

Thank you to Malcom Hole for attending or meetings and keeping us up to date with the going on for the Wellington Shire.

And finally a big thank you to all the committee members for their support during the past 12 months & I hope we can continue towards bigger & better things for the Gordon Street Reserve.

Thanks Brian Brown



Certified Practising Accountants

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email: bill@tyrrellpartners.com.au

Suite 2, First Floor, Chr. George & Moore Sts., PO Box 188, Warragul 3925, Phone: (03) 5127 2255 Fax: (03) 5127 1209
Shop 5, 128 Albert Road, PO Box 1097, Warragul 3920, Phone: (03) 5622 3201 Fax: (03) 5623 2523
67 Temple Street, PO Box 267, Heyfield 3606, Phone: (03) 5148 2977 Fax: (03) 5148 3156
"Glenka House" 15 Collins Street, Traralgon 3944, Phone: (03) 5175 0870 Fax: (03) 5176 0026

GORDON STREET RECREATION RESERVE ACCOUNTANTS REPORT

We have prepared the accompanying Statement of Receipts and Payments, period ending June 30, 2016 from information supplied by our client for and at the request of and exclusively for the use of our client.

We express no opinion on whether the Statement of Receipts and Payments presents a true and fair view of the financial results, nor do we give any warranty of accuracy or reliability thereof. Neither the firm or any members or employees of the firm undertakes responsibility arising in any other way whatsoever to any person other than our client, for errors or omissions however caused.

**TYRRELL PARTNERS
ACCOUNTANTS AND ADVISERS**

Tyrrell Partners Pty Ltd A.B.N. 88 086 407 776

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GORDON STREET RECREATION RESERVE

ACCOUNT BALANCES AS AT 30 JUNE 2016

Bendigo Bank

Term Deposits

Master Plan Account 153720909	\$	15,628.16
Term Deposit 156635618	\$	49.51

Statement Accounts

Masterplan Account 149535850	\$	261.58
Mowing Account 147129084	\$	1,301.65
Committee Account 121567855	\$	8,720.32
less unpresented cheques	\$	2,646.80
	\$	6,074.52

TOTAL funds as at 30th June, 2016 **\$ 23,315.42**

6:30 PM
08/08/16
Cash Basis

Gordon Street Reserve
Profit & Loss
July 2015 through June 2016

Jul 15 - Jun 16

Ordinary Income/Expense	
Income	
Casual Hire	550.00
Club Rentals	4,710.00
Donations	7,800.00
Interest	24.90
Interest - Term Deposit	596.20
Miscellaneous Income	2,596.00
Mission Provision	2,500.00
Mowing	1,512.00
Wellington Shire	
Annual Operating Subs...	30,667.00
Asisst Grants	535.00
Dam Repairs	2,135.00
GST Refund	4,662.33
Scoreboard Grant	24,767.44
Total Wellington Shire	62,766.77
Total Income	83,055.87
Expense	
Audit	352.00
Bank Service Charges	8.40
Dam	715.00
Fuel	721.27
Petty Cash	
Catering	500.00
Petty Cash - Other	300.00
Total Petty Cash	800.00
Postage and Delivery	129.00
Repairs	
Building Repairs	
Main Clubroom	5,680.00
Netball	5,820.00
Building Repairs - Ot...	14,343.16
Total Building Repairs	25,843.16
Equipment Repairs	7,740.83
Grounds	8,876.83
Total Repairs	42,460.82
Scoreboard	22,651.92
Signage	104.50
Sundry	5,073.45
Tennis Club	408.00
Toilets	1,557.00

Page 1

6:30 PM
08/08/16
Cash Basis

Gordon Street Reserve
Profit & Loss
July 2015 through June 2016

	<u>Jul 15 - Jun 16</u>
Utilities	
Gas and Electric	3,272.76
Water	<u>4,302.48</u>
Total Utilities	<u>7,575.24</u>
Total Expense	<u>82,556.60</u>
Net Ordinary Income	<u>499.27</u>
Net Income	<u><u>499.27</u></u>

**GORDON STREET RECREATION RESERVE
Special Committee of Council**

MINUTES

29.08.16 / HEYFIELD FOOTBALL CLUB ROOM

Meeting Opened Time: 7.07pm

1. Present / Apologies

Name	Title	Representing	Present / Apology
Malcolm Hole	Councillor		Present
Barbara Cook		Heyfield Vintage Machinery Group	Apology
David Reid		Heyfield Junior Football Club	Apology
Gael McGee		Heyfield Cricket Club	Present
Lee Clarke		Heyfield Traders & Tourism Assn	Apology
Lisa Hewish		Heyfield Basketball Club	Apology
Kelvin Sundermann	Vice President	Heyfield Tennis Club	Present
Bruno Furjan		Pigeon Club	Present
Geoffrey Healy		Heyfield Football Netball Club	Present
Brian Brown	President	Community	Present
Patrick Rodaughan	Secretary	Community	Present
Charles Wojcinski	Treasurer	Community	Apology
Craig Bennett		Community	Apology
Richard Fawaz		Community	Present

Quorum Achieved? Yes

2. Declaration of Conflicts of Interest Read: Brian Brown

3. Confirmation of Minutes of Previous Meeting (note any corrections)

Moved: Kelvin Sunderman **Seconded:** Bruno Furjan
CARRIED

Chairperson to sign and date previous minutes to be filed by Secretary

4. Business Arising from Previous Minutes

Nil.

5. Correspondence In – Attached

Moved: Patrick Rodaughan 2nd Brian Brown

6. Correspondence Out – Attached

7. Reports

7.1 Chairperson's Report – Attached. Brian Brown thanked Kelvin Sunderman and Gail for stepping up while he was away

7.2 Treasurer's Report – Attached Moved Brian Brown 2nd Pat Rodaughan

7.3 User Group Reports – Attached

8. Volunteers

9. OHS / Risk / Facility Fault Report

10. New Rules of the Committee to be endorsed by Council

11. General Business

Kelvin Sunderman – we arranged to get Hirst cleaning to come over and clean after the HITAC draw – Darren came over and cleaned and sent out an invoice – it took around 6 hours to clean it was a big job – they have split the invoice into 2 \$480.00 that was to clean foyer, change rooms club rooms, and toilets. 2 cleaners. This gives an indication after a big function it takes around 5 to 6 hours to clean up. Darren believes that normally it will only take a couple of hours and he will be a lot quicker now he is familiar with the facility. If the committee is happy for him to take the job on he will start as of next Monday ongoing. There was a problem when hosing out the Umpires room he hosed it down and it ran to the door, didn't go thru the drain, Darren had to use a squeeze mop to get the water to move away.

Generally the cleaning bill should be around 100 to 200.00.

Clubs should be diligent about how you they use the rooms, like closing off toilet blocks and umpires room if not required to keep cleaning costs down.

Move Hirst contract Cleaning to take over the cleaning of the Gordon Street reserve facilities and user groups shared the costs weekly on a Monday.

Moved by Kelvin Sundermann – 2nd Pat Rodaughan. Passed

Pat moved a motion that our committee provides assistance to other clubs with cleaning costs.

Brain Brown and Kelvin Sunderman suggested we wait and see how much the cleaning bills will be and then re-visit this motion.

Basket Stadium to contribute towards the cleaning of the toilets.

Lynda Rodaughan has offered to do minutes for meetings. Pat Rodaughan will stay on as Secretary.

Signs for the toilets – we need to get some signs made up for the toilets.

Waiting on two master keys back from the Shire. Brian to ring and organize to have them returned. May need to order more master keys. The Cleaner will need one. Junior football may need a key for next season.

Marcus coming over on Tuesday to address the faults with the building.

Christmas break up will be held in early December – date to be advised.

12. Next Meeting Monday 24 of October to be confirmed due to Council Meeting.

Meeting Closed Time: 8.04 pm.

These minutes are:

Confirmed as true and correct on
Date

Or

Corrections have been made and noted at the meeting on
Date

Chairperson Signature 

Correspondence In:

17.08.16 – Buy Direct and Save Pty Ltd- Tax Invoice – Beer Fridges
29.06.16 – Wellington Shire Council – Gabrielle Francis - 2016/16 Financial Report
21.06.16 – Southern Rural Water – Help for customers in tough times
14.07.16 – PG & JM O'Brien – Tax invoice – Call out for Block Drains
01.07.16 – Victorian Water register – Statement
18.07.16 – Gabrielle Francis – AGM Minutes Template
13.07.16 – Dawn Martin - PLP building Surveyors – Occupancy Permit
21.07.16 – Wellington Shire – Marcus Stone - Safe Food Handling Certificate
22.07.16 – Wellington Shire – Marcus Stone – Master Keys
02.08.16 - Wellington Shire – Marcus Stone – Modifications to Gas Burner and deep fryer
08.08.16 – Wellington Shire – Gabrielle Francis – Low Cost Skills Building Workshops
09.08.16 – Wellington Shire – Dawn Martin – code for Alarm
15.08.16 - Wellington Shire – Marcus Stone – Official Opening
15.08.16 – Innova Group Pty Ltd – Craig McDonald – Chairs Quote and Delivery
17.08.16 – AG Equipment – Drink Fridge Invoice
22.08.16 – Wellington Shire – Gabrielle Francis – East to understand videos and resources on local government council election
23.08.16 – Wellington Shire - Dawn Martin – VicHealth Grants are open
26.08.16 – Wellington Shire – Marcus Stone – Opening of Gordon Street Recreation Reserve

Correspondence Out:

28.08.16 - Innova Group Pty Ltd – New Account Form
19.7.16 – Pat Rodaughan to Dawn Martin – Occupancy Permit
21.07.16 – Pat Rodaughan to Dept of Infrastructure and Regional Development
22.07.16 – Pat Rodaughan to Marcus Stone – Master Keys
02.08.16 – Pat Rodaughan to Marcus Stone – Modifications to Gas Burner and deep fryer

Reports:

Chairperson's Report:

Brian Brown thanked Kelvin Suderman and Gail McGee for stepping up and helping out in his absence.

Treasurers Report:

Attached:

Moved: Brian Brown Seconded : Pat Rodaughan

User Groups:

Cr Malcolm Hole: Cr Malcolm was questioned by fellow Councillor Caroline Crossley as to why he was not at the Ash Timber Sponsors Day.

Cr Malcolm was questioned at the Council Committee Meeting over the Flooring Invoice from Ash Timber. Geoff Healy explained to Malcolm that Ash had agreed to donating an amount of timber once the Architect had provided an estimate of how much flooring would be required, then Ash would ascertain how much they were able to contribute towards the flooring. Paul Catz did not contact Ash Timber with any information on the amount of timber required.

Heyfield Football netball Club: Geoff spoke of the successful weekend the senior football club had with its first use of the kitchen with the finals held at Heyfield on Saturday 27th August. The kitchen worked well and the girls had a very successful day with no major hiccups. The junior football had finals the next day and again had a successful day in the kitchen. Still waiting on chairs, delivery will now be free of charge- unfortunately they won't be here in time for our Brownlow Night. We need chairs with rubber stoppers so the floor is not marked. Saun Humpreys will be working around the club rooms to complete a few maintenance jobs – the Heyfield Football club will pay for the costs involved with his work.

Heyfield Tennis club: Kelvin advised that they have held there AGM.

Bruno – Nil.

Richard – Nil.

Cricket Club Gayle – Cricket club held its AGM we had good numbers – 3 teams this year and 3 junior sides under 16 under 14 and maybe 2 under 12's . We are talking about purchasing new nets – Gayle McGhee president again.

ITEM C5.5**MAFFRA RECREATION RESERVE COMMITTEE OF
MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE
ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive the minutes from the Maffra Recreation Reserve Committee of Management's Ordinary Meeting held on 5 September 2016.

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

That Council receive the minutes from the Maffra Recreation Reserve Committee of Management's Ordinary Meeting held on 5 September 2016.

BACKGROUND

The Maffra Recreation Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Maffra Recreation Reserve for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Maffra Recreation Reserve for the use and enjoyment of the local community.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

Conflict of Interest: It was noted that conflicts of interest were called for at the commencement of the Ordinary Meetings, with no conflicts being declared.

OPTIONS

Council has the following options:

1. Receive the minutes from the Maffra Recreation Reserve Committee of Management's Ordinary Meeting held on 5 September 2016; or
2. Seek further information to be considered at a future Council Meeting.

PROPOSAL

That Council receive the minutes from the Maffra Recreation Reserve Committee of Management's Ordinary Meeting held on 5 September 2016.

CONFLICT OF INTEREST

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

LEGISLATIVE IMPACT

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

COUNCIL POLICY IMPACT

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

COUNCIL PLAN IMPACT

The Council Plan 2013-17 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objectives

Asset and infrastructure that meet current and future community needs.

Strategy 4.2

Ensure assets are managed, maintained and renewed to meet service needs.

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

CONSULTATION IMPACT

Meetings held by the Maffra Recreation Reserve Committee of Management are open to the public.

WELLINGTON
SHIRE COUNCIL

03 OCT 2016

RECEIVED

MAFFRA RECREATION RESERVE COMMITTEE of MANAGEMENT
(SPECIAL COMMITTEE of WELLINGTON SHIRE COUNCIL)
GENERAL MEETING

Held Monday September 5th, 2016

To begin the meeting there was a minutes silence in honour of John Vardy who passed away in the past week.

Chairman Mark Hewlitt spoke on behalf of the Committee expressing that John would be sadly missed by this Committee and the Maffra community will miss such a visionary man, who did great things for this Reserve and left us with a great legacy for anyone in the community to use.

PRESENT: Paul Bourke, Cheryl Dowling, John Duncan, Mark Hewlitt, Paul Shelton, Vicki Hamilton, Lisa Ogilvie and Jennifer Toma.

APOLOGIES: Matthew Coleman.

Guests attending this meeting Kevin Christensen (replacing John Vardy) and Jenny Elliot (applying for Maffra Agricultural Society representative).

Conflict of interest the Chairman, M. Hewlitt, advised committee members that they are obliged to declare any conflict of interest arising from items to be discussed at the meeting.

MINUTES of the General meeting held on Monday August 1st, 2016 were read and received on the motion of C. Dowling and seconded by P. Shelton. **CARRIED**

BUSINESS ARISING:

- * signage- Secretary discussed this with Geoff Hay (WSC) and was advised that the signs required should be purchased by this Committee from JSM in Sale.
- * the Football/Netball Club's lease for the Function Centre was discussed with Geoff Hay (WSC) and he requested a copy of the lease as there is not one at the Shire office, and said he would organise a review of the lease.
- * there was a report on the Community Forum held at Duart there were 70-80 attendees these were broken into table groups and two questions were presented for discussion.
 - 1/ If a family were looking to move to Maffra what would the assets be to encourage their move?
 - 2/ Think big, what would you do if you had unlimited money for Maffra?It was felt by those that attended that it was a good Forum.

CORRESPONDENCE:

Outward: letters to committee members with meeting invitations and minutes
letters to campers containing details for their stay
funeral notice for the Gippsland Times

Inwards: Ag Society re repairs/ replacement external door to their Office

ACTION- P. Shelton to look at the door and assess whether to repair or replace to the next Committee meeting.

Correspondence read and received on the motion of J. Toma and seconded by V. Hamilton. **CARRIED**

TREASURER'S REPORT:

The Treasurer presented the Financial Report.

Treasurer, L. Ogilvie moved and P. Shelton seconded that the Financial Report be received and accounts passed for payment. **CARRIED**

REPORTS:

Harness Club - as tabled.

Maintenance - 100 toilet rolls were purchased during the Dog Show weekend
one of the ladies toilets in the Function Centre is leaking again
posts have been installed around the new septic area behind the new
corporate box

ACTION- Abus lock and chain to be attached to the waterline inside the
western gate to prevent vandalism.

thank you to Vicki and Craig Hamilton for poisoning around the Reserve.

Kennel Club- J. Toma circulated a report about about several campers.

MOTION- moved J. Toma and seconded by that and
are barred from camping on the Maffra Recreation Reserve during any event in
the future. CARRIED

There was an incident of cruelty to a dog by an exhibitor that has been reported to the
Victorian Canine Association for action to be taken. Despite these incidents the show
were a great success.

Maffra Football/Netball Club- served 140 dinners to campers on the Thursday evening
before the dog shows and they were delighted with the money raised.

An email concerning the replacement of light tubes with LED tubing was accepted by a
motion moved by M. Hewlitt and seconded by J. Toma. CARRIED

GENERAL BUSINESS:

- * a number of items were reported missing from the "Trade Pavilion" during the last
month, two white tables from the Lions Club and two gazebos valued at \$600 each from
the Kennel Clubs. They were recovered and on the advice of local police and Geoff Hay
(WSC) the following motion is put forward.

MOTION- that the Maffra Recreation Reserve Committee of Management purchase a
registered key system for the "Trade Pavilion" for six keys

Maffra Lions Club, Maffra Rotary Club, Maffra Agricultural Society Inc, the Kennel Clubs,
Secretary of the Recreation Reserve committee and Wellington Shire Council. Moved
J. Toma and seconded by P. Bourke. CARRIED

- * Maffra Angling Club is seeking a clubroom and may look at the old football club office.
- * it has again been raised to the Committee that the Riviera Poultry Club is charging a
rental of \$100 per day for fundraising groups that use their rooms for catering purposes.
It was felt by all present that this charge is exorbitant, but it was felt that this Committee
could only advise its disapproval.

Meeting closed at 8.50pm.

Next meeting to be held on Monday October 3rd, 2016, commencing at 7.30pm.

Statement by Jennifer Toma -Secretary Maffra Recreation Reserve Committee of Management (Special Committee of Wellington Shire Council) also Booking Officer for Camping on the Maffra Recreation Reserve.

Friday August 26, 2016

A lady approached me while I was with other members of the Kennel Clubs discussing matters regarding the upcoming shows, I asked her to wait for us to finish which she did. In about five minutes we meet and the lady said her father had made a campsite booking and she wanted to pay. I could not find the booking and they had not received the camping info pack (which contains a letter of site # and payment due also a map of the Reserve with the site marked).

The lady was becoming agitated so I offered her a powered site on the Eastern Fence-line, she was not happy with this she wanted a site on a power mushroom (near Group 3 ring) that had already been booked by campers and they were on-site.

There was an empty plug on the power mushroom (but one of the campers often uses it as another caravan arrives to share their site), so reluctantly I said "Yes". I pointed out that I wanted them to park their RV parallel to the caravan already on-site and I thought this would happen.

There were other campers requiring assistance so I went to them, on returning I found the lady and her partner had parked their RV at right-angles to where I had asked, when I pointed this out and tried to explain why, I was verbally bullied and intimidated by both the lady and her partner in front of at least three people.

I had to return to my paid work so left saying "Do what you want, and don't be surprised if I charge you double for the site!" Note I only charged the proper rate \$15 per night, total \$45, receipt #349600).

Saturday August 27, 2016

On Saturday after showing in Group 2, I began my rounds to collect outstanding camping fees, on getting to their camp I spoke to the lady and collected her money at which time she became agitated again. Pointing out to me that the other campers had asked for the power after they had texted messaged me at work to say the extra caravan had arrived. The lady accused me of insinuating a situation. Again I pointed out that I had offered them a large site that had no one else, she said "Why would they want to be there when this site is closer to their ring (Group3) and I had caused her seriously ill father to become unwell".

I wrote the receipt out to her father gave it to her and her final comment to me was "You should get a show dog, you're just as big a bitch as those that show dogs!"

I left without comment again feeling bullied and intimidated.

I had pointed out to the lady on both Friday and Saturday that camping on the Recreation Reserve is organised by the Committee of Management, NOT the Kennel Clubs.

I did not know who the lady and gentleman were until I began taking witness statements about the incident reported to the Show Secretary. When informed that the lady would be making a statement I asked to be excused as I did not wish to be near her again.

At the next general meeting of the Maffra Recreation Reserve Committee of Management I will put forward a Motion that _____ and _____ be barred from camping on the Maffra Recreation Reserve at any time in the future.

Signed

Jennifer Toma

VCA # 300883800

ITEM C5.6**BRIAGOLONG RECREATION RESERVE COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE
ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive the minutes from the Briagolong Recreation Reserve Committee of Management's Ordinary Meetings held on 9 September 2016 and 10 October 2016.

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

That Council receive the minutes from the Briagolong Recreation Reserve Committee of Management's Ordinary Meetings held on 9 September 2016 and 10 October 2016.

BACKGROUND

The Briagolong Recreation Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Briagolong Recreation Reserve for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Briagolong Recreation Reserve for the use and enjoyment of the local community.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

OPTIONS

Council has the following options:

1. Receive the minutes from the Briagolong Recreation Reserve Committee of Management's Ordinary Meetings held on 9 September 2016 and 10 October 2016; or
2. Seek further information to be considered at a future Council Meeting.

PROPOSAL

That Council receive the minutes from the Briagolong Recreation Reserve Committee of Management's Ordinary Meetings held on 9 September 2016 and 10 October 2016.

CONFLICT OF INTEREST

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

LEGISLATIVE IMPACT

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

COUNCIL POLICY IMPACT

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

COUNCIL PLAN IMPACT

The Council Plan 2013-17 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objectives

Asset and infrastructure that meet current and future community needs.

Strategy 4.2

Ensure assets are managed, maintained and renewed to meet service needs.

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

CONSULTATION IMPACT

Meetings held by the Briagolong Recreation Reserve Committee of Management are open to the public.

BRIAGOLONG RECREATION RESERVE

Special Committee of Council

MINUTES

9 SEPTEMBER 2016
Briagolong Recreation Reserve

Meeting Opened Time: 7:40pm

13. Present / Apologies

Name	Title	Representing	Present / Apology
Peter Cleary	Councillor		Present
Jenny Elliott	Chairperson	Pony Club	Present
Kylie Wright	Secretary	Pony Club	Apology
Vanessa Randle	Treasurer	Tennis Club	Present
Michael Pleydell		Tennis Club	Apology
Stephen Noble		Community	Apology
Joshua Harry		Community	Apology
Darren Randle		Community	Present
Vacant		Community	
Sean Padman		Cricket Club	Apology
Denis Murphy		Cricket Club	Present
Jessica Fry		Junior Football	Present
Sharn Anlezark		Junior Football	Apology

Quorum Achieved? Yes

14. Declaration of Conflicts of Interest. NIL

15. Confirmation of Minutes of Previous Meeting (note any corrections)

Moved: Denis

Seconded: Jess

CARRIED

Chairperson to sign and date previous minutes to be filed by Secretary

16. Business Arising from Previous Minutes

Denis to lodge his committee nomination form. Darren to follow up status of Sharn & Josh's nomination. Secondhand fire extinguisher was not serviceable, Darren to follow up purchase of a new one. Oval top dressing completed.

17. Correspondence In

Rates Notice containing the State Fire Service Levy- to be returned to Council for payment.

18. Correspondence Out – date previous minutes sent to Council

Letter of support- Briag Cricket Club to Cricket Victoria re Wicket Covers Grant

19. Reports

19.1 Chairperson's Report

Nil

19.2 Treasurer's Report

As tabled. 2 cheques out; CFA extinguishers & reimbursement. Facility Maintenance Audit funding received.

Financial bookwork still at Auditors, next year it would be better to book them in as they have been there for weeks and won't be looked at until early October.

2016/16 revised draft budget presented. Club invoices for \$5,000 facility fund will go out this month, payment due 30 June 2017.

19.3 User Group Reports

Football- Presentation has been held, handover to Cricket Club to occur. Next meeting 11 October.

Cricket- Training has commences Tue & Thursday this week. First round Friday 30 September. 1st, 2nd & 4th Grades teams and Juniors.

Pony- 5 day camp at Jenny's place, with Stratford Pony Club. Working bee coming up. Club has purchased a \$5,000 liner for the water jump.

Community- September market had 29 stalls, currently run by Lions Club. Next Market Sunday 27 November. Community House expo 8 October. Foothills Music coming up.

Tennis- 4 Junior teams this year and 2 Ladies Monday Teams. There has been an influx of juniors for the pre-comp training Mick runs; these will be upcoming players over the next few years. Stratford & Heyfield only 1 junior team each, Maffra 6 Teams. Briag getting as many juniors as the bigger towns.

Council- Caretaker period starts 20 September, election results not known until around 30 October.

20. Volunteers- No update

21. OHS / Risk / Facility Fault Report

DELWP, CFA & Store broken into, no damage at Reserve for a change.

Many complaints about the toilets at the Junior Football presentation reported

22. New Rules of the Committee to be endorsed by Council- No update

23. General Business

Kitchen upgrade: Still no taps, kitchen not finished, range-hood required, coving required.

Darren to contact Andrew Fairhall regarding kitchen becoming compliant. Working bee Sunday 9 October to complete these things. Committee to put on BBQ and drinks. Vanessa to discuss with Jenny and Kylie.

Round 2 DHS Community Shade Grants close 9 October. Unsuccessful application last round. Reserve Committee is supportive of Tennis Club applying again. Vanessa to discuss with Tennis Committee.

24. Next Meeting

Monday 10 October 7:30pm

Meeting Closed Time: 8:36pm

BRIAGOLONG RECREATION RESERVE
Special Committee of Council

MINUTES

MEETING DATE: 10th OCTOBER 2016

MEETING TIME: 7.30 PM

MEETING VENUE: BRIAGOLONG RECREATION RESERVE

Meeting Opened Time: 7.44pm

1. Present/apologies

Name	Title	Representing	Present/Apolo gy
Peter Cleary	Councillor	Wellington Shire Council	Absent
Jenny Elliot	President	Briagolong & District Pony Club	Present
Kylie Wright	Secretary	Briagolong & District Pony Club	Present
Vanessa Randle	Treasurer	Briagolong Tennis Club	Present
Mick Pleydell		Briagolong Tennis Club	Present
Sean Padman		Briagolong Cricket Club	Present
Denis Murphy		Briagolong Cricket Club	Present
Stephen Noble		Community	Present
Darren Randle		Community	Present
Josh Harry		Community	Present
Jess Fry		Briagolong Junior Football	Absent
Sharn Anlezark		Briagolong Junior Football	Present

Quorum achieved: YES

2. Declaration of conflicts of interest: NIL

3. Confirmation of minutes of previous meeting (note any corrections)

Moved: Denis

Seconded: Jenny

4. Business arising from previous meeting:

- None discussed

5. Correspondence in:

- Letter from Council stating Denis, Sharn, Darren and Josh all confirmed as now appointed Briagolong Recreation Reserve Special Committee of Council members, representing their designated club.

6. Correspondence out -

- Invoices to all clubs for \$5,000 donations for new pavilion due end of June 2017.

7. Reports –

7.1 Presidents report –

- NIL

7.2 Treasurers report -

- All books are still currently with accountant for end of year balancing.

7.3 User group reports –

Cricket club –

- Held 2nd game on the weekend, 2 wins, and 1 loss.
- Juniors start this weekend, U11's, U12's, and U14's.
- New players for junior and senior teams.

Football club –

- Meeting tomorrow night.

Pony Club –

- Camps held at Callagero and at Elliott's farm over the school holidays which were both very successful with many members participating.
- Rally held yesterday, good attendance with a few new members attending.

Community –

- Blue Pool survey being carried out at present – DWELP looking at options of possible committee of management for camp sites and general maintenance responsibilities.
- Foothills Festival – 5th November
- Tractor Pull @ Elliott's – 19th November
- Gala Auction - 11th November

Tennis Club –

- Juniors have eagerly commenced recently.
- Community shade grant and picnic tables has been applied for.

Shire –

- NIL representation present.

8. Volunteers: NIL this month

9. OHS/Risk/Facility Fault report:

- **Disability access concerns still being raised by community members.**
- **Junior tennis parents unsure which toilet facility to utilise as both toilet amenities have urinals in them.**

10. New Rules of the Committee:

- All members to read.

General Business –

- Aeration on top oval to be completed at the end of the cricket season.
- Darren has had contact with Andrew Fairhall regarding kitchen needs – most requirements met at recent working bee. Range hood purchase to be completed by Darren and Sean – needs to be stainless steel and 900ml wide, all present agreed to purchase.
- Fuel for mowers seems to always be minimal at hand; Sean will approach Carmody's in Sale about a possible fuel account.
- Gates reset and gateway has been widened.
- Working bee – some gutters still require cleaning, some painting needs to be done, grouting of tiles above stove to be finished and range hood to be purchased and fitted.
- Defibrillator – recently noticed to be beeping regularly and states “Maintenance required” – Jenny has spoken with Holly – life saving Victoria – who is coming to rectify issue.
- Motion moved to not open a Sports Victoria account as benefit to our Committee very minimal. Moved by Steve, seconded by Denis, carried by all present.
- Vanessa moved that the committee open an account at Bendigo for fundraising funds, seconded by Denis, carried by all present.
-

Mtg closed: 9 pm

8. Next meeting: Annual General Meeting - 14th November 2016 @ 7.30pm

ITEM C5.7**NEWRY RECREATION RESERVE COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE
ACTION OFFICER: MANAGER ACTIVE COMMUNITIES
DATE: 15 NOVEMBER 2016

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

OBJECTIVE

For Council to receive the minutes from the Newry Recreation Reserve Committee of Management's Ordinary Meeting held on 26 September 2016.

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

That Council receive the minutes from the Newry Recreation Reserve Committee of Management's Ordinary Meeting held on 26 September 2016.

BACKGROUND

The Newry Recreation Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Newry Recreation Reserve for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Newry Recreation Reserve for the use and enjoyment of the local community.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

OPTIONS

Council has the following options:

1. Receive the minutes from the Newry Recreation Reserve Committee of Management's Ordinary Meeting held on 26 September 2016; or
2. Seek further information to be considered at a future Council Meeting.

PROPOSAL

That Council receive the minutes from the Newry Recreation Reserve Committee of Management's Ordinary Meeting held on 26 September 2016.

CONFLICT OF INTEREST

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

LEGISLATIVE IMPACT

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

COUNCIL POLICY IMPACT

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

COUNCIL PLAN IMPACT

The Council Plan 2013-17 Theme 4 Infrastructure states the following strategic objective and related strategy:

Strategic Objectives

Asset and infrastructure that meet current and future community needs.

Strategy 4.2

Ensure assets are managed, maintained and renewed to meet service needs.

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

CONSULTATION IMPACT

Meetings held by the Newry Recreation Reserve Committee of Management are open to the public.

NEWRY RECREATION RESERVE

General Meeting Minutes – meeting opened at 7.16pm.

26/09/2016 – 29/08/16 meeting postponed!

Present: M Berryman, B Shingles, C Shingles,
K Whitehurst, M Cox.

Apologies: G Hay, G Smith. Moved K Whitehurst, 2nd B Shingles that apologies be accepted.

1. Minutes of Previous Meeting.

The minutes were presented to be a true and correct record. Moved K Whitehurst, 2nd B Shingles.

2. Treasurers Report.

Current balance as at 23/05/16 is \$11,275.66. All accounts have been cleared. An account for \$2835.00 for new switchboard & electrical repairs at the Rec Reserve play ground to be paid by the Committee and Clare to forward account to Wellington Shire via Geoff Hay, for payment. Moved that this is a true and correct record, B Shingles, 2nd C Shingles.

BUSINESS ARISING FROM THE PREVIOUS MINUTES.

Clare still trying to get in touch with Geoff Hay regarding payment of accounts For the rec reserve.

Moved K Whitehurst, 2nd B Shingles.

General Business.

1. 2 quotes to be sought for replacement of the Golf Course fence on the Newry/Boisdale Road. Graeme Smith to seek these and report back to the committee.

Moved K Whitehurst 2nd C Shingles.

User Group Reports.

Football Club.

Football has finished for another year! Main switch board and some lights have been replaced as per the Shire's safety sheets. Kitchen fuse box will need replacing also as it still has ceramic fuses. Some maintenance work to be done over the summer but all good apart from that.

but hoping to improve next season. New boundary fence quotes are being obtained in consultation with their favourite neighbours.

Golf Club.

Graeme absent – no report.

Fire Brigade.

Karen reported that the brigade has attended a few fires locally recently, thankfully no injuries or complete loss of property – thanks to the timely arrival of our local hero's!!

WELLINGTON SHIRE.

Nothing

NEWRY 8's.

Nothing

Meeting Closed: 7.49pm. Next Meeting: November 22nd at 7pm



D. URGENT BUSINESS



E. FURTHER GALLERY AND CHAT ROOM COMMENTS



F. CONFIDENTIAL ATTACHMENT/S

F. CONFIDENTIAL ATTACHMENT/S

**ITEM F1.1 2016/007 SALE STREETSCAPE RENEWAL CUNNINGHAME STREET,
DESAILLY STREET AND MACALISTER STREET
(REFER TO ITEM C4.2 OF THIS AGENDA)**



**ORDINARY COUNCIL MEETING
15 NOVEMBER 2016**

On this 28 October 2016, in accordance with Section 77 Clause (2)(c) of the *Local Government Act 1989*; I, Chris Hastie General Manager Built and Natural Environment declare that the information contained in the attached document **ITEM F1.1 2016/007 SALE STREETSCAPE RENEWAL CUNNINGHAME STREET, DESAILLY STREET, AND MACALISER STREET** is confidential because it relates to the following grounds under Section 89(2) of the *Local Government Act 1989*:

d) Contractual matters;



.....
Chris Hastie General Manager Built and Natural Environment

**ITEM F1.2 2016/015 PORT OF SALE PRECINCT SKATEPARK UPGRADES
(REFER TO ITEM C4.3 OF THIS AGENDA)**



**ORDINARY COUNCIL MEETING
15 NOVEMBER 2016**

On this 7 November 2016, in accordance with Section 77 Clause (2)(c) of the *Local Government Act 1989*; I, Chris Hastie General Manager Built and Natural Environment declare that the information contained in the attached document **ITEM F1.2 2016/015 PORT OF SALE PRECINCT SKATEPARK UPGRADES** is confidential because it relates to the following grounds under Section 89(2) of the *Local Government Act 1989*:

d) Contractual matters;



.....
Chris Hastie General Manager Built and Natural Environment



G. IN CLOSED SESSION

G. IN CLOSED SESSION

COUNCILLOR

That the meeting be closed to the public pursuant to Section 89(2) of the Local Government Act 1989 to consider:

- a) personnel matters*
- b) the personal hardship of any resident or ratepayer*
- c) industrial matters*
- d) contractual matters*
- e) proposed developments*
- f) legal advice*
- g) matters affecting the security of Council property*
- h) any other matter which the Council or special committee considers would prejudice the Council or any person*

IN CLOSED SESSION

COUNCILLOR

That:

That:

That Council move into open session and ratify the decision made in closed session.



ORDINARY COUNCIL MEETING 15 NOVEMBER 2016

On 31 October 2016, in accordance with Section 77 Clause (2)(c) of the *Local Government Act 1989*; I, David Morcom declare that the information contained in the attached document **AUSTRALIA DAY AWARDS** is confidential because it relates to the following grounds under Section 89(2) of the *Local Government Act 1989*:

h) any other matter which the Council or special committee considers would prejudice the Council or any person

.....
Chief Executive Officer