

Delegate Report

Application Details

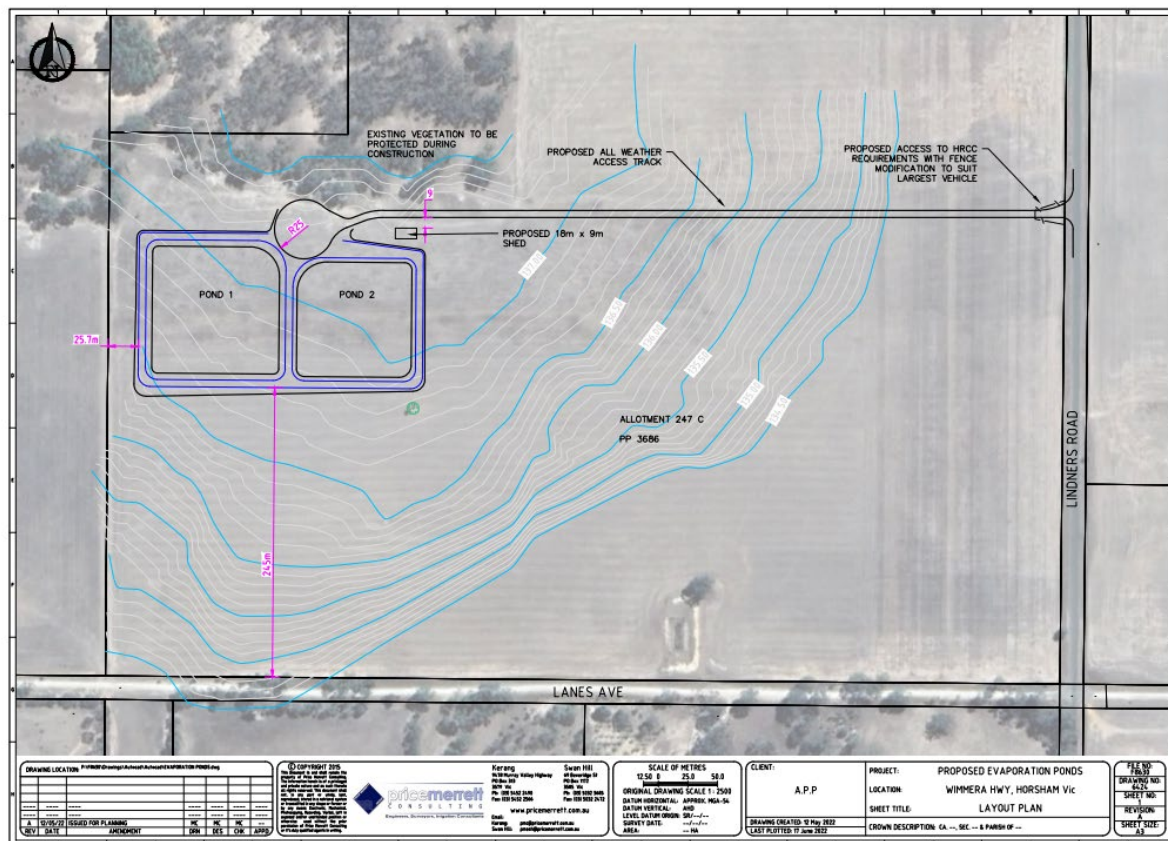
Application is for:	Use and Development of a Waste Treatment Facility (Processing of brine waste, a food manufacturing by-product and construction of two evaporative ponds)
Applicant's/Owner's Name:	Price Merrett Consulting Pty Ltd
Date Received:	7 July 2022
Application Number:	PA2200431
Planner:	Joel Hastings
Land/Address:	Lot 247C 0 Lindners Road, Quantong 3400
Zoning:	FARMING ZONE (FZ)
Overlays:	n/a
Vic Smart Application	n/a
Under what clause(s) is a permit required?	Section 2 Use and Development
Restrictive covenants on the title?	No
Current use and development:	Agricultural
Cultural Heritage	Not in an area of cultural sensitivity
Planning Scheme Amendment	None applicable

Planning process

Application lodged 7/07/2022
 Request for Further Information 1/08/2022
 Advertising and Referral closed 27/09/2022
 Objections review and response – 20/01/2023
 Request to EPA – 27/02/2023
 Planning Assessment 28/06/2023

Proposal

The application seeks a planning permit for Use and Development of a Waste Treatment Facility (Processing of brine waste, a food manufacturing by-product and construction of two evaporative ponds)



Water Sustainability Farming Pty Ltd (WSF) is proposing to construct 2 solar drying evaporation basins for the processing of food manufacturing by-products at Lanes Avenue, Quantong VIC. A single waste streams are proposed to be managed and treated by WSF – with on average 57,000 L/day of brine (saline water).

WSF are affiliated with Australian Plant Proteins (APP) which produce high-grade protein from pulses at their food manufacturing plant in Horsham. WSP will process the brine. The APP operation is approximately 15km from the site where processing will take place. The brine will be delivered to the site by tanker trucks. A hose will be connected to the tanker truck and brine will be discharged from the hose directly into an evaporation basin. Trucks will enter and exit the site via the gates and single access track off Lindners Road. Tanker discharge into the basins will be at the direction of the site manager and only during daylight hours ((7am-4pm), 7 days/week).

WSF proposes to concentrate the brine through solar evaporation in two drying basins. An additional two basins are planned in ten years time which will provide the necessary evaporation area required for the 30 year life of the facility.

The additional ponds will be subject to a separate EPA Development License. An average of 57,600 L/day of brine will be produced daily (approximately 21 ML/year), with no seasonal variation. Initial salt concentrations of approximately 14,000 ppm, increasing to 30,000 ppm after the first year.

Subject site & locality

The site is located in Lot 247C 0 Lindners Road Quantong VIC 3400

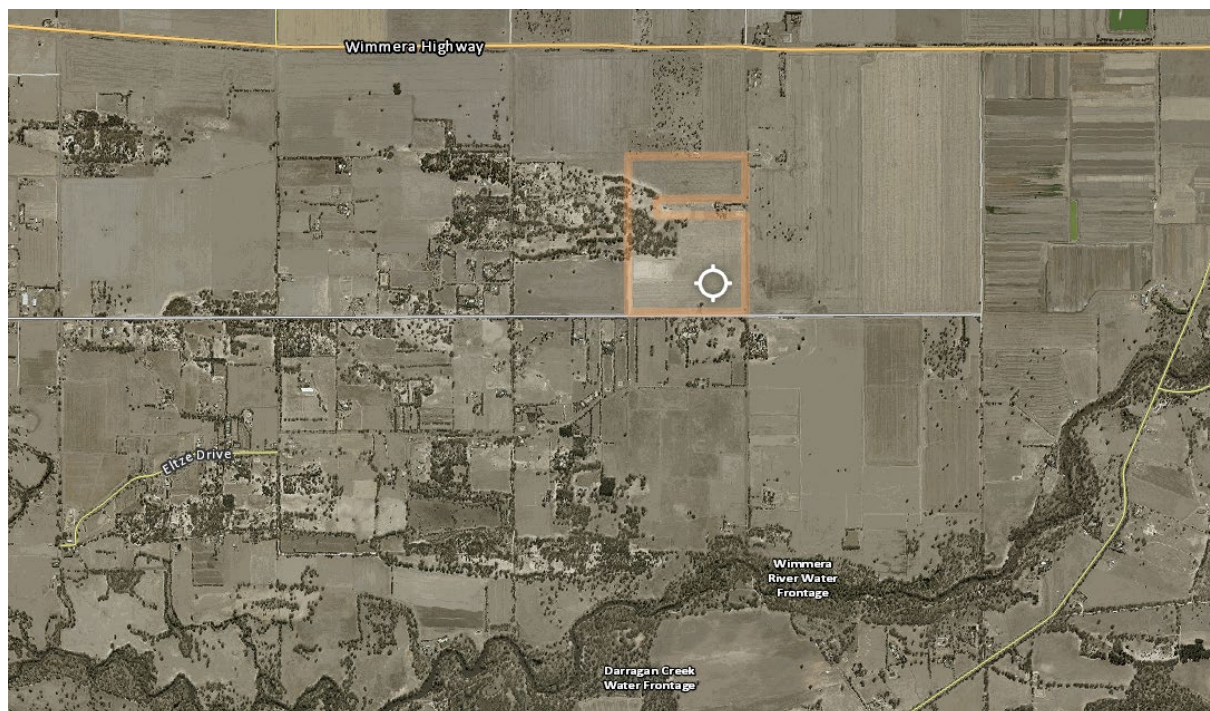
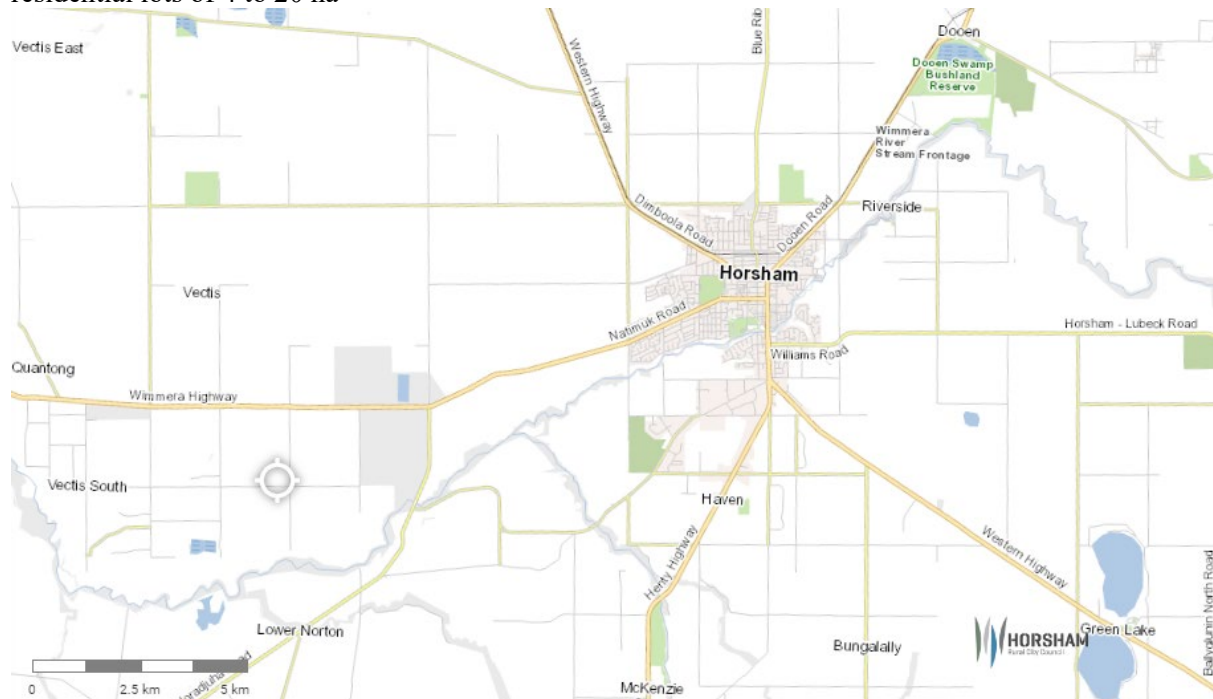
The land is located in the settlement of Quantong approximately 14km west from Horsham along the Wimmera Hwy.

The site of the evaporation basins is relatively flat with a gradual slope towards the east and south with approximately 0.3m fall. The overall property slopes gradually to the south east.

The subject site has been used for dryland cereal cropping and sheep grazing.

Areas of remnant vegetation remain to the north of the development site and along road verges as well as scattered trees.

Quantong is an existing settlement located in a historical irrigation district and predominately rural residential lots of 4 to 20 ha



Permit/Site History

The history of the site includes:

The construction of the evaporation ponds was undertaken without a planning permit in 2021. A planning enforcement site visit was undertaken in January 2021 and the owner was advised to stop works, make a planning application and seek approval of other authorities should they wish to proceed with the proposed use and development.

Water Sustainability Farm Pty Ltd obtained an EPA Development Licence (DL000300011 issued on the 29/3/22) for the construction and use of two clay lined solar evaporation ponds for the purpose of processing the by-product of food manufacturing

Public Notification

The application has been advertised pursuant to Section 52 of the Planning and Environment Act 1987, by:

- ☐ Sending notices to the owners and occupiers of adjoining land.
- ☐ Notice in the Wimmera Mail Times and Weekly Advertiser

Sign on the land

On 2/09/2022

Following the public notification 18 submissions were received from the local community:

The objections raised a range of issues which can be summarised:

1. Rural residential nature of Quantong
2. Risk to groundwater
3. Odour
4. Road Safety
5. Devaluation
6. Illegal Works

These issues will be discussed in detail below however it is important to note that the issues of devaluation are not relevant considerations in the assessment of the application. In the decision of the matter of *Beer v Greater Bendigo CC* [2014] VCAT 604 (22 May 2014) in the Victorian Civil and Administrative Tribunal the Member stated:

“There is now established case law which holds that a proposed decrease in property value is an irrelevant consideration. This has been a long standing position by the Tribunal and other than in exceptional cases, and where clear evidence can be presented, loss in property value will not be entertained as a ground of objection.”

Referrals

Assessment

Referrals/Notice	Referral Section	Advice/Response/Conditions
EPA	55 – 53.10 Waste Treatment threshold not specified	Noted the issue of EPA Development Licence and offered no objection. Further clarification of buffer distances requested and explanation provided.
WMCA	52	No Objection – no flood information applicable to site
GWMwater	52	No Objection
Environmental Health	Internal	Noted EPA responsibility
Infrastructure	Internal	No objection subject to conditions regarding crossover to Lindners Rd

The Permit Trigger(s)

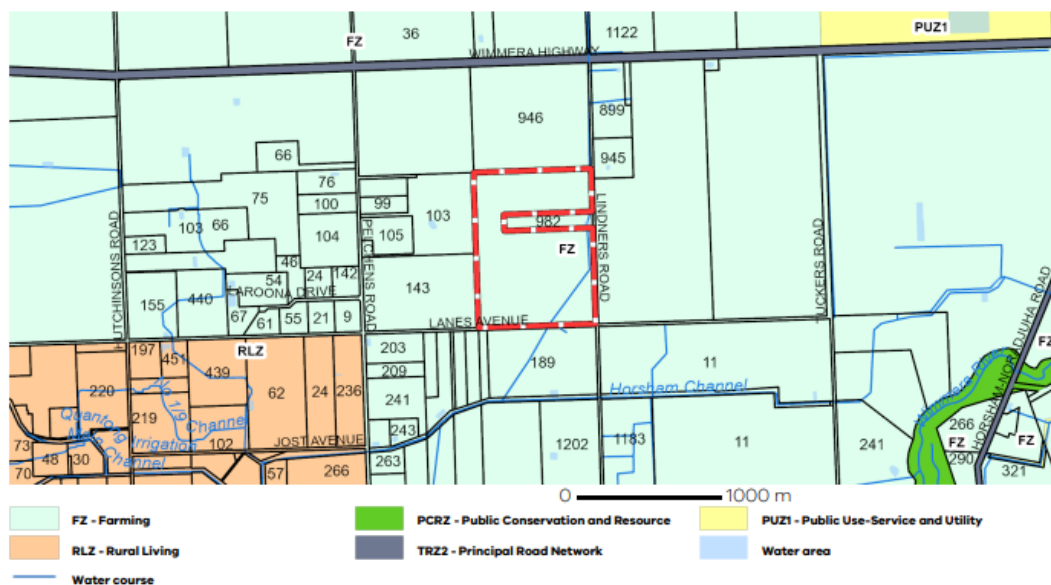
The land is located in the Farming Zone and is not subject to any overlays.

The planning permit trigger(s) is for Section 2 Use and Development of a Waste Treatment Facility.

Planning Zones

[FARMING ZONE \(FZ\)](#)

[SCHEDULE TO THE FARMING ZONE \(FZ\)](#)



ection

Municipal Planning Strategy

The purpose of the Planning Scheme is to:

To provide a clear and consistent framework within which decisions about the use and development of land can be made.

To express state, regional, local and community expectations for areas and land uses

To provide for the implementation of State, regional and local policies affecting land use and development.

To support responses to climate change

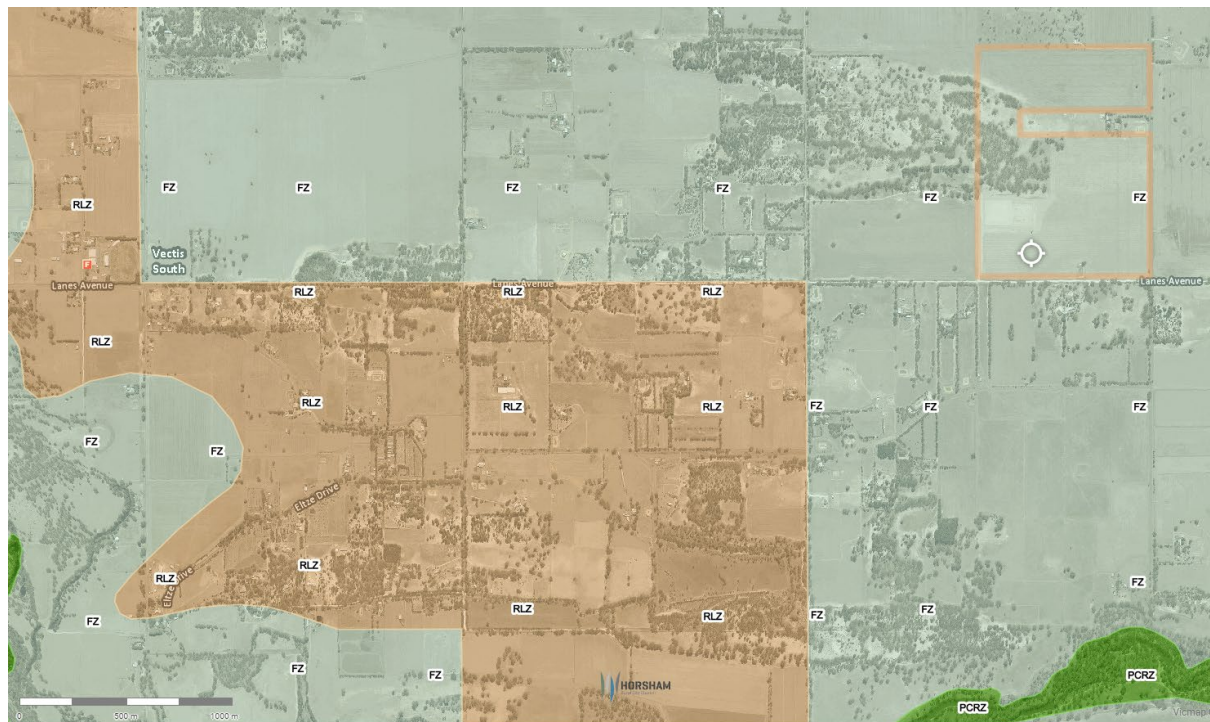
The Horsham Planning Scheme outlines that almost three quarters of residents live in the urban area of the regional city and that the dryland and broad acre agriculture is the major industry, but is changing as the farming sector diversifies to adapt to the global economic and climate changes. Clause

[2.03 Strategic Directions - Settlement](#)

It notes that the municipality contains a number of smaller settlements as residents are attracted to these localities as an alternative to living in Horsham and rural living is appropriate where social and physical infrastructure can be efficiently provided.

Quantong is considered one of these smaller settlements with a history as an irrigated settlement, and active community centred on the recreation reserve and a well-established rural living settlement pattern.

The waste treatment site is located to the east of Quantong and within 500m of the existing Rural Living Zone and adjacent to a number established rural residential properties.



The Planning Scheme also recognises the importance of Agriculture noting the diversification and value adding to primary production taking place in the region and includes the following relevant directions

Protect productive agricultural land for agriculture and sustainable resource use.

Avoid the fragmentation of productive agricultural land.

Encourage land use and development that facilitates value adding, new commodities, specialist services, research and education and improved transport connections to export markets.

Avoid small lot subdivisions in productive agricultural areas.

[Clause – 2.04 Strategic Directions - Agriculture](#)

The Planning Policy Framework

The planning policy framework provides policy for the implementation of State, regional and local policies affecting land use and development.

The proposed Waste Treatment Facility is a use and development and as outlined above raises issues regarding settlement, agriculture, amenity human health and safety and economic development.

[Clause 13.07-1S Amenity, Human Health and Safety](#)

Land use compatibility

Objective

To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies

Ensure that use or development of land is compatible with adjoining and nearby land uses

Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.

Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.

Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

Policy documents

Consider as relevant:

Recommended separation distances for industrial residual air emissions (Publication 1518, Environment Protection Authority, March 2013).

Land use compatibility is usually managed through zoning of land ensuring the separation of incompatible uses like residential and industry and applying the recommended separation distances provided by the EPA.

The current application has raised the issue of this separation and how to manage potential offsite impacts of the wastewater facility including odour.

[14.02-2S Water quality](#)

*Objective**To protect water quality.**Strategies**Protect reservoirs, water mains and local storage facilities from potential contamination.**Ensure that land use activities potentially discharging contaminated runoff or wastes to waterways are sited and managed to minimise such discharges and to protect the quality of surface water and groundwater resources, rivers, streams, wetlands, estuaries and marine environments.**Discourage incompatible land use activities in areas subject to flooding, severe soil degradation, groundwater salinity or geotechnical hazards where the land cannot be sustainably managed to ensure minimum impact on downstream water quality or flow volumes.**Prevent the establishment of incompatible land uses in aquifer recharge or saline discharge areas and in potable water catchments.**Encourage the siting, design, operation and rehabilitation of landfills to reduce impact on groundwater and surface water.**Use the mapped information available from the Department of Energy, Environment and Climate Action to identify the beneficial uses of groundwater resources and have regard to potential impacts on these resources from proposed land use or development.*

The application has raised issues of water quality given the saline nature of the brine to contain within the evaporative ponds. The risk to groundwater is acknowledged by the applicant and a clay liner is proposed to the evaporative pond to prevent potential groundwater contamination. This type of lining is a typical method used and it is noted the EPA would have responsibility for compliance through the development licence.

17 ECONOMIC DEVELOPMENT

Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.

Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

Whilst the objective of facilitation development and resolving land use conflicts is admirable, the policy provides little or no guidance beyond supporting a diversified economy in Wimmera Southern Mallee.

Zone Assessment

The purpose of the Farming Zone is to:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To provide for the use of land for agriculture.

To encourage the retention of productive agricultural land.

To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.

To encourage the retention of employment and population to support rural communities.

To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

To provide for the use and development of land for the specific purposes identified in a schedule to this zone.

A Water Treatment Facility is not a defined use within the planning scheme and might normally be contained within the description of a Utility Installation, however the proposal is considered an industry or any other use in Section 1 or 3 which requires a permit.

It is also worth noting proposed use is not an agricultural use of the land and the above policy must be read in this context.

The proposed use will take the land out of agricultural production, however it is noted the land is not highly productive.

The impact on agricultural uses should be considered in the context of the surrounding land uses which provides for a diverse range of small scale properties.



The land to the north and east of the land is used for traditional broad acre agriculture including cropping and grazing whilst the land to the south and west is used for a range of rural residential uses including animal husbandry, grazing, etc and there is potential for impact from odour and groundwater contamination.

The proposed use is a non-agricultural use and whilst could be consistent with the Farming Zone, the proximity to rural residential and small scale farming activities presents some risk to surrounding land uses.

Overlay Assessment

n/a

Particular Provisions

53.10 USES AND ACTIVITIES WITH POTENTIAL ADVERSE IMPACTS

Purpose

To identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.

The proposed Waste Treatment facility is not identified specifically in the Table to Clause 53.10-1 but a sewage or water treatment plant are with no specific threshold distance.

Accordingly the application was referred to the EPA for consideration, and they responded with no objection and that they have issued an EPA Development Licence for the proposed Wastewater Facility.

The EPA licence considered a range of issues including surface water, odour, noise, groundwater and undertook extensive community consultation prior to issuing the licence – [EPA Assessment Report](#)

The report found the impacts were acceptable stating the following:

The impacts on the environment in terms of climate change, noise and odour were regarded as acceptable.

- The noise impacts were assessed against EPA Publication 1826.4 and was regarded as acceptable considering the separation distance between the facilities and the nearest sensitive receptor.
- The odour impacts were evaluated based on the brine's Biological Oxygen Demand (BOD) and EPA Publication 1518 guidelines were used to calculate the necessary separation distance, confirming the odour would be acceptable.
- As 57 tonnes CO₂ equivalent emissions per annum is estimated to be generated from the proposed activities, the climate impacts of the activity are expected to be minimum.

Groundwater and land contamination

The application proposes to build a clay liner to a hydraulic conductivity of 1×10^{-9} m/s, under this permeability target the clay liner is known to result in significant seepage of 61 – 96 mm/annum compared to a natural recharge rate of 6-19 mm annum. This could lead to a plume to form below the evaporation basin until it reaches the water table, creating a perched water table and ground salinity.

According to the guidelines in the Landfill BPEM a clay pond of the size proposed in this application will need to demonstrate a permeability of less than 6×10^{-11} m/s, this will reduce any potential risk to surrounding groundwater & soils.

The applicant has claimed that according to initial onsite test of the clay, a hydraulic conductivity of 6×10^{-11} m/s can be achieved.

As such, the environmental risk to groundwater and land contamination can be addressed by setting this target as a condition for the application.

The applicant has made efforts to be consider the GED (section 25.4) and principles of environmental protection (Part 2.3) as defined in the Act. However, most detailed considerations outline operational concern and do not include the environmental risks associated with construction. Condition DL_R4 requires the applicant to provide the EPA an environmental management plan which will allow the applicant to consider their GED in the construction phase of this project.

Given the conditions outlined above, the application will be consistent with the requirements of the Act and the Regulations.

Accordingly, this report recommends that the Authority **approves** the issue of the development licence, pursuant to Section 69(1)(a) of the *Environment Protection Act 2017*.

Given the matter of odour had been raised by a number of objectors, clarification was sought on the matter of calculation on the basis of Biological Oxygen Demand (BOD) and EPA Publication 1518 guidelines and the estimation of a buffer distance of 48m.

The EPA provided a response outlining there is no specified separation distance for Industrial wastewater treatment and in order to evaluate the potential risk from harm from odour using the EPA guidelines for sewerage treatment plant based on the volume of waste anticipated

They also noted that the nearest sensitive receptor (Dwelling) is 300m from the proposed evaporation ponds.

The buffer distance has been based on benign nature of the brine and very low Biological Oxygen Demand which reduces the potential anaerobic action and resulting odour. Accordingly no odour modelling has been undertaken and is reliant on the fact that no organic material will be present within the brine disposed of at the site.

Method of calculation of Separation Distance
Water Sustainability Farm Pty Ltd
APP001686 / PAS006550

There is no specified separation distance outlined for an A04 (Industrial wastewater treatment) activity. In order to evaluate potential risk of harm from odour, EPA took a conservative approach to identify a reasonable buffer distance, estimating the required buffer distance for a sewage treatment plant of equivalent BOD (according to the equation outlined in Table 6 – EPA Publication 1518 for a facultative pond of sewage).

The equation used was:

$$\text{Separation distance} = 10n^{1/2}$$

where n = equivalent human population

To determine the equivalent population, we calculated the total BOD for 57,000L of brine at 20mg/L and divided by the equivalent for one person (50g BOD per day).

$$\text{Total BOD} = 57,000\text{L} \times 20\text{mg/L} = 1140\text{g}$$

$$n = 1140/50\text{g}$$

$$n = 22.8$$

The separation distance was then calculated to be:

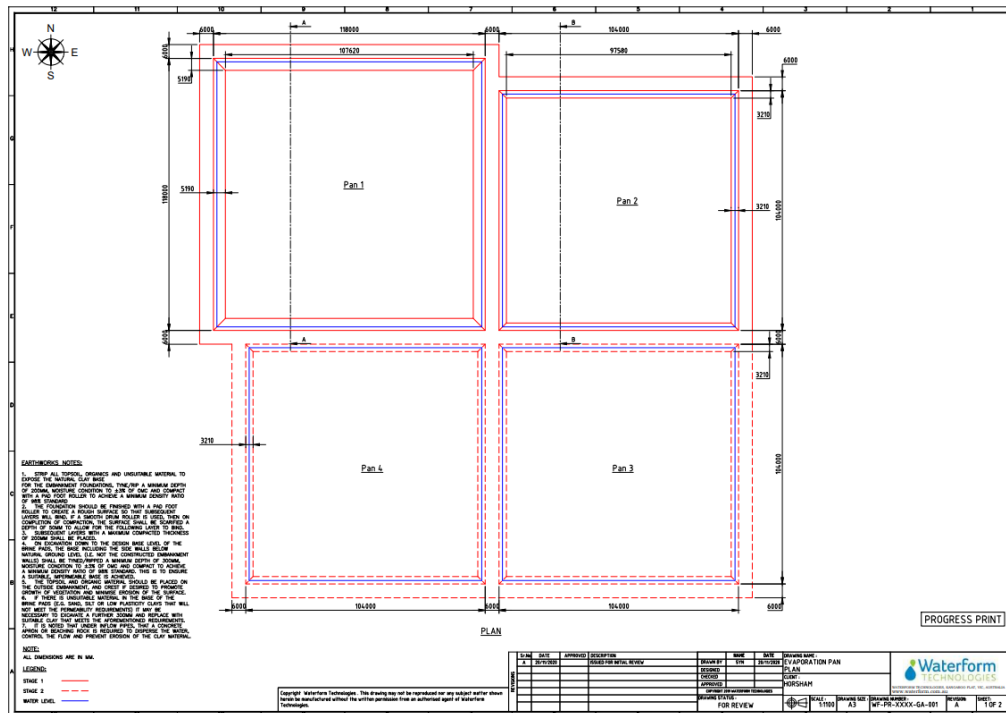
$$\begin{aligned}\text{Separation distance} &= 10(22.8)^{1/2} \\ &= 47.7\end{aligned}$$

This buffer distance adopts a conservative approach to risk, as it proposes a buffer distance for an activity of greater risk than the proposed activity.

This distance was used to determine whether there was a potential risk of harm from odour to the community, given the contrast between the distance to the nearest sensitive receptor (300m) and a buffer distance for a sewage pond of equivalent BOD (48m), EPA concluded that the risk of impact from odour was acceptable.

The threshold usually applies to Rural Living or Residential Zones and it is noted the Rural Living Zone and accordingly the threshold distances required by the EPA have been met.

However it should be noted that EPA assessment and distances are based upon the two proposed evaporative ponds approved under the development licence, whilst the planning application proposes additional ponds as shown. These will be in close proximity to a number of rural residential lots to the south that are within 150m of the proposed ponds.



Clause 65.01 – Approval of an application or plan

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

Decision Guideline	Response
<i>The matters set out in section 60 of the Act.</i>	
<i>Any significant effects the environment, including the contamination of land, may have on the use or development.</i>	The use has the potential to have a significant impact on the environment and accordingly has been subject to an EPA Development Licence. The EPA assessment and conditions seek to mitigate the potential impact which should reduce the impact. However it should be noted the given the high saline nature that the use may result in, the permanent contamination of the subject land and may prevent future uses.
<i>The Municipal Planning Strategy and the Planning Policy Framework.</i>	An assessment of the relevant objectives and policy has been outlined above and raised issues regarding agriculture, rural living and environmental impacts.

<i>The purpose of the zone, overlay or other provision.</i>	The proposed use is not consistent with the Farming Zone and is an industrial waste use.
<i>Any matter required to be considered in the zone, overlay or other provision.</i>	The buffer distance required specific consideration under Clause 53.10 and have been met.
<i>The orderly planning of the area.</i>	The Quantong settlement is a historical one based on irrigation and contains predominately rural residential use and small scale agricultural activity. Horsham Rural City have not undertaken a Rural Land Use Strategy or applied the new rural zones for Victoria introduced in to the Victorian Planning Schemes 2018. The location of the waste facility nearby the established settlement presents some challenges for planning and is contrary to orderly planning of the area.
<i>The effect on the environment, human health and amenity of the area.</i>	<p>There is potential for impact on environment, human health and the amenity of the area the approved development licence has considered these aspects and provided conditions to limit the impact including:</p> <ul style="list-style-type: none"> - Clay lining of evaporation ponds to protect ground water - Waste water brine to be free of organic matter to avoid odour - Turkey nest design of ponds to contain 100 year flood events. <p>If these matters are managed they should not impact on the amenity of the area but present a risk if failure of the proposed mitigation measures occurs.</p>
<i>The proximity of the land to any public land.</i>	The site is not located close to any public land that would affect the decision making.

<i>Factors likely to cause or contribute to land degradation, salinity or reduce water quality.</i>	The proposed land use is contained to the evaporation ponds and should not lead to salinity, land degradation or water quality if managed appropriately.
<i>Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.</i>	No impact on stormwater quality is anticipated as the evaporative ponds contain a large freeboard and has been supported by flood modelling.
<i>The extent and character of native vegetation and the likelihood of its destruction.</i>	There is native vegetation to the north west of the site and no impact is anticipated
<i>Whether native vegetation is to be or can be protected, planted or allowed to regenerate.</i>	None is proposed. The development would benefit from screen tree planting.
<i>The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.</i>	The evaporative ponds do not present a flood or fire hazard.
<i>The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.</i>	<p>Access is proposed via Lindners Road, which has excellent access to the Wimmera Hwy, and the additional 2-3 trucks a day is commensurate with traffic in rural areas associated with the agricultural use of land.</p> <p>Whilst there is some potential for road safety conflict regarding local traffic and pedestrian use the road is constructed to a satisfactory standard that allows for two way traffic, is sealed and maintained by Horsham Rural City.</p>
<i>The impact the use or development will have on the current and future development and operation of the transport system.</i>	A new crossover and access is proposed to Lindners Road and no further impact is anticipated.

Key Issues

Objections

As part of the assessment it is a requirement of Section 60 of the Planning and Environment Act to consider all objections or submissions.

1. Rural residential nature of Quantong

Quantong is a well-established settlement that extends from Lindners Rd to Hughes Rd. The settlement contains a range of rural residential development on lots from 4ha to 10ha both within the Rural Living and Farming Zone.

These lots sizes and settlement pattern allow for a range for agriculture activities and manage amenity impacts associated with interface with Farming Zone, however a waste treatment facility may impact the amenity of residents and future settlement planning.

2. Risk to groundwater

The EPA Development Licence has considered groundwater - *The EPA has set conditions that will ensure the design of the clay liner are consistent with best practice (Landfill BPPEM, 2015; EPA Publication 788.3), the clay liner will be designed to a high permeability standard which will minimise seepage, minimising harm to groundwater and potential soil salinisation.*

3. Odour

The issue of odour is discussed above and the EPA have set a buffer distance of 49m based on the inorganic nature of the brine and the low risk of odours - *It was estimated that the proposed activities of the ponds were subject to separation distances that would be consistent with guidelines for noise and odour impacts (EPA Publication 1826.4 & 1518).*

4. Road Safety

Access is proposed via Lindners Road which has excellent access to the Wimmera Hwy and the proposed 5 trucks a day is commensurate with traffic in rural areas associated with agricultural use of the land. The road network is required to meet the standards of the Road Management Act and no road safety issues have been raised by Council infrastructure department.

5. Illegal Works

The evaporative ponds have been constructed without the necessary planning permits and council has notified the owner of potential compliance action depending on the outcome of this application.

Orderly Planning

The purpose of the planning scheme is to provide a clear and consistent framework within which decisions about the use and development of land can be made.

Whilst the responsible authority has a suite of zones to implement this framework the current proposal of a waste treatment plant does not neatly fit the purpose of these zones and may be considered an 'industry' as it involves treating waste materials. The proposed waste is unrelated surrounding land use and is derived from manufacturing produce at a site within the urban city. There is little guidance within the planning scheme regarding preferred locations for this type of industry

It is acknowledged there is some support for agricultural value adding and the economic benefits within the planning scheme, but no direction where they should be located.

The location is within the settlement of Quantong and nearby to existing rural residential development, the proposed waste facility will limit the future development of the settlement and potential application of Rural Living or Rural Activity Zones, permanently removing the land from agricultural use and has potential amenity impacts from odour and groundwater contamination and is not considered orderly planning.

Odour

Waste treatment typically has the potential for odour through the anaerobic process that occurs, however, the applicant has outlined the Brine has very low Biological Oxygen Demand that will mean this is unlikely and the EPA have provided a review and considered a buffer of 49m to be adequate.

It should be noted that odour emissions are still possible if there is change to BOD or significant wind events and would present a low risk to nearby residents. To manage the risk it would be expected that the material deposited would be monitored for BOD content and the EPA would be available to act on complaints should odour be present.

Conclusion

The proposal for a Waste Treatment Facility in Quantong has raised issues regarding the amenity, environmental impact, purpose of the Farming Zone, orderly planning of settlements and has received significant opposition from the local community. The location of industrial uses within the Farming Zone has the potential to affect the amenity and future planning of the Quantong settlement and the current location is considered inappropriate for a Waste Treatment Facility and is inconsistent with the Horsham Planning Scheme.

Refusal

That Council having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to **refuse** to Grant a Permit under the provisions of the Horsham Planning Scheme in respect of the land known and described as **Lot 247C 0 Lindners Road Quantong VIC 3400**, for the **Use and Development of a Waste Treatment Facility (Processing of**

brine waste, a food manufacturing by-product and construction to two evaporative ponds) in accordance with the endorsed plans.

For the following reasons:

- The proposal is inconsistent with the objectives and policies of the Horsham Planning Scheme
- The proposal will permanently remove agricultural land from production
- There is significant potential for environmental and amenity impacts on the neighbouring properties
- The location is inconsistent with surrounding rural residential land use
- The use of the land for waste treatment facility may limit future review and application of rural zones.

Planner Responsible: Joel Hastings

Signature:



Date: 19/07/2023



pricemerrett

C O N S U L T I N G

Planning Report

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SURVEYING
ENGINEERING
IRRIGATION
PROJECT
MANAGEMENT

Version	Doc version	Written by	Approved by	Date issued
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Project Details

Project Name	Planning Report Evaporation Ponds
Client	Water Sustainability Farm Pty Ltd
Report Authors	Samantha Grainger, Mark Carter
PMC Project Reference	F8630

Author: Price Merrett Consulting Pty. Ltd.

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1 Introduction

Price Merrett Consulting Pty Ltd (PMC) was engaged by Water Sustainability Farm Pty Ltd to supply planning and design input into the construction of two evaporation ponds at Lot 247C Parish of Vectis East, otherwise known as Linders Road, Quantong. This application is made to the Horsham Rural City Council for approval.

The ponds will be used to treat trade waste discharge whereby brine is transported in trucks from the Australian Plant Protein (APP) facility to the subject site and discharged into evaporation ponds (approximately 21ML/year).

2 Site Context and Description

2.1 Background

Water Sustainability Farm Pty Ltd has obtained an EPA Development Licence (DL000300011 issued on the 29/3/22) for the construction and use of two clay lined solar evaporation ponds for the purpose of processing the by-product of food manufacturing. Shelter belts, barrier fencing and access roads will also be constructed.

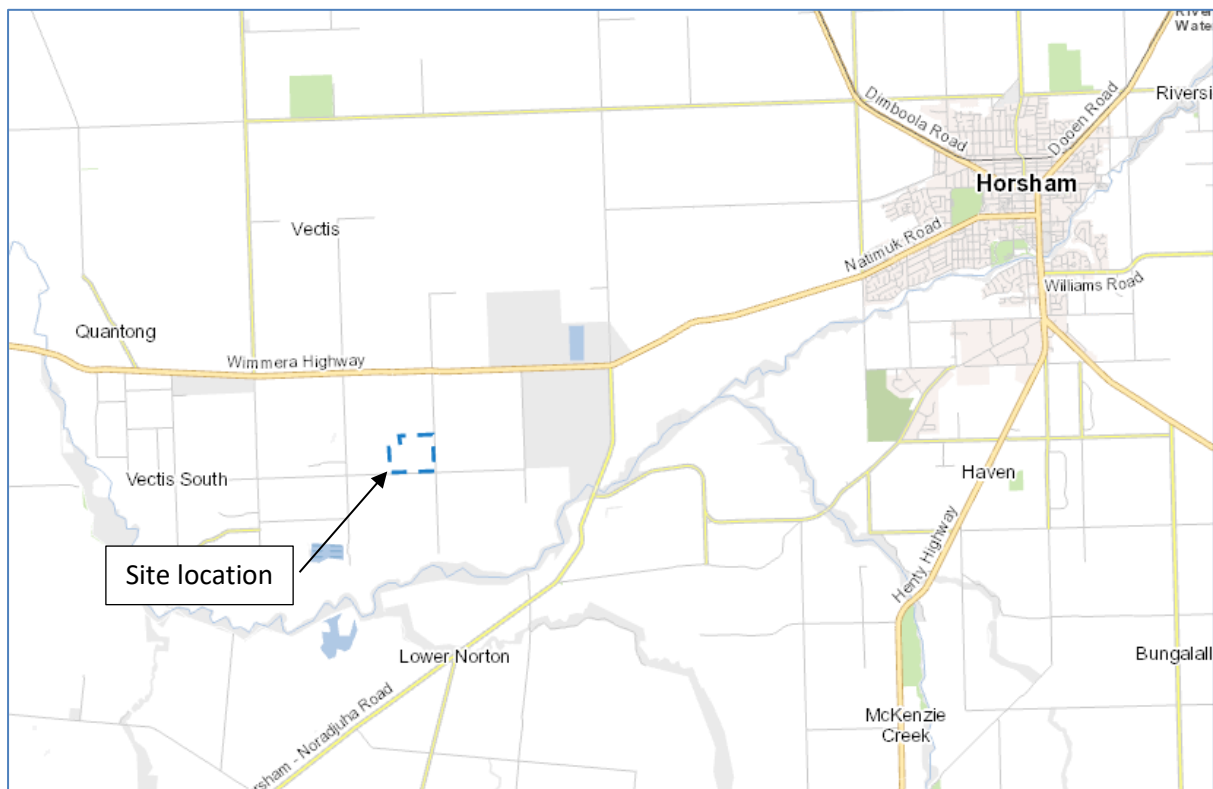


Figure 1: Site locality



Figure 2: Aerial view of locality

2.2 The Land use and Topography

The subject site has been used for dryland cereal cropping and sheep grazing and no native vegetation remains within the development footprint. Areas of remnant vegetation remain to the north of the development site and along road verges as well as scattered trees.

The site of the evaporation basins is relatively flat with a gradual slope towards the east and south with approximately 0.3m fall. The overall property slopes gradually to the south east.

3 Zoning and Planning Overlays

3.1 Land Zoning

The subject site is zoned Farming. Dryland cropping forms the main farm production in the area along with irrigated agriculture. Under the Horsham Rural City Council Planning schemes, Industrial wastewater treatment is not a prohibited use under the planning scheme.

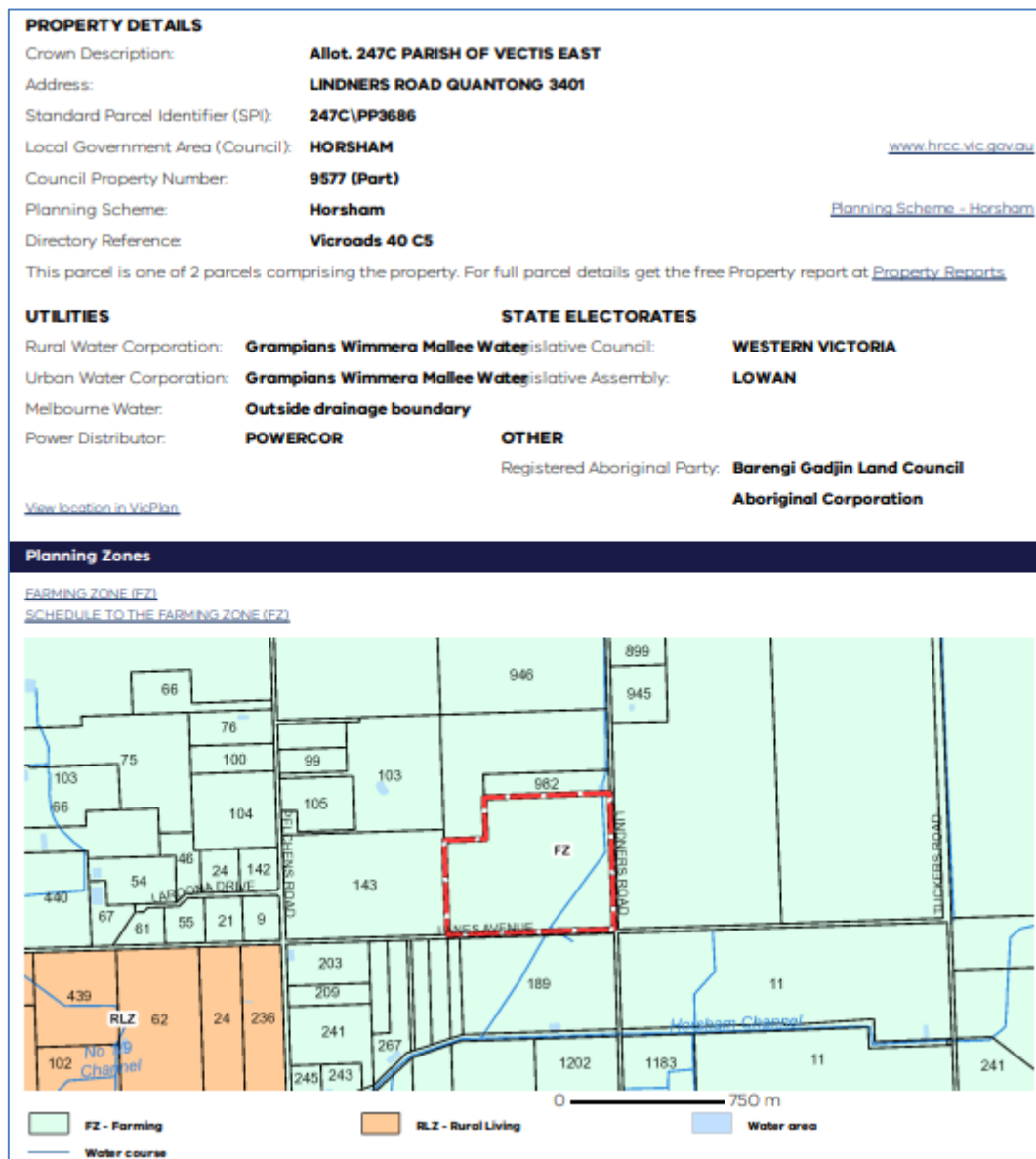


Figure 3: Farming Zone

Seven dwellings and three dams are located within 500m of the proposed development. These are located to the south of the site.

3.2 Planning Overlays

There are no other overlays which are imposed over the subject site.

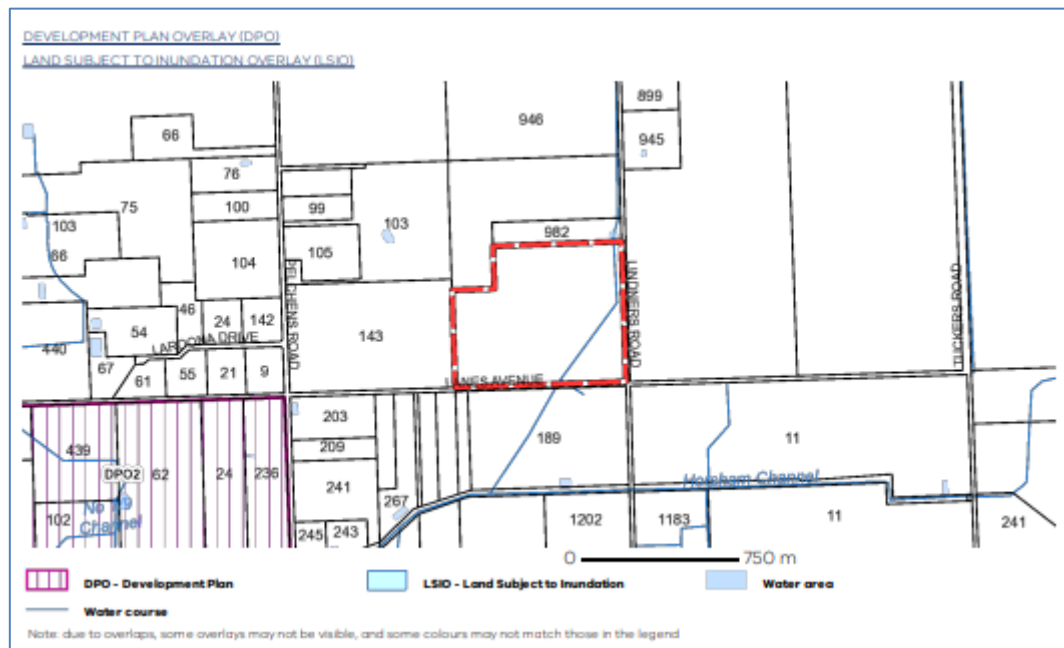


Figure 4: Other Overlays nearby

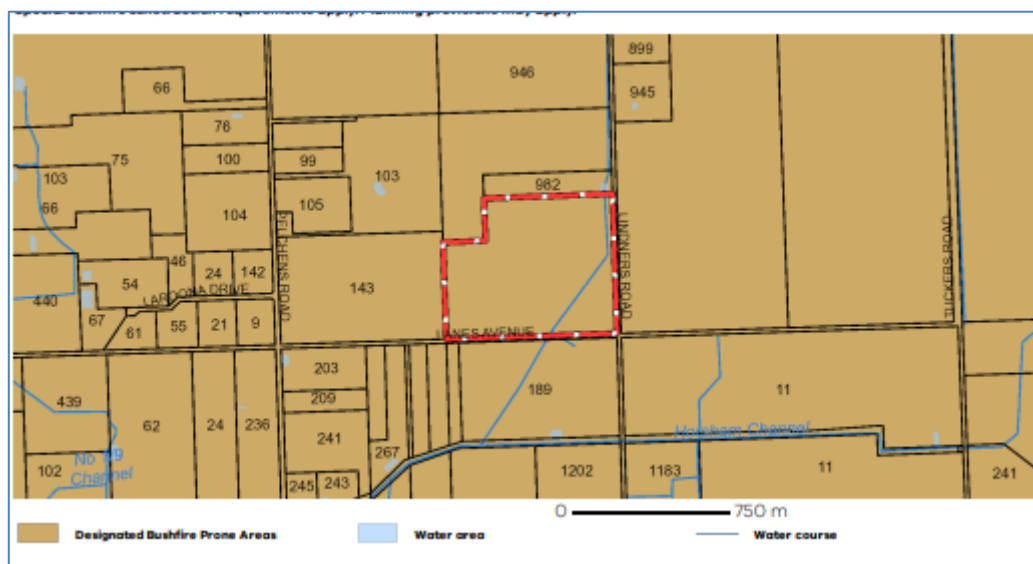
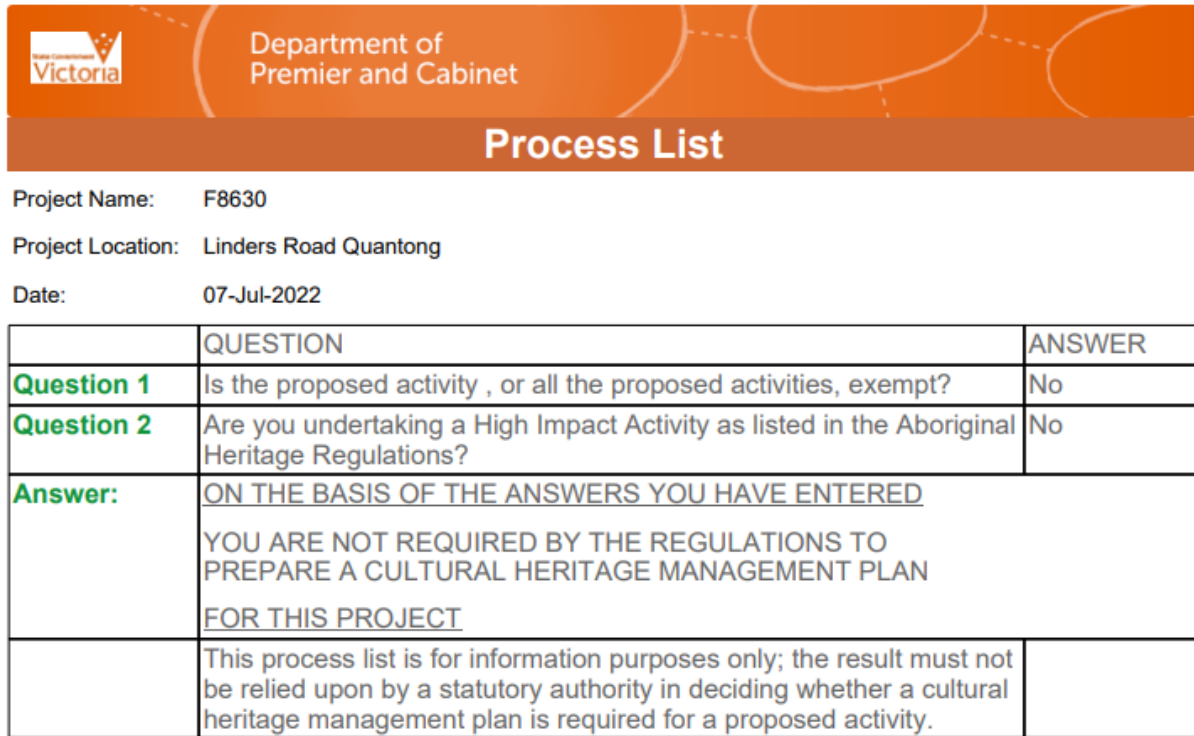


Figure 5: Designated Bushfire Area

The fire hazard is not expected to be increased by this proposal and would potentially contain a source of water in emergency periods.

3.3 Cultural Heritage

The subject site is not in an area of cultural heritage sensitivity. By utilizing the Cultural Heritage management tool, it was determined that a CHMP was not required.



Department of Premier and Cabinet

Process List

Project Name: F8630
 Project Location: Linders Road Quantong
 Date: 07-Jul-2022

	QUESTION	ANSWER
Question 1	Is the proposed activity , or all the proposed activities, exempt?	No
Question 2	Are you undertaking a High Impact Activity as listed in the Aboriginal Heritage Regulations?	No
Answer:	<p><u>ON THE BASIS OF THE ANSWERS YOU HAVE ENTERED</u></p> <p>YOU ARE NOT REQUIRED BY THE REGULATIONS TO PREPARE A CULTURAL HERITAGE MANAGEMENT PLAN FOR THIS PROJECT</p>	
	<p>This process list is for information purposes only; the result must not be relied upon by a statutory authority in deciding whether a cultural heritage management plan is required for a proposed activity.</p>	

Figure 6: AAV Tool result

4 Proposal

Water Sustainability Farming Pty Ltd (WSF) is proposing to construct 2 solar drying evaporation basins for the processing of food manufacturing by-products at Lanes Avenue, Quantong VIC. A single waste streams are proposed to be managed and treated by WSF – with on average 57,000 L/day of brine (saline water).

WSF are affiliated with Australian Plant Proteins (APP) which produce high-grade protein from pulses at their food manufacturing plant in Horsham. WSF will process the brine. The APP operation is approximately 15km from the site where processing will take place. The brine will be delivered to the site by tanker trucks. A hose will be connected to the tanker truck and brine will be discharged from the hose directly into an evaporation basin. Trucks will enter and exit the site via the gates and single access track off Lindners Road. Tanker discharge into the basins will be at the direction of the site manager and only during daylight hours ((7am-4pm), 7 days/week).

WSF proposes to concentrate the brine through solar evaporation in two drying basins. An additional two basins are planned in ten years time which will provide the necessary evaporation area required for the 30 year life of the facility. The additional ponds will be subject to a separate EPA Development License.

An average of 57,600 L/day of brine will be produced daily (approximately 21 ML/year), with no seasonal variation. Initial salt concentrations of approximately 14,000 ppm, increasing to 30,000 ppm after the first year.

An EPA Development license (DL000300011) was granted to Water Sustainability Farming Pty Ltd for the construction of two clay lined evaporation ponds.

4.1 Evaporation Basin design

The evaporation ponds have the following dimensions.

Pond 1

Area of 118m x 118m with a water depth of 1.23m

Pond 2

Area of 104m x 104m with a water depth of 0.57m

- Total surface area of the two ponds is 4.4 ha
- 35 ML storage capacity to allow for wet years
- Active basin depth 0.8 m
- Freeboard of 0.5 m
- 0.22 m depth for salt storage

4.2 Site Access

Access for the evaporation ponds is proposed from Lindners Road directly across the paddock to the ponds. Lindners Road is a sealed roadway managed by Horsham Rural City Council. A new access point will be constructed to accommodate truck turning paths and fencing modifications to allow the

design truck to pull fully off the roadway. The new access track to the ponds will be constructed out of suitable material for all weather access.

The anticipated transport route to the site will be from the processing plant in Carine Street, Horsham along the Wimmera Highway to Linders Road.

The proposed access off Lindners Road will mean no additional vehicles would be required to travel along Lanes Avenue.

4.3 Site Amenity and Environmental Values

The supplied EPA assessment report (APP001686) addressed the following environmental impacts and evaluated them against the relevant Guidelines.

4.3.1 Noise

The noise assessment is evaluated in Section 4.5.2 of the Development Licence Assessment Report (APP001686).

Based on noise to be limited to the activities of 3 trucks/trips per day and the discharge from these trucks into the evaporation basins, the expected noise level will be low and compliance of noise at the four nearest receptors are expected to be achieved at all operating hours. The noise impacts were assessed against EPA Publication 1826.4 and was regarded as acceptable considering the separation distance between the facilities and the nearest sensitive receptor.

4.3.2 Groundwater

Section 4.5.4 of the Development Licence Assessment Report identifies the key soil characteristics at the site and the potential impacts of the evaporation processes on groundwater tables. A clay liner will be constructed to seal the base of the evaporation ponds. Permeabilities of less than 6×10^{-11} m/s will reduce any potential risks to the surrounding groundwater and soils. The risk of impact on land and groundwater from the proposed activities is acceptable subject to conditions.

In addition, the nearest surface water body Wimmera River is located 5 km west of the site and it is considered that it is unlikely that the environmental value of water dependent ecosystems and species will be threatened as a result of salinity seepage.

4.3.3 Surface Water

As referenced in Section 4.5.5 of the Development Licence Assessment Report, the design of the 'turkey nest' style ponds will contain sufficient volume to store stormwater even up to very wet years.

4.3.4 Air & Odour

Section 4.5.3 of the Development Licence Assessment Report (AP001686). The odour impacts were evaluated based on the brine's Biological Oxygen Demand (BOD) and EPA Publication 1518 guidelines were used to calculate the necessary separation distance, confirming the odour would be acceptable. As there is very little organic residue, the water should not turn septic or anaerobic, which are the main processes producing odorous emissions. The report also identified that the nearest sensitive receptor is 300 m away from the proposed activity area.

4.3.5 Climate change

As 57 tonnes CO₂ equivalent emissions per annum is estimated to be generated from the proposed activities, the climate impacts of the activity are expected to be minimal. Further evaluation of the impacts of climate change are assessed in Section 4.5.1 of Development Licence Assessment Report (APP001686) along with clarification on the calculations and assumptions provided.

4.4 Site Services

The proposal does not create any changes to existing site services.

4.5 Fire Risk

The lot is under a designated Bushfire prone area and the evaporation ponds would be expected to reduce fire risk at the site.

5 Planning Considerations

The site is affected by the provisions of the Horsham Rural City Council Planning Scheme.

5.1 State Planning Policy Framework

The State Planning Policy Framework (SPPF) contains the overarching state level policies that apply across Victoria. The following provisions are relevant to this application and the associated application for the proposal

State Planning Policy Framework	
12.01-1S Protection of Biodiversity	<p><i>Use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.</i></p> <p><i>Strategically plan for the protection and conservation of Victoria's important areas of biodiversity.</i></p> <p><i>Ensure that decision making takes into account the impacts of land use and development on Victoria's biodiversity, including consideration of:</i></p> <ul style="list-style-type: none"> <i>Cumulative impacts.</i> <i>Fragmentation of habitat.</i> <i>The spread of pest plants, animals and pathogens into natural ecosystems.</i> <p><i>Avoid impacts of land use and development on important areas of biodiversity.</i></p> <p><i>Consider impacts of any change in land use or development that may affect the biodiversity value of national parks and conservation reserves or nationally and internationally significant sites; including wetlands and wetland wildlife habitat designated under the Convention on Wetlands of International Importance (the Ramsar Convention) and sites utilised by species listed under the Japan-Australia Migratory Birds Agreement (JAMBA), the China-Australia Migratory Birds Agreement (CAMBA), or the Republic of Korea-Australia Migratory Bird Agreement (ROKAMBA).</i></p> <p><i>Assist in the identification, protection and management of important areas of biodiversity.</i></p>

State Planning Policy Framework	
	<p><i>Assist in the establishment, protection and re-establishment of links between important areas of biodiversity, including through a network of green spaces and large-scale native vegetation corridor projects.</i></p> <p>As the site has been previously used for agriculture the footprint of the proposed evaporation basins has been cleared for cereal cropping species. Tree screens will be planted along the site perimeter to visually screen the site, suppress dust and generally soften the development from nearby sensitive uses.</p>
12.01-2S Native Vegetation Management	<p><i>To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.</i></p> <p>The site has been cleared of native vegetation through agricultural practices and through screening plantings, net biodiversity will increase as the planted species offer corridors for fauna to traverse.</p>
13.02-1S Bushfire planning	<p><i>To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.</i></p> <p>This proposal is not increasing the risk of bushfire hazards in the area as the creation of a large expanse of water would be expected to reduce any bushfire impact.</p>
13.04 Soil Degradation	<p><i>Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development. Protect sensitive uses including a residential use or use as childcare centre, kindergarten, pre-school centre, secondary school or children's playground from the effects of contamination. Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.</i></p> <p>The soils at the site are considered impervious and therefore suitable for the intended use of saline water containment.</p>
13.05 Noise	<p><i>Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.</i></p> <p>Typical traffic movements will be 3 trucks per day during daylight hours all days of the week. The closest nearby house is 300m to the south.</p> <p>These traffic movements are not considered to be any more than conventional farming operations.</p> <p>Separation distances are considered sufficient for the intended use.</p>
13.06 Air Quality	<p><i>Ensure, wherever possible, that there is suitable separation between land uses that reduce air amenity and sensitive land uses.</i></p>

State Planning Policy Framework	
	<p>There are no air emissions associated with the operation of the evaporation basins.</p> <p>It is recommended that the basins have a 250m setback to any sensitive receptors as specified in Table 1 of EPA Publication 1518 Recommended separation distances for industrial residual air emissions, a separation distance of 250 m is required for a waste transfer station, which has been adopted for this situation.</p> <p>All dwellings in the local area are greater than 250m from the proposed site.</p>
13.07 Amenity, Human health and safety	<p><i>Ensure that use or development of land is compatible with adjoining and nearby land uses.</i></p> <p><i>Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.</i></p> <p><i>Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.</i></p> <p><i>Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.</i></p> <p>Suitable setback distances will be applied to restrict any negative impacts of the development on local landholders and residents.</p> <p>A Construction Environment Management Plan (CEMP) will be developed prior to construction commencing. All practicable measures will be taken to ensure construction impacts are minimal. The risks during construction include:</p> <ul style="list-style-type: none"> • Noise • Dust • Sediment and uncontrolled stormwater • Construction traffic. <p>The CEMP will reference relevant EPA publications for managing these impacts. As this is a greenfield site previously used for dryland farming, it is unlikely there will be any previous site contamination.</p>
14.01-1S Protection of Agricultural Land	<p><i>To protect the state's agricultural base by preserving productive farmland</i></p> <p>An area of 6 ha will be impacted to construct the evaporation pond facility which is considered to be a relatively small area of farmland. Topsoils will be removed and stockpiled on site.</p> <p>At the conclusion of the facilities life, all super saline waste will be removed or remediated in an appropriate manner.</p>

State Planning Policy Framework	
	<p>Erosion is not expected given relatively flat topography and the bunded nature of the proposed facility.</p>
<p>14.01-2S Sustainable agricultural use</p>	<p><i>Ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.</i></p> <p>Continual monitoring of the site will ensure that the long-term viability of the site can be maintained through immediate mitigation if necessary.</p> <p><i>Support the development of innovative and sustainable approaches to agricultural and associated rural land use practices.</i></p> <p>The proposed evaporation ponds are considered to have low environmental risk, is simple and proven technology, and therefore easy to operate. The Water Sustainability Farm design employs environmental best practice, as defined in EPA Publication 1517.1 Demonstrating Best Practice</p> <p><i>Support adaptation of the agricultural sector to respond to the potential risks arising from climate change.</i></p> <p>Climate Change risk has been considered and addressed in Works Approval Application for Water Sustainability Farm, Quantong report March 2021.</p> <p><i>Encourage diversification and value-adding of agriculture through effective agricultural production and processing, rural industry and farm-related retailing.</i></p> <p>Australian Plant Proteins produce and supply protein isolate powders, sourced exclusively from local Australian raw materials (Pulses).</p> <p><i>Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes.</i></p> <p>The proposal directly supports this objective.</p> <p><i>Support agricultural investment through the protection and enhancement of appropriate infrastructure.</i></p> <p>The construction of the evaporation ponds directly supports this objective.</p> <p><i>Facilitate ongoing productivity and investment in high value agriculture.</i></p> <p>The site will be rehabilitated and agricultural land use can continue after the expected 30 year life span of the facility.</p>
<p>14.02 Water Catchment Planning and Management</p>	<p><i>Ensure the continued availability of clean, high-quality drinking water by protecting water catchments and water supply facilities.</i></p> <p><i>Consider the impacts of catchment management on downstream water quality and freshwater, coastal and marine environments.</i></p> <p><i>Retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side of a waterway to:</i></p>

State Planning Policy Framework	
	<ul style="list-style-type: none"> • <i>Maintain the natural drainage function, stream habitat and wildlife corridors and landscape values,</i> • <i>Minimise erosion of stream banks and verges, and</i> • <i>Reduce polluted surface runoff from adjacent land uses.</i> <p><i>Undertake measures to minimise the quantity and retard the flow of stormwater from developed areas.</i></p> <p><i>Require appropriate measures to filter sediment and wastes from stormwater prior to its discharge into waterways, including the preservation of floodplain or other land for wetlands and retention basins.</i></p> <p><i>Ensure that development at or near waterways provide for the protection and enhancement of the environmental qualities of waterways and their instream uses.</i></p> <p><i>Ensure land use and development minimises nutrient contributions to water bodies and the potential for the development of algal blooms.</i></p> <p><i>Require appropriate measures to restrict sediment discharges from construction sites.</i></p> <p><i>Ensure planning is coordinated with the activities of catchment management authorities.</i></p> <p><i>Ensure that water quality infrastructure is designed to minimise risk of harm to surface waters and groundwater.</i></p> <p>Recorded groundwater levels in the area are 7.72m (Feb 2015 Bore ID:117026 within 2km)</p> <p>Wimmera River is over 2 km away to the south.</p> <p>The proposed Turkeys Nest design of the ponds would contain 1 in 100 year rainfall and insure no waste water overflow affecting surroundings.</p> <p>The EPA has set conditions that will ensure the design of the clay liner will have a high permeability standard which will minimise seepage, minimising harm to groundwater and potential soil salinisation.</p> <p>No reticulated water will be connected to the site.</p> <p>In addition to the constructed clay liner, the installation and routine monitoring of groundwater bores will be used to monitor the long term level and quality of local groundwater and the integrity of the clay layer.</p>
18.01-1S Land use and transport integration	<p><i>Plan land use and development to:</i></p> <ul style="list-style-type: none"> • <i>Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.</i> • <i>Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.</i>

State Planning Policy Framework	
	<ul style="list-style-type: none"> • <i>Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.</i> • <i>Protect identified potential transport infrastructure from being precluded by land use and development.</i> <p><i>Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.</i></p> <p><i>Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.</i></p> <p><i>Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.</i></p> <p><i>Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.</i></p> <p>Site works include an access road which will convey approximately 3 trucks per day delivering brine to the ponds from the APP facility. The site is located as far as practical from existing residential areas to comply with EPA recommended separation distances.</p> <p>This low number of vehicles will not impact on existing transport network.</p> <p>Shelter belts in strategic locations inside the perimeter of the property and along the edge of the drying facility itself will be installed to visually screen the site and generally soften the development from adjoining properties.</p> <p>During construction, a Construction Impact Management Plan will be prepared, to minimise the impact of construction on the surrounding environment and neighbouring properties.</p> <p>Once operational, the site will be unattended most of the time and trucks will access the site during daylight hours only.</p>

Zone	
35.07 Farming Zone	<ul style="list-style-type: none"> • <i>To implement the Municipal Planning Strategy and the Planning Policy Framework.</i> • <i>To provide for the use of land for agriculture.</i> • <i>To encourage the retention of productive agricultural land.</i> • <i>To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.</i> • <i>To encourage the retention of employment and population to support rural communities.</i> • <i>To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.</i>

	<ul style="list-style-type: none"> • <i>To provide for the use and development of land for the specific purposes identified in a schedule to this zone.</i> <p>The site will be rehabilitated to a condition similar to that prior to construction whereby agriculture practices can continue.</p> <p>The proposed evaporation ponds will provide an important outlet in the food production industry and the 30 year lifespan of the facility will see it returned to agricultural land.</p>
Schedule to Farming Zone	<ul style="list-style-type: none"> • <i>Earthworks which change the rate of flow or the discharge point of water across a property boundary.</i> • <i>All land, excluding earthworks carried out in accordance with an approved whole farm plan.</i> <p>It is not anticipated that existing and proposed earthworks would significantly change the rate of flow of water across the property in the event of a flood.</p> <ul style="list-style-type: none"> • <i>Earthworks which increase the discharge of saline groundwater.</i> <p>Groundwater impact or saline infiltration is considered low risk due to the soil types on the site and proposed construction method. The ponds will be constructed to a standard which limits any significant infiltration of brine through a clay liner which effectively seals the base of the ponds.</p>

6 Conclusion

The proposal for two solar disposal ponds has been through EPA approval process and it is recommended that the HRCC support the proposal as it complies with the HRCC planning scheme and supports local rural enterprises.


Appendix 1: Amendment C81hors Submissions Response Table

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Note. Some mapping excerpts provided in this document illustrate a minor error in the cadastre (property boundaries) and do not exactly align with the aerial imagery. This is also the case for some FO1 and LSI01 mapping where the two overlays marginally do not align in some locations. This is a projection problem due to different coordinate systems being used for different GIS layers on the Horsham Community Map. This problem was unable to be resolved prior to this document being produced. The Amendment Maps available on Council's Flood Amendment web-page are correct and are being used for this Amendment.

<p>Submission 1</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 29 Olympic Street, Horsham Parcel details: Lot 1 PS638848 Parish: Horsham Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited change:</p> 	<p>Summary of submitter issue/s raised: Submitter opposes the Amendment as the property has previously not flooded and therefore an overlay should not be imposed. The submitter is open to additional controls to be imposed for any new developments but does not support rebranding existing housing to the floodway overlay.</p> <p>Council response: Council directly liaised with the land owner during the exhibition period of the Amendment clarifying that the Design and Development Overlay – Schedule 9 (DDO9) is proposed for removal and that the Amendment will not have any additional impact to the property.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 21 November 2022 Council spoke directly with the submitter in regards to clarifying his feedback on the Amendment. On 21 November 2022 an email was received from the submitter advising that they withdraw their submission. <p>Proposed outcome / recommendation: Submission withdrawn</p>
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Submission 2

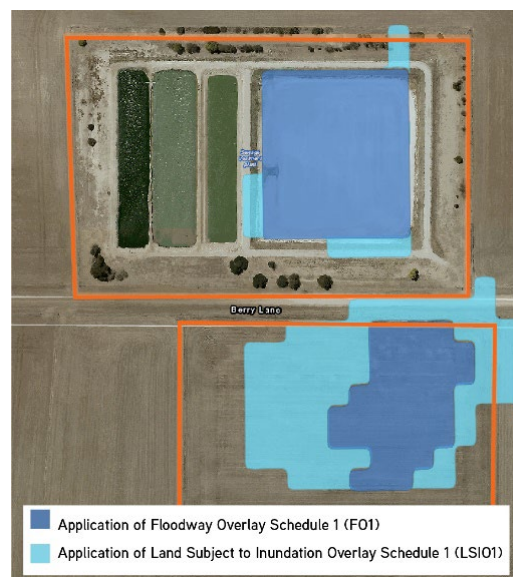
Submitter name: [REDACTED]

Property address: Berry Lane, Natimuk

Parcel details: Lot 1, PS323750 Parish: Natimuk

Submitter email: [REDACTED]

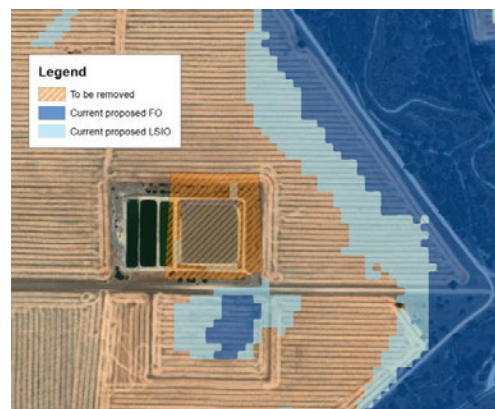
Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter questions the basis for the application of the LSI01 and FO1 on the northern lot. The submitter highlights that the changes appear to represent the depth of wastewater storages. The submitter seeks reason and necessity for overlays and removal of the overlays from the land shown on the Amendment maps.

Council response:

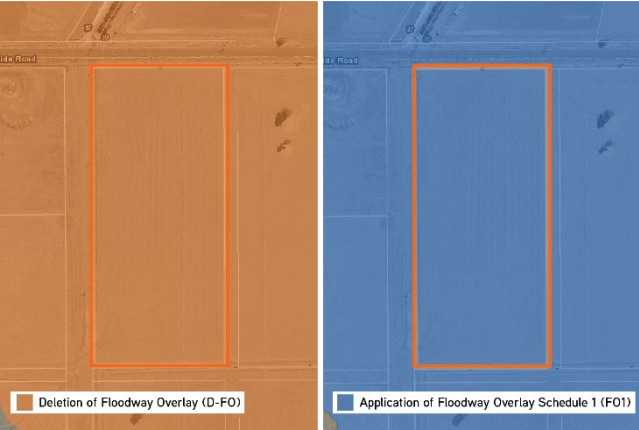
Council met with the submitter on 22 March 2023. Technical consultant, Water Technology, conducted a review of the modelling. It was agreed that the FO1 should be removed from the area of land where the wastewater storage plant is located. The overlays are not intended to control alterations to water supply infrastructure operated by [REDACTED] and should be removed from this area. Below is a revised map which illustrates the extent of LSI01 and FO1 to be removed:

**Action taken:**

- On 22 March 2023 the attended a virtual one-on-one submitter meeting.
- On 7 June 2023 a submission response letter was sent to the submitter.
- On 27 June 2023 an email was received from the submitter advising that they withdraw their submission.

Proposed outcome / recommendation:

Submission withdrawn.

<p>Submission 3</p> <p>Submitter name: [REDACTED]</p> <p>Property address: Riverside Road, Dooen</p> <p>Parcel details: Lot 1, TP602766 Parish: Dooen</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p> <p>Exhibited change:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter in support of Amendment. Council refused development of a dwelling and shed to be constructed on the land.</p> <p>Council response:</p> <p>Submitter has clarified her position and wishes to object to the application of the revised FO1 over the entirety of the property and proposes that mitigation measures could prevent future flooding.</p> <p>The modelling undertaken for the <i>Horsham and Wartook Valley Flood Investigation</i> was very well calibrated on the Wimmera River floodplain upstream of Horsham and provides an accurate representation of the current flood risk in this area. The FO layer is considered an accurate representation of the flood risk for the property.</p> <p>A range of flood mitigation options to reduce flood risk were explored by the flood investigation, however, they are largely costly options and would impact on many stakeholders.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 10 July 2023 Council spoke directly with the submitter in regards to clarifying her feedback on the Amendment. On 10 July 2023 an email was received from the submitter opposing the Amendment. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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Submission 4

Submitter name: [REDACTED]

Property address: 333 Natimuk Hamilton Road, Natimuk

Parcel details: Lot 2 PS746705 Parish: Natimuk

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter raises the concern that the proposed LSIO1 and FO1 identified on the Amendment map apply to a dam. This dam is obsolete and it is the submitter's intention to have it filled. The submitter requests that the proposed LSIO1 and FO1 are removed from the previously decommissioned channel area.

Council response:

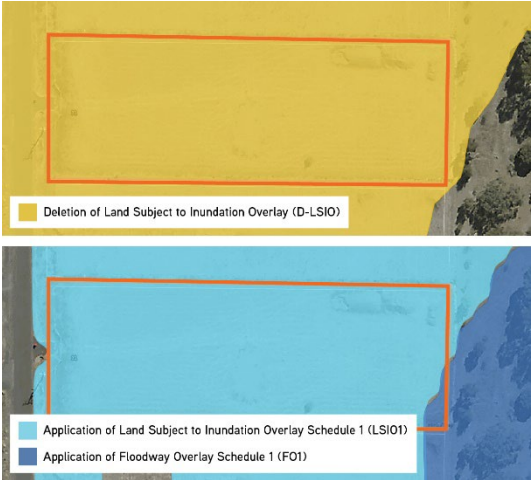
Following a discussion between the submitter and Council on 25 March 2023, technical consultant, Water Technology, has conducted a review of the modelling. It was agreed that the FO1 and LSIO1 could be removed from the area of land where the disused dam is located. It was determined by Water Technology that the sandy nature of the soil and course model topography has resulted in an overestimation of inundation extent. Given the likelihood of development in the area the extent can be removed. Below is a revised map which illustrates the extent of LSIO1 to be removed:

**Action taken:**

- On 25 March 2023 the submitter and Council discussed the Amendment. These discussions continued into the following week. The submitter stated he would withdraw his submission in light of the proposed change to the LSIO1 mapping extent.
- On 7 June 2023 a submission response letter was sent to the submitter.

Proposed outcome / recommendation:

Submitter has not formally withdrawn his submission. Refer submission to Planning Panels Victoria.

<p>Submission 5</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 21 Walnut Avenue, Horsham Parcel details: Lot 5 PS627978 Parish: Natimuk Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited proposed changes:</p> 	<p>Summary of submitter issue/s raised: Submitter opposes to the inclusion of the FO1 as they have concerns it will impact the construction of home and shed as well as insurance premiums.</p> <p>Council response: Discussions between the submitter and Council occurred during the exhibition period of the Amendment. Council clarified that the proposed changes to the flood controls would not prohibit the construction of a dwelling and shed.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 5 December 2022 the submitter and Council resolved the submitter's concerns via phone. On 5 December 2022 email received from submitter formally withdrawing their submission. On 16 February 2023 the Statutory Planning Department issued a Planning Permit. <p>Proposed outcome / recommendation: Submission withdrawn.</p>
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Submission 6

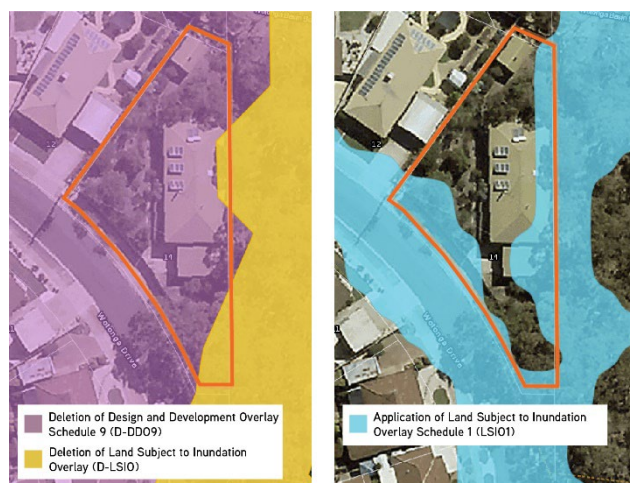
Submitter name: [REDACTED]

Property address: 14 Wotonga Drive, Horsham

Parcel details: Lot 25 LP131188 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited proposed changes:**Summary of submitter issue/s raised:**

Submitter advises that the ground level was raised in 1981. In 2011 the flood level was 20cm below the section of land marked in green on the attachment to submission.

Council response:

During the site inspection held on 13 April 2023 Water Technology conducted a review of the modelling. It was agreed that the section of proposed LSIO1 would be removed from the corner of the property. The site inspection indicated a fence and associated fill on the edge of the property which was not included in the modelling preventing inundation. Below is a revised map which illustrates the extent of LSIO1 to be removed:

**Action taken:**

- On 22 March 2023 submitter attended one on one submitter meeting at the Council offices.
- On 13 April 2023 a site inspection was conducted by Council, Wimmera CMA and Water Technology.
- On 7 June 2023 a submission response letter was sent.
- On 11 June 2023 an email was received from the submitter advising that their submission was withdrawn.

Proposed outcome / recommendation:

Submission withdrawn.

Submission 7

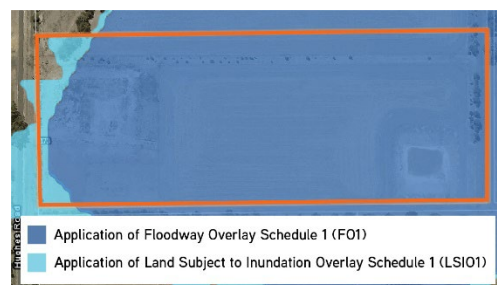
Submitter name: [REDACTED]

Property address: 173 Hughes Road, Quantong

Parcel details: Lot 65/LP3757 Parish: Quantong

Submitter email: [REDACTED]

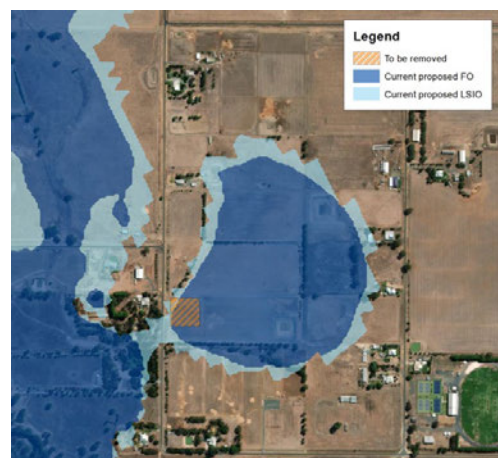
Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter raises concerns that the existing house pad has not been reflected in the preparation of the Amendment. There is an approved Planning Permit in place for a dwelling and shed and the submitter is concerned that a further extension may not be granted. Insurance was also raised as a matter of concern.

Council response:

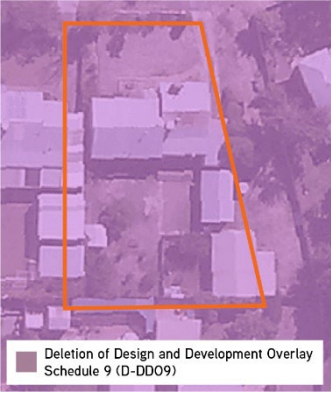
In regards to the existing house pad, during the site inspection held on 13 April 2023, Water Technology reviewed the modelling using survey data from [REDACTED]. Water Technology has advised that the FO1 and LSIO1 should be removed from the house pad. Fill has been placed on the site (as approved by Wimmera CMA and assessed by Water Technology) since completion of the modelling. Below is a revised map, which illustrates the extent of FO1 and LSIO1 to be removed:



In regards to matter concerning the approved Planning Permit, Council can confirm that there is an active planning permit (PA2000032) for use and development of a dwelling and that it has recently been extended to 20 April 2024. The permit considered the flood levels and includes the Wimmera CMA conditions to this effect and the permit may be extended on application.

Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. During a one-on-one submitter on 22 March 2023, the Wimmera CMA advised that it can provide written advice to enable discussions with insurance providers about insurance premiums. Written advice can be requested upon lodgement of an online flood advice form or by calling directly.

	<p>Action taken:</p> <ul style="list-style-type: none"> • On 22 March 2023 the submitter attended a one-on-one submitter meeting at the Council offices. • On 13 April 2023 a site inspection was carried out by Council, Wimmera CMA and Water Technology. • On 7 June 2023 a submission response letter was sent to the submitter. • On 26 June 2023 an email was received from the submitter advising that he withdraws his submission. <p>Proposed outcome / recommendation: Submission withdrawn.</p>
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<p>Submission 8</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 9 Centenary Avenue, Horsham Parcel details: Lot 15/LP40738 Parish: Horsham Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited proposed changes:</p> 	<p>Summary of submitter issue/s raised: Grounds for the submission is unclear.</p> <p>Council response: The Strategic Planning Team has made various attempts to contact the submitter to clarify the validity of their submission.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 9 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 9

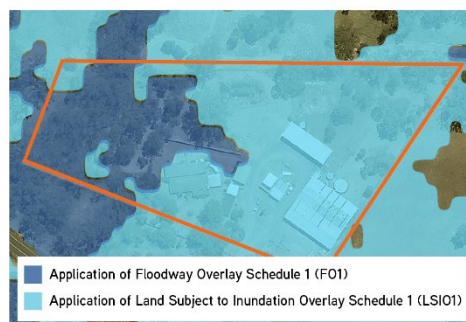
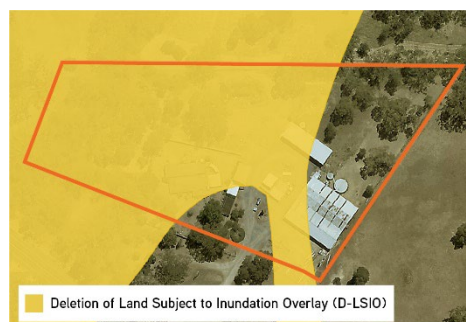
Submitter name: [REDACTED]

Property address: 5802 Western Highway, Dadswells Bridge

Parcel details: Lot 1/LP80366 Parish: Ledcourt

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited proposed changes:**Summary of submitter issue/s raised:**

Submitter opposes the Amendment due to the implications to property not being explained satisfactorily. The submitter's questions whether the land can be subdivided to separate the business from the residence.

Council response:

The introduction of the flood controls does not prohibit the subdivision of land. However, future subdivision proposals are required to meet the requirements of the flood controls, such as fill above the designated flood level. Any future plan for subdivision should be designed so it does not adversely impact adjoining properties.

In a letter dated 12 May 2023 it was recommended to the submitter that further discussions be held between Council's Statutory Planning Department as well as the Wimmera CMA in regards to the subdivision proposal.

Action taken:

- On 12 May 2023 a submission response letter was sent.

Proposed outcome / recommendation:

Refer submission to Planning Panels Victoria.

Submission 10

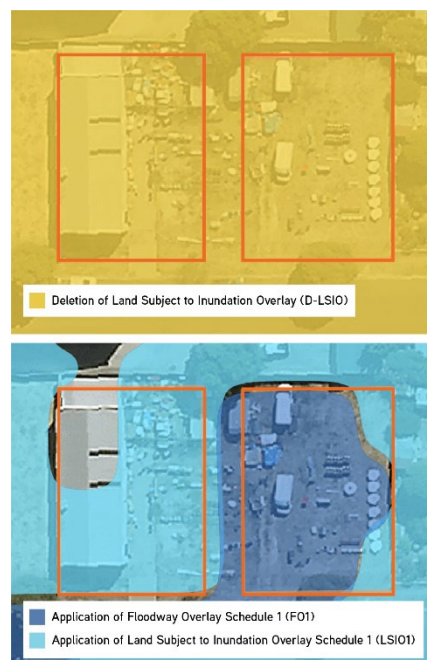
Submitter name: [REDACTED]

Property address: 3 and 5 Sloss Street, Horsham

Parcel details: Lot 17 PP5386 & Lot 16 PP5386 Parish:
Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

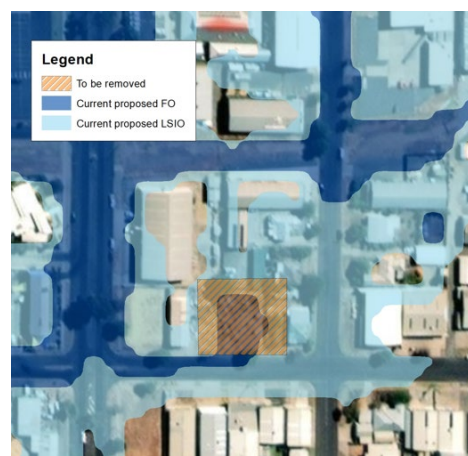
Exhibited changes:**Summary of submitter issue/s raised:**

Submitter opposes the Amendment as they are intending to build a factory/warehouse on the land and would like to understand how these changes will impact upon these plans. The submitter also raises drainage and excess stormwater concerns.

Council response:

The introduction of the flood controls does not prohibit the development of land. However, future development must meet the requirements of the flood controls, such as building above the designated flood level and limiting the impact on adjoining properties.

During a site inspection held on 13 April 2023, Water Technology and the Wimmera CMA advised that cut and fill may be possible between 3 and 5 Sloss Street to achieve flood depths lower than 0.5 metres. This can assist with supporting development and preventing any impacts to adjoining properties. Water Technology also reviewed the modelling and has agreed to remove the proposed FO1 extent from 5 Sloss Street. The FO1 is generally used to control development in areas of conveyance, rather than water pooling. The depth of water in this area is marginally over the 0.5m threshold for the FO1. Given the context of the site, the FO1 would be overly restrictive and the LSI01 would provide sufficient development control. Below is a revised map, which illustrates the extent of FO1 to be amended to LSI01:



Council has advised the submitter that it has further discussions with Council's Statutory Planning Team as well as the Wimmera CMA in regards to any future development proposal.

	<p>Action taken:</p> <ul style="list-style-type: none"> • On 22 March 2023 the submitters attended a one-on-one submitter meeting at the Council offices. • On 2 May 2023 the Wimmera CMA provided written flood advice. • On 7 June 2023 a submission response letter was sent. • On 19 June 2023 the submitter met with Council's Strategic Planner. During this meeting the submitter advised that they preferred to lodge and obtain a Planning Permit for development prior to withdrawing their submission. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 11

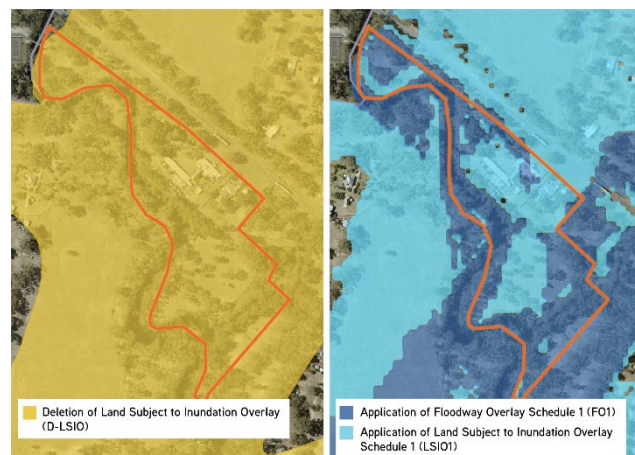
Submitter name: [REDACTED]

Property address: 5835 Western Highway, Dadswells Bridge

Parcel details: Lot 2/LP93275 Parish: Ledcourt

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited proposed changes:**Summary of submitter issue/s raised:**

Submitter expresses that the implications for the property due to the Amendment have not been explained satisfactorily. The submitter has future intentions to develop a service station on the land.

Council response:

The introduction of the flood controls does not prohibit the development of land. However, future development does have to meet the requirements of the flood controls, such as building above the designated flood level. Approved permits are not subject to the proposed flood controls (accrued rights). Any future development should be designed so it does not adversely impact adjoining properties.

Council has advised the submitter that it should have further discussions with Council's Investment and Business Development and Statutory Planning Teams as well as the Wimmera CMA in regards to a development proposal.

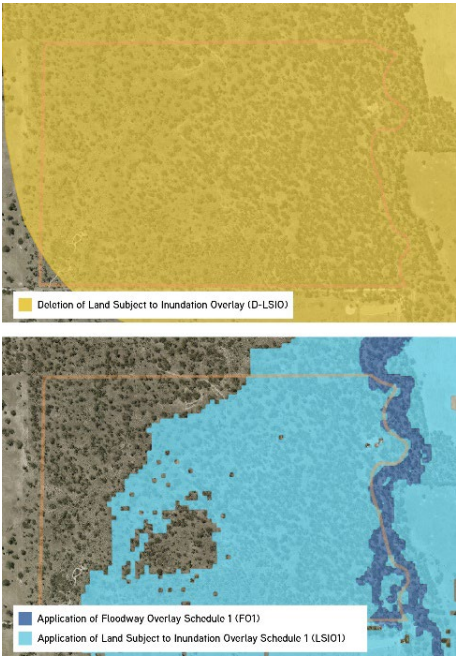
Changes to the proposed overlay extent to the property are not supported. The modelling results were well verified to observed flooding in 2011. The overlays accurately represent the level of flood risk in Dadswells Bridge and provide a sound basis for development control.

Action taken:

- On 22 March 2023 the submitter attended a one-on-one submitter meeting at the Council offices.
- On 7 June 2023 a submission response letter was sent.

Proposed outcome / recommendation:

Refer submission to Planning Panels Victoria.

<p>Submission 12</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 401 Fulbrooks Road, Dadswells Bridge</p> <p>Parcel details: Lot 61 PP2695 Parish: Ledcourt</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p> <p>Exhibited proposed changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter opposes the Amendment due to perceived inaccuracies to the flood modelling mapping. The submitter requests that the proposed LSI01 is removed from the south east corner of the property.</p> <p>Council response:</p> <p>During a meeting with the submitter on 11 April 2023, the submitter expressed concerns in regards to building restrictions for the property as the submitters has intentions to construct a dwelling. It was clarified during this meeting that the proposed LSI01 mapping extent does impact the proposed house pad location. During the meeting it was explained that the proposed flood controls will in fact reduce the impacts of flooding to the property. In this meeting the submitter advised she would withdraw her submission. Additional advice was provided via email to the submitter in relation to statutory planning requirements for a future planning permit application.</p> <p>There will be no change to the proposed LSI01 mapping extent. Modelling used to generate the mapping was well verified to observe flooding in 2011 and is a significant improvement on the current overlays, as well as being a reduction in extent.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 11 April 2023 the submitter attended one-on-one submitter meeting via teams. On 11 April 2023 further statutory planning advice was emailed to the submitter. On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Submitter has not formally withdrawn her submission. Refer submission to Planning Panels Victoria.</p>
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Submission 13

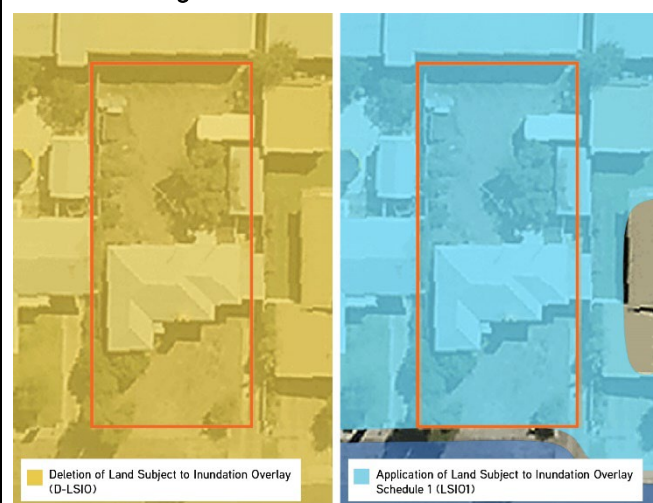
Submitter name: [REDACTED]

Property address: 33 Rennison Street, Horsham

Parcel details: Lot 53/LP64514 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone no: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter raises the following issues with the Amendment:

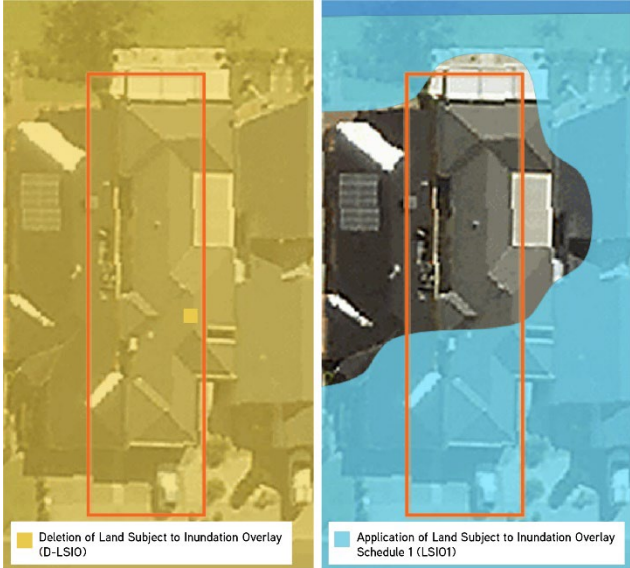
1. The State Government's *Guidelines for Development in Flood Affected Areas* should be followed by Council and the Wimmera CMA. For safety reasons, any further Greenfield development should be flood free. There should be no development in any LSIO1 areas.
2. In regards to the principles outlined in the *Infrastructure Design Manual* adopted by Council, storm water principles cannot be achieved in LSIO1 areas.
3. Questions why the LSIO1 depth is up to 500mm in Horsham and 350mm elsewhere across Victoria.
4. Increasing the LSIO1 extent will raise insurance premiums and make flood insurance unobtainable for land owners.
5. Previous residential areas that were not impacted are now due to removal of floodplain storage removal. The Amendment needs to accurately reflect recent flood events. In the 2011 major flood water only came across front lawn of the property.
6. Undeveloped residential land should have a FO1. Council approved development in LSIO areas causing flood levels to rise and affecting existing homes.
7. Improvement of drains and storm water is required.
8. Community consultation did not adhere to Council's community consultation guidelines.

Council response:

1. The purpose of the three main flood controls (FO1, LSIO1 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied these different flood controls based on the threshold of managing risk identified in the Wimmera CMA's flood investigation reports. Generally, in Greenfield development the Wimmera CMA requires development outside the floodplain unless it can show no impact on neighbours through detailed flood modelling.
2. The Wimmera CMA uses the *Guidelines for Development in Flood Affected Areas 2019* to condition development in the LSIO. This is consistent with the *Victorian Floodplain Management Strategy 2016*.
3. The LSIO1 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSIO1 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's *Guidelines for Development in Flood Affect Areas 2019*.
4. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when

	<p>deciding whether to apply a flood control.</p> <p>The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly.</p> <p>5. Modelling is consistent with historic flood levels across Horsham. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical method to reliably map the extent of changes to the flood shape across the municipality.</p> <p>It cannot be assumed that flooding will not occur simply because there are no recollections of previous flooding at a particular property. The flood controls are based upon the 1% AEP Average Exceedance Probability (AEP) flood extent, which means the flood level each year has a 1% chance of occurring (this was previously referred to as a 1-in-100 year flood). This is a standard used across the industry for flood planning and management. In many cases, the 1% AEP event may only result in flooding and inundation for a short period of time, but it is capable of causing damage. The lived experiences outlined in submissions only includes smaller floods, it cannot be used to directly compare to the modelled 1% AEP.</p> <p>The <i>Horsham and Wartook Valley Flood Investigation (2019)</i> determined the January 2011 event was between a 2% and 1% AEP flood event (between a 1 in 50 and 1 in 100 year flood event) based in more than 100 years of streamflow record at the Walmer streamflow gauge. The mapping shows a greater flood extent than observed in January 2011 because the 1% AEP event is larger than that occurred during January 2011.</p> <p>Following the site inspection held on 13 April 2023, Water Technology reviewed the topographic survey captured in 2016. The data indicates a maximum topographic level of 127.38 m AHD in the rear of 33 Rennison Street, this compares to a 1% AEP water level of 127.59 m AHD. This data indicates a 1% AEP flood depth of around 210mm. Water Technology has advised that it does not support any changes to the LSIO1 layer in this area. The dwelling has a surveyed floor level of 127.62 m AHD, this is 30mm above the 1% AEP flood level.</p> <p>6. New development in the LSIO is subject to a planning permit and the advice of the Wimmera CMA and the following policy is applied:</p> <p><i>To ensure that development maintains the free passage and temporary storage of</i></p>
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	<p><i>floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.</i></p> <p>Where new development is permitted is on the basis on flood modeling and advice that there is no significant impact to surrounding properties.</p> <p>7. The matter of storm water and drainage is the responsibility of Council who has a program of maintenance and upgrades. It is noted the <i>Horsham and Wartook Valley Flood Investigation 2019</i> includes and urban flood modelling which will be used to develop a Drainage Strategy.</p> <p>8. Council has given public notice of the Amendment in accordance with the legislative requirements detailed in the <i>Planning and Environment Act 1987</i>. In addition, Council held a series of information sessions in December 2022 at various locations and has provided opportunities for submitters to meet with Council and the Wimmera CMA to discuss in more details their individual submissions. Furthermore, consultation was undertaken during the preparation of the flood studies. The Wimmera CMA wrote to property owners who were affected and offered one on one meetings and drop in sessions.</p> <p>Action taken:</p> <ul style="list-style-type: none"> • On 19 December 2023 the submitter withdraw her submission dated 14 December 2023 and replaced it with a revised submission. • On 21 March 2023 the submitter attended an information session at Council offices and discussed her submission with Wimmera CMA. • On 13 April 2023 a site inspection was attended by the Wimmera CMA and Water Technology to review modelling onsite. • On 7 June 2023 a submission response letter was sent. • On 21 June 2023 submitter emailed Council requesting submission be referred to Planning Panels Victoria. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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<p>Submission 14</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 7 Rushbrook Close, Horsham Parcel details: Lot 15 PS510241 Parish: Horsham Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited proposed changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter raised the following issues with the Amendment:</p> <ol style="list-style-type: none"> 1. Impact to insurance premiums and the possibility of insurance being unobtainable for land owners in the future. 2. Questions why the LSIO1 depth is up to 500mm in Horsham and 350mm elsewhere across Victoria. 3. Concerns regarding future development in floodplain areas as development will remove flood storage and impede flows. Amendment does not maintain or reduce 1% flood levels. <p>Council notes that additional concerns were raised on a site inspection held on 13 April 2023 in regards to:</p> <ol style="list-style-type: none"> 4. The weir boards at Weir Park were not removed during the 2011 flood event and flood modelling uses this data. The modelling is flawed as it does not take into account a scenario where boards were in place. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not, to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly. 2. The LSIO1 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSIO1 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's <i>Guidelines for Development in Flood Affect Areas 2019</i>. 3. The purpose of the three main flood controls (FO1, LSIO1 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports and they will be used in the statutory planning process to manage future development and protect the floodplain from development. 4. It has been documented that the weir boards were removed in 2011. During community consultation on the <i>Horsham and Wartook Valley Flood Investigation</i> the weir boards were not raised as a concern. If there was delay in their removal (i.e. they were removed when the weir was full) it is not expected to have caused any discernable impact to flood levels. The flow rate in the Wimmera River would mean
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the weir volume is insignificant compared to the volume of the January 2011 event.

The submitter was provided with a report regarding the Wimmera/Grampians flood and storm event from the minutes of the Council meeting held on 7 February 2011. It provides details regarding the position of the weir boards during the January 2011 flood.

The image below was also provided to the submitter to illustrate the removal of the weird boards.



Survey of City Gardens

During a site inspection held on 13 April 2023 with Council, Wimmera CMA and Water Technology, it was agreed that modelling would be reviewed pending a flood level survey to be completed for City Gardens Estate (Market Lane and Rushbrook Close).

The survey was undertaken by [REDACTED] on 5 May 2023. Water Technology has reviewed the 1% AEP water levels that indicates a maximum floor level of 126.75 m AHD in the rear of 7 Rushbrook Close, this compares to a 1% AEP water level of 126.55 m AHD.

Given the floor level of the building was demonstrated to be above the 1% AEP flood level (used to delineate the LSI01 and FO1 extents), it has been agreed the section of LSI01 would be removed from the dwelling floor area. The modelling showed inundation due to the base LiDAR data misrepresenting the buildings, and interpolating from the road at the front to the pond at the rear as part of the data processing. Below is a map of the proposed revised LSIO mapping extent for City Gardens:



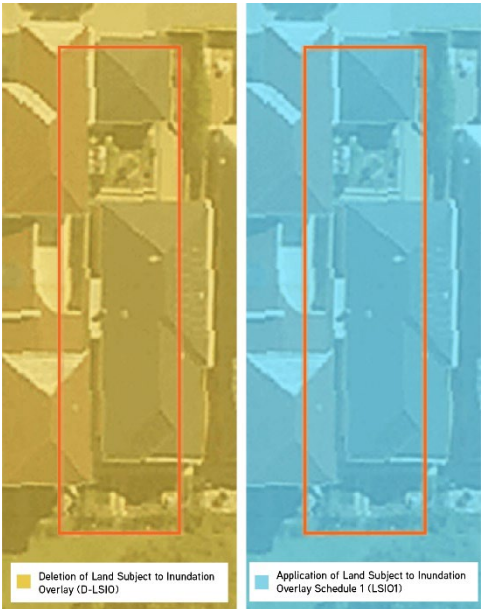
Council notes that the original submission did not include the matter in regards to the weir boards. Council has accepted an addendum to the submitter's submission.

Action taken:

- On 21 March 2023 the submitter attended an information session at Council offices and discussed submission with Wimmera CMA.
- On 13 April 2023 a site inspection was attended by Council, Wimmera CMA and Water Technology where modelling was reviewed onsite.
- On 5 May 2023 a survey undertaken of City Gardens estate.
- On 7 June 2023 a submission response letter was sent.
- On 20 June 2023 additional submission lodged. Submitter requested to have submissions referred to Planning Panels Victoria.

Proposed outcome / recommendation:

Refer submission to Planning Panels Victoria.

<p>Submission 15</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 3 Market Lane, Horsham Parcel details: Lot 27 PS510241 Parish: Horsham Submitter email: Not provided Submitter phone: [REDACTED]</p> <p>Exhibited proposed changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter raised the following issues with the Amendment:</p> <ol style="list-style-type: none"> 1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01. 2. There should be no further development in LSI01 areas. 3. Flood mapping should state that no development in LSI01 shall remove flood storage or impede flood flows nor increase run-off. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not, to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly. 2. The purpose of the three main flood controls (FO1, LSI01 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports and they will be used in the statutory planning process to manage future development and protect the floodplain from development. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling. 3. The LSI01 planning provisions consider the effect of development on the floodplain to ensure it does not obstruct floodwater, stormwater or drainage water and does not affect or reduce flood storage, or increase flood levels and flow velocities. https://planningschemes.app.planning.vic.gov.au/Horsham/ordinance/44.04 <p>Action taken:</p> <ul style="list-style-type: none"> • On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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Submission 16

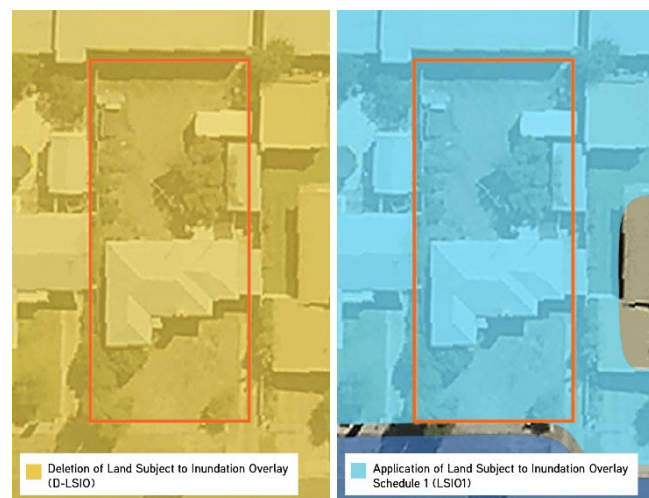
Submitter name: [REDACTED]

Property address: 33 Rennison Street, Horsham

Parcel details: Lot 53 LP64514 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter raised the following issues with the Amendment:

1. Concerns regarding future development in floodplain areas as development will remove flood storage and impede flows.
2. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01.
3. The State Government's *Guidelines for Development in Flood Affected Areas* should be followed, for safety reasons, any further Greenfield development should be flood free.

Council response:

1. The purpose of the three main flood controls (FO1, LSI01 and SB01) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports and they will be used in the statutory planning process to manage future development and protect the floodplain from development.
2. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not, to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly.
3. Council has prepared Planning Scheme Amendment C81 in accordance with *State Government Guidelines for Development in Flood Affected Areas* and *Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes*. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.

Action taken:

- On 7 June 2023 a submission response letter was sent.
- On 21 June 2023 the submitter emailed Council requesting submission be referred to Planning Panels Victoria.

Proposed outcome / recommendation:

Refer submission to Planning Panels Victoria.

Submission 17

Submitter name: [REDACTED]

Property address: 767 Three Chain Road, Natimuk & 378 Lake Road, Natimuk

Parcel details:

767 Three Chain Road

Lot 1 TP820421, Lot 1 TP224497,

Lot 123, 129, 146, 147, 163 PP3285

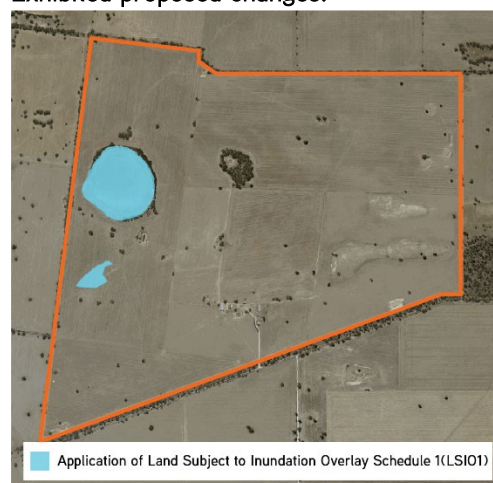
Lot 1/TP680489

378 Lake Road, Natimuk

Lot 1 and 2 TP672722 Parish: Natimuk and CA70 PP5578, CA70A PP5578, CA70B PP5578, Lot 1 TP622328, CA73 PP3285 Parish: Natimuk

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited proposed changes:

767 Three Chain Road

Summary of submitter issue/s raised:

Submitter states that the area for proposed LSIO1 is recorded incorrectly.

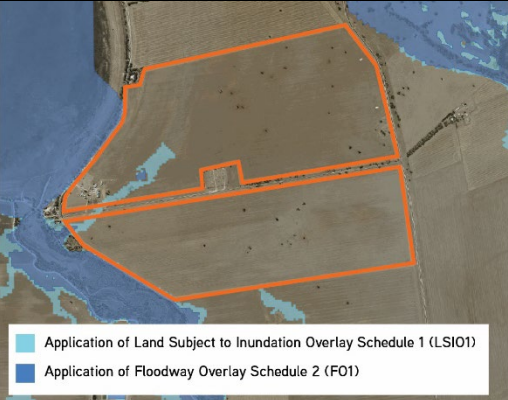
Council response:


Modelling is consistent with historic flood levels across Natimuk. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical method to reliably map the extent of changes to the flood shape across the municipality.


At the site inspection, Water Technology conducted a review of the modelling. It was agreed that the section of LSIO1 and FO1 would be removed from the 378 Lake Road, Natimuk. This site inspection also clarified the sandy nature of the soil in the area and it was determined the modelling overstated the inundation. Given the limited likelihood of development the LSIO1 layer can be removed. No change is to occur at 767 Three Chain Road, Natimuk. Below is a map highlighting the proposed mapping changes:

**Action taken:**

- On 7 June 2023 a submission response letter was sent.
- On 9 June 2023 submitter called Council following receipt of his submission response letter.
- On 13 June 2023 Council and Water Technology conducted a site visit where modelling was reviewed.

 <p>378 Lake Road, Natimuk</p>	<p>Water Technology agreed to remove the section of LSIO from 378 Lake Road property.</p> <ul style="list-style-type: none"> On 26 June 2023 a second letter was to submitter requesting their position. <p>Proposed outcome / recommendation: Submitter has not formally withdrawn his submission. Refer submission to Planning Panels Victoria.</p>
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<p>Submission 18</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 8 Agnew Court, Horsham Parcel details: Lot 36 PS409677 Parish: Horsham Submitter email: Not provided Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter raised the following issues with the Amendment:</p> <ol style="list-style-type: none"> 1. No future development should occur in LSI01 areas. 2. Questions why Council extending LSI01 over residential areas. 3. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01. <p>Council response:</p> <ol style="list-style-type: none"> 1. The purpose of the three main flood controls (FO1, LSI01 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling. 2. Land in undeveloped residential areas (Greenfield areas) must address potential flood impacts. It is possible to incorporate flood mitigation through storm water retention systems and local drainage schemes on underdeveloped land. The FO1 could be introduced via a future planning scheme amendment if a flood investigation identifies a high risk. 3. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly. <p>Action taken:</p> <ul style="list-style-type: none"> • On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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<p>Submission 19</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 2/31 Major Mitchell Drive, Horsham</p> <p>Parcel details: Lot 2 PS425576 Parish: Horsham</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter raised the following issues with the Amendment:</p> <ol style="list-style-type: none"> 1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01. 2. No future development should occur in LSI01 areas. 3. Questions why the LSI01 depth is up to 500mm in Horsham and 350mm elsewhere across Victoria. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or via calling directly. 2. The purpose of the three main flood controls (FO1, LSI01 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling. 3. The LSI01 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSI01 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's <i>Guidelines for Development in Flood Affect Areas 2019</i>. <p>Action taken:</p> <ul style="list-style-type: none"> • On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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Submission 20

Submitter name: [REDACTED]

Property address: 2 Market Lane, Horsham

Parcel details: Lot 26 PS510241 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter raised the following issues with the Amendment:

1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSIO1.
2. No future development should occur in LSIO1 areas.
3. The Wimmera CMA should abide by State guidelines and refuse development in the floodplain.

Council response:

1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or via calling directly.
2. The LSIO1 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. 500mm is the approach that is used to determine LSIO1 within the Wimmera, beyond 500mm is the FO1.

New development in the LSIO1 is subject to a planning permit and the advice of the Wimmera CMA and the following policy is applied:

To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

Where new development is permitted, it is on the basis on flood modelling and advice that there is no significant impact on surrounding properties

3. Council has prepared the Amendment in accordance with the State Government's *Guidelines for Development in Flood Affected Areas 2019* and *Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes*. The flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.

Survey of City Gardens

At a one-on-one submitter meeting on 22 March 2023 the accuracy of the LSIO1 extent was discussed for the property. A site visit to the property was agreed to in order to potentially resolve the question as to the LSIO1 mapping accuracy.

The site visit took place on 13 April with Council, Wimmera CMA and Water Technology and it was agreed that the modelling would be reviewed pending a floor level survey to be completed for City Gardens Estate (Market Lane and Rushbrook Close).

The survey was undertaken by [REDACTED] 5 May 2023 and new data was produced as an output of the survey. Water Technology reviewed the 1% AEP water levels that indicates a maximum floor level of 126.7 m AHD in the rear of 2 Market Lane, this compares to a 1% AEP water level of 126.63 m AHD.

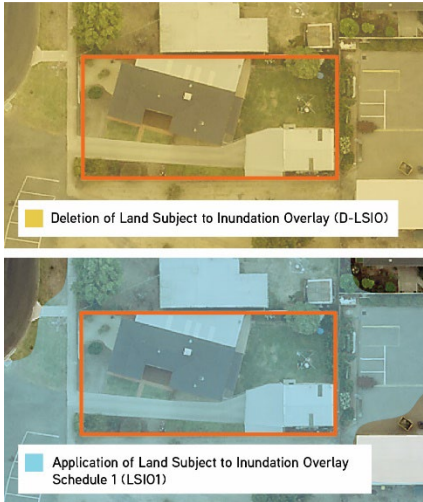
Given the floor level of the building was demonstrated to be above the 1% AEP flood level (used to delineate the LSI01 and FO extents), it has been agreed the section of LSI01 would be removed from the dwelling floor area. The modelling showed inundation due to the base LiDAR data misrepresenting the buildings, and interpolating from the road at the front to the pond at the rear as part of the data processing. Below is a map of the proposed revised LSI01 mapping extent for City Gardens:



Action taken:

- On 22 March 2023 the submitter attended a one on one submitter meeting at Council offices.
- On 13 April 2023 a site inspection was attended by Council, Wimmera CMA and Water Technology where modelling was reviewed onsite.

	<ul style="list-style-type: none"> • On 5 May 2023 flood level surveys were undertaken of the City Gardens estate. • On 9 June 2023 a submission response letter was sent. • On 21 June 2023 the submitter requested that her submission is referred to Planning Panels Victoria. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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<p>Submission 21</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 1 Culliver Street, Horsham</p> <p>Parcel details: Lot 28 LP15603 Parish: Horsham</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter raised the following issues:</p> <ol style="list-style-type: none"> 1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01. 2. Questions why the LSI01 depth is 500mm in Horsham and yet 350mm elsewhere in Victoria. 3. Concerns regarding future development in floodplain areas as development will remove flood storage and impede flows. Amendment does not maintain or reduce 1% flood levels. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or via calling directly. 2. The LSI01 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSI01 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's <i>Guidelines for Development in Flood Affect Areas 2019</i>. 3. The purpose of the three main flood controls (FO1, LSI01 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports and they will be used in the statutory planning process to manage future development and protect the floodplain from development. <p>Action taken:</p> <ul style="list-style-type: none"> • On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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Submissions 22 & 23

Submitter name: [REDACTED]

Property address: 62A McPherson Street & Horsham and 69 Major Mitchell Drive, Horsham

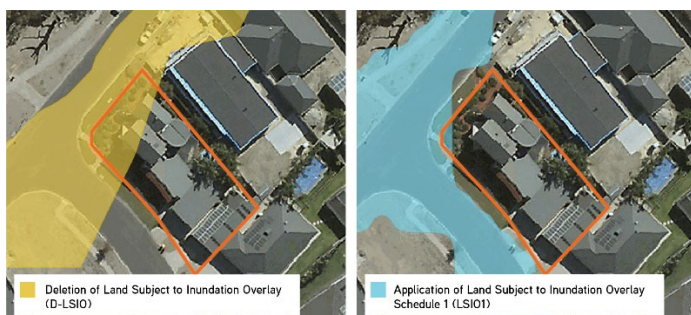
Parcel details: Lot 17/PP5386 Parish: Horsham & Lot 98/PS449841 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:

62A McPherson Street



69 Major Mitchell Drive

Summary of submitter issue/s raised:

The submitter has raised the follow issues in both its submissions:

1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01.
2. Questions why the LSI01 depth is 500mm in Horsham and yet 350mm elsewhere in Victoria.
3. Council approving residential and industrial developments which do not accord with the *Infrastructure Design Manual*.
4. No future development should occur in LSI01 areas.

Council response:

1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or via calling directly.
2. The LSI01 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSI01 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's Guidelines for Development in Flood Affect Areas 2019.
3. Council has prepared Amendment C81hors in accordance with *State Government Guidelines for Development in Flood Affected Areas* and *Planning Practice Note 12 Applying the Flood Provisions* in Planning Schemes. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.
4. The purpose of the three main flood controls (FO1, LSI01 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling.

	<p>Action taken:</p> <ul style="list-style-type: none">On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 24

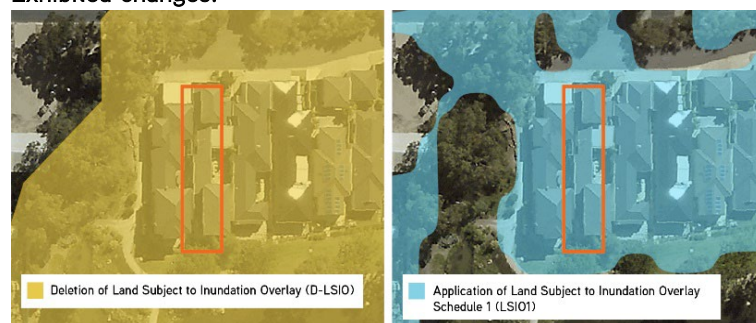
Submitter name: [REDACTED]

Property address: 11 Market Lane, Horsham

Parcel details: Lot 35 PS510241 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

The submitter has raised the follow issues:

1. Concerns regarding future development in floodplain areas as development will remove flood storage and impede flows.
2. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01.
3. Storm water retention principles in accordance with the Council adopted *Infrastructure Design Manual* will be unachievable in the LSI01.

Council response:

1. The purpose of the three main flood controls (FO1, LSI01 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports.
2. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form and or by calling directly.
3. Storm water retention is not a purpose of the LSI01, rather, its purpose is to ensure that development retains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level if flow velocity. Storm water retention can be achieved in the LSI01 however; it is prohibited within FO1.

Survey of City Gardens

As a result of discussion with other submitters and their concerns in regards to the accuracy of the LSI01 mapping extent, the property was subject to further review through a floor level survey and a comparisons with the modelling data.

Action taken:

- On 5 May 2023 a survey undertaken of City Gardens estate.

	<ul style="list-style-type: none">On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 25

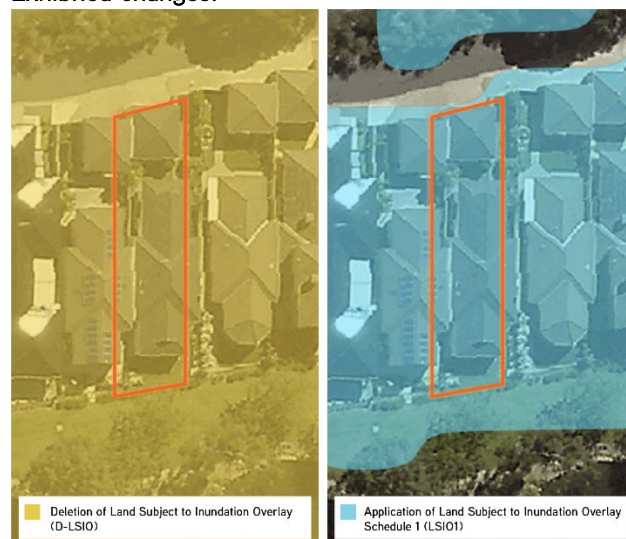
Submitter name: [REDACTED]

Property address: 7 Market Lane, Horsham

Parcel details: Lot 1 PS519062 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

The submitter has raised the follow issues:

1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSIO1.
2. No future development should occur in LSIO areas. The State Government's *Guidelines for Development in Flood Affected Areas* state that Greenfield development sites should be flood free.
3. Storm water retention principles in accordance with the Council adopted *Infrastructure Design Manual* will be unachievable in the LSIO1.

Council response:

1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or calling directly.
2. The purpose of the three main flood controls (FO1, LSIO1 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling.
3. Storm water retention is not a purpose of the LSIO1. Rather, its purpose is to ensure that development retains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level if flow velocity. Storm water retention can be achieved in the LSIO1, however, it is prohibited within the FO1.


Survey of City Gardens

As a result of discussion with other submitters and their concerns in regards to the accuracy of the LSIO1 mapping extent, the property was subject to further review through a floor level survey and a comparisons with the modelling data.


Action taken:

- On 21 March 2023 the submitter attended an information session at Council offices.
- On 5 May 2023 a survey undertaken of City Gardens estate.

	<ul style="list-style-type: none">On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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<p>Submission 26</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 2 Market Lane, Horsham Parcel details: Lot 1 PS519062 Parish: Horsham Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>The submitter has raised the follow issues:</p> <ol style="list-style-type: none"> 1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSIO1. 2. No future development should occur in LSIO1 areas. 3. The Wimmera CMA should abide by State guidelines and refuse development in the floodplain. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form by or calling directly. 2. The purpose of the three main flood controls (FO1, LSIO1 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling. 3. Council has prepared Planning Scheme Amendment C81 in accordance with the State Government's <i>Guidelines for Development in Flood Affected Areas</i> and <i>Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes</i>. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land. <p>Survey of City Gardens</p> <p>As a result of discussion with other submitters and their concerns in regards to the accuracy of the LSIO1 mapping extent, the property was subject to further review through a floor level survey and a comparisons with the modelling data.</p> <p>Action taken:</p> <ul style="list-style-type: none"> • On 13 April 2023 an onsite inspection was conducted with the submitter present. • On 5 May 2023 a survey undertaken of City Gardens estate. • On 13 May 2023 a submission response letter was sent. • On 23 May 2023 submitter emailed to advise that submission was still relevant and not to be withdrawn.
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	<ul style="list-style-type: none">On 21 June 2023 submitter emailed Council to advise that the proposed changes to the LSI01 extent as indicated by Water Technology are to be clarified before he formally withdraws his submission. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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<p>Submission 27</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 1 Agnew Court, Horsham</p> <p>Parcel details: Lot 29 PS409677 Parish: Horsham</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <ol style="list-style-type: none"> 1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01. 2. No future development should occur in LSI01 areas. 3. The State Government's <i>Guidelines for Flood Affected Areas, February 2019</i>, clearly states, for safety reasons, the subdivided sites should be flood free. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form by or calling directly. 2. The LSI01 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSI01 within the Wimmera. The purpose of the three main flood controls (LSIO1, FO1 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. <p>New development in the LSI01 is subject to a planning permit and the advice of the Wimmera CMA and the following policy is applied:</p> <p><i>To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.</i></p> <p>Where new development is permitted, it is on the basis on flood modelling and advice that there is no significant impact on surrounding properties</p> <ol style="list-style-type: none"> 3. Council has prepared the Amendment in accordance with the State Government's <i>Guidelines for Development in Flood Affected Areas</i> and <i>Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes</i>. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.
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	<p>Action taken:</p> <ul style="list-style-type: none"> On 22 March 2023 the submitter attended one-on-one submitter meeting at the Council offices. On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 28

Submitter name: [REDACTED]

Property address: 3 Agnew Court, Horsham

Parcel details: Lot 31 PS409677 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

The submitter

1. Increase to insurance premiums and insurance may become unattainable for land owners in the LSI01
2. Questions why is the LSI01 depth is 500mm in Horsham and 350mm elsewhere in Victoria.
3. Development in the LSI01 impacted land is causing flood levels to rise and impacting existing homes.

Council response:

1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. At the submitter meeting held on 22 March 2023 the Wimmera CMA advised that they can provide written advice to enable discussions with insurance providers about insurance premiums. Written advice can be requested upon lodgement of an online flood advice form or by calling directly.
2. The LSI01 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSI01 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's *Guidelines for Development in Flood Affect Areas 2019*.
3. The purpose of the three main flood controls (LSIO1, FO1 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports.

New development in the LSI01 is subject to a planning permit and the advice of the Wimmera CMA and the following policy is applied:

To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

Where new development is permitted it is on the basis on flood modelling and advice that there is no significant impact on surrounding properties. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling.

	<p>Action taken:</p> <ul style="list-style-type: none">• 22 March 2023 the submitter attended one-on-one submitter meeting at the Council offices.• 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 29**Submitter name:** [REDACTED]**Property address:** 7 Agnew Court, Horsham**Parcel details:** Lot 35 PS409677 Parish: Horsham**Submitter email:** [REDACTED]**Submitter phone:** Not provided**Exhibited changes:****Summary of submitter issue/s raised:**

The submitter raised the following issues:

1. Questions the LSI01 depth being 500mm in Horsham and 350mm elsewhere in Victoria.
2. The proposed overlays impact land that was not affected by previous flood events.
3. Land immediately adjacent to a flood plain should have a minimum building flood level of 500mm above the 1% flood.

Council response:

1. The LSI01 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSI01 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property. This is consistent with flood risk identified in the State Government's *Guidelines for Development in Flood Affect Areas 2019*.
2. Modelling is consistent with historic flood levels across Horsham. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical method to reliably map the extent of changes to the flood shape across the municipality.

It cannot be assumed that flooding will not occur simply because there are no recollections of previous flooding at a particular property. The flood controls are based upon the 1% AEP Average Exceedance Probability (AEP) flood extent, which means the flood level each year has a 1% chance of occurring (this was previously referred to as a 1-in-100 year flood). This is a standard used across the industry for flood planning and management. In many cases, the 1% AEP event may only result in flooding and inundation for a short period of time, but it is capable of causing damage. The lived experiences outlined in submissions only includes smaller floods, it cannot be used to directly compare to the modelled 1% AEP.

3. The purpose of the three main flood controls (FO1, LSI01 and SBO1) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling.

Action taken:

- On 13 May 2023 a submission response letter was sent.

	<ul style="list-style-type: none"> On 25 May 2023 submitter requested further advice in regards to impact on their property. On 25 May 2023 Council clarified in an email that the property was not impacted by the proposed LSI01 mapping and offered to meet with the submitter. No response from submitter. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 30

Submitter name: [REDACTED]

Property address: 149 Barnes Boulevard, Horsham

Parcel details: 124 PS407739 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter states support for the proposed corrections as per the upcoming Corrections Amendment C82hors.

The submitter raises the issue that insurance is going up due to the property having a separate flood prone area and if under one banner the whole block may be interpreted as a flood risk.

The submitter lastly raises concerns that the existing Urban Floodway Zone along Barnes Boulevard prevents people from building.

Council response:

In regards to the insurance matter, insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly.

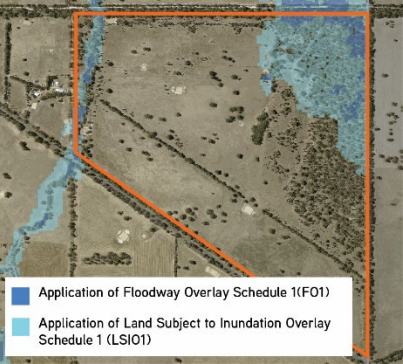
The Amendment proposes to rezone the rear segment of the property which is currently Urban Floodway Zone (UFZ) to a more appropriate zone. The property will therefore be zoned in its entirety Low Density Residential Zone (LDRZ). The UFZ generally applies to areas where the potential flood risk is very high and places restrictive controls over land uses. Applying flood overlays (i.e. FO1 and LSIO1) in conjunction with an appropriate zone (LDRZ) will enable the primary use of land to be recognised whilst acknowledging and addressing flooding characteristics. The FO extent is proposed to be reduced on the land and will control development on the land rather than use of the land. A planning Permit will still be required for any buildings and works and will be referred to the Wimmera CMA for comment.

Action taken:


- On 13 May 2023 a submission response letter was sent.

Proposed outcome / recommendation:

Refer submission to Planning Panels Victoria.

<p>Submission 31</p> <p>Submitter name: [REDACTED]</p> <p>Property address: Western Highway, Dadswells Bridge</p> <p>Parcel details: CA191, 190, 192/PP2984 Parish: Ledcourt</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: Not provided.</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter states that the property was not subject to flooding in the past and therefore queries the application of the new overlays proposed.</p> <p>The submitter requests that the proposed overlays are amended to demonstrate the actual situation.</p> <p>Council response:</p> <p>Modelling is consistent with historic flood levels across Dadswells Bridge. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical method to reliably map the extent of changes to the flood shape across the municipality.</p> <p>The modelling used to create the mapping was well calibrated to the January 2011 event and represents flooding in Dadswells Bridge well. The layers provide an accurate representation of flood risk and no change is warranted.</p> <p>It is noted that an addendum to the original submission with additional queries has been received and accepted by the Strategic Planning Team and will be referred to Planning Panels Victoria.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 13 May 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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<p>Submission 32</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 102 Horsham Lubeck Road, Riverside Parcel details: Lot 2 LP114213 Parish: Horsham</p> <p>Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> <div data-bbox="192 507 853 920"> </div>	<p>Summary of submitter issue/s raised:</p> <p>Submitter states that the Amendment will have serious financial, social and asset devaluation ramifications to the property.</p> <p>The submission notes that legal advice is being sought.</p> <p>Council response:</p> <p>At the submitter meeting held on 22 March 2023 it was clarified that the Amendment proposes a reduced extent of LSI01 on the property. The proposed FO1 will not impact the existing dwelling on the land.</p> <p>While no legal advice was given, it is important to note that Council acknowledges receipt of the additional submission, which was submitted on 3 March 2023 prior to the submitter meetings taking place. Legal advice was never submitted.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 20 December 2022 Council notified the submitter via email that it would accept a late submission to enable the submitter time to seek legal advice. On 3 March 2023 the submitter provided an addendum to the original submission. On 22 March 2023 the submitter attended one on one submitter meeting at the Council offices. The submitter advised he would withdraw his submission. On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>The submitter has not formally withdrawn his submission. Refer submission to Planning Panels Victoria.</p>
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<p>Submission 33</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 9 Agnew Court, Horsham</p> <p>Parcel details: Lot 37 PS409677 Parish: Horsham</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> 	<p>Summary of submitter issue/s raised:</p> <p>Submitter opposes the Amendment for the following reasons:</p> <ol style="list-style-type: none"> 1. Residents in Southbank within Agnew Court have not previously been affected by flooding and will now be impacted by the LSI01 due to future subdivision and fill requirements impacting on neighbouring housing estates. 2. Refers to the State Government's <i>Guidelines for Development in Flood Affected Areas</i> and states that Greenfield development will expose residents to flood hazards. Subdivision should not occur in flood prone areas. 3. More consultation with land owners would alleviate a large number of issues in the area without having to consider physical flood mitigation practices. <p>Council response:</p> <ol style="list-style-type: none"> 1. During the submitter meeting held on 22 March 2023 it was agreed that the application of the LSI01 only new covers a small portion of the property and does not have an impact on the existing dwelling. <p>Modelling is consistent with historic flood levels across Horsham. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical method to reliably map the extent of changes to the flood shape across the municipality.</p> <p>It cannot be assumed that flooding will not occur simply because there are no recollections of previous flooding at a particular property. The flood controls are based upon the 1% AEP Average Exceedance Probability (AEP) flood extent, which means the flood level each year has a 1% chance of occurring (this was previously referred to as a 1-in-100 year flood). This is a standard used across the industry for flood planning and management. In many cases, the 1% AEP event may only result in flooding and inundation for a short period of time, but it is capable of causing damage. The lived experiences outlined in submissions only includes smaller floods, it cannot be used to directly compare to the modelled 1% AEP.</p> <p>The <i>Horsham and Wartook Valley Flood Investigation (2019)</i> determined the January 2011 event was between a 2% and 1% AEP flood event (between a 1 in 50 and 1 in 100 year flood event) based in more than 100 years of streamflow record at the Walmer streamflow gauge. The mapping shows a greater flood extent than observed in January 2011 because the 1% AEP event is larger than that occurred during January 2011.</p> <p>The purpose of the three main flood controls (FO1, LSI01 and SBO) is to define what is considered an</p>
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	<p>acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling.</p> <p>2. Council has prepared the Amendment in accordance with State Government's <i>Guidelines for Development in Flood Affected Areas</i> and <i>Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes</i>. The flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.</p> <p>3. Council has given public notice of the Amendment in accordance with the legislative requirements detailed in the <i>Planning and Environment Act 1987</i>. In addition, Council held a series of information sessions in December 2022 at various locations and has provided opportunities for submitters to meet with Council and the Wimmera CMA to discuss in more details their individual submissions. Furthermore, consultation was undertaken during the preparation of the flood studies. The Wimmera CMA wrote to property owners who were affected and offered one on one meetings and drop in sessions.</p> <p>During the submitter meeting the submitter stated they would withdraw their submission.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 22 March 2023 the submitter attended one on one submitter meeting at the Council offices. On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>The submitter has not formally withdrawn their submission. Refer submission to Planning Panels Victoria.</p>
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Submission 34

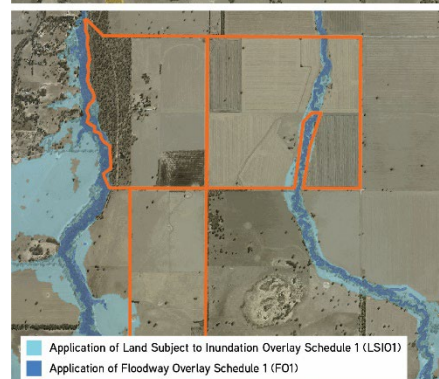
Submitter name: [REDACTED]

Property address: 101 McKenzie Creek Reserve Road,
McKenzie Creek/820 Grahams Bridge Road, Bungalally

Parcel details: 8, 8A, 9/PP2276, 12, 13/PP2276 Parish:
Bungalally

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitted raises concerns with how the proposed changes will impact insurance and the timing of the Amendment (the lead up to Christmas and only 20 days to comment).

The submitter has questions in regards to the construction of an additional house on the property.

Council response:

Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not to apply a flood control. The Wimmera CMA can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly.

The introduction of the flood controls does not prohibit the development of land. However, future development must meet the requirements of the flood controls, such as building above the designated flood level. Approved permits are not subject to the proposed flood controls (accrued rights). Any future development should be designed so it does not adversely impact adjoining properties.

It is suggested that further discussions be held with Council's Statutory Planning Department, in relation to the construction of a second dwelling on land within the Farming Zone. The Amendment proposes the application of the LSIO1 and FO1 following the paths of McKenzie Creek and Bungalally Creek. Any development outside of these areas will not be impacted by this Amendment.

Action taken:

- On 13 May 2023 a submission response letter was sent.

Proposed outcome / recommendation:

Refer submission to Planning Panels Victoria.

Submission 35

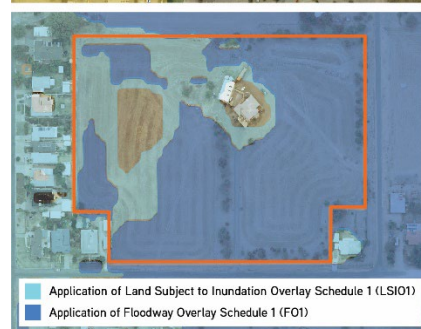
Submitter name: [REDACTED]

Property address: 61 Pryors Road, Horsham

Parcel details: S2/PS421072 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter has concerns regarding a previous planning permit for a 31 lot subdivision as well as future intentions to develop the property.

The submitters proposes modifications to the subdivision design to reduce the number of lots and creation of a wetland or seeks compensation.

The submitter also raises that matter that a levy was paid towards drainage works.

Lastly the submitter raises the issue that during the 2011 flood event the culvert under the railway line was purposely blocked impacting flood flows within the area.

Council response:

Council records state that a previous Planning Permit 3240 for subdivision was approved but subsequently expired on 29 January 2000.

The introduction of the flood controls does not prohibit the subdivision of land. However, future subdivision proposals are required to meet the requirements of the flood controls, such as fill above the designated flood level. Any future plan for subdivision should be designed so it does not adversely impact adjoining properties.

It is recommended that further discussions be held with Council's Statutory Planning Department as well as the Wimmera CMA in regards to your subdivision proposal and proposed modifications to lot design. Council notes that the matter in regards to the levy paid still requires internal follow up.

Modelling of Horsham was well calibrated to observe flooding in January 2011. Modelling of the property accurately represents potential inundation and the proposed layers accurately reflect the sites flood risk. No change to the layers is warranted.

The culvert in the railway line approximately opposite Peppertree Lane was temporarily blocked in the 2011 flood. This was because of the high level of water in Police Paddock due to local runoff and storm water from Horsham North. With this high level there was the potential for the storm water system to backup into properties in parts of Horsham North. This blockage was put in place under the direction of the Incident Controller for the flood event. Whether the culvert should be blocked in a future flood would need to be considered based on the nature of the flood event and the conditions. For example, if Police Paddock is low, then the culvert should be left open.

	<p>Action taken:</p> <ul style="list-style-type: none"> On 21 March 2023 submitters attended information session held at Council offices. On 13 May 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 36

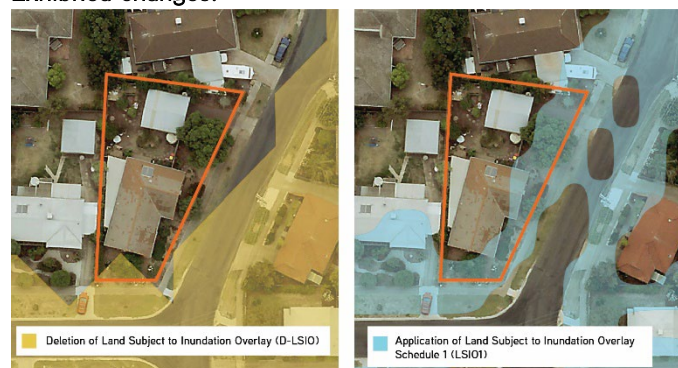
Submitter name: [REDACTED]

Property address: 10 Lewis Street, Horsham

Parcel details: 15 LP76423 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter opposes the Amendment and raises the following concerns:

1. Will see further development in areas prone to flooding, impeding the course of flood waters and remove flood storage.
2. Refers to the State Government's *Guidelines for Development in Flood Affected Areas* stating that Greenfield development will expose residents to flood hazards. Subdivision should not occur in flood prone areas.
3. Increasing insurance premiums and the possibility of decreasing property values.
4. It is unfeasible to raise the floor level to 500m of the existing dwelling.

Council response:

1. Council has prepared the Amendment in accordance with State Government's *Guidelines for Development in Flood Affected Areas* and *Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes*. The flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.
2. Council has prepared the Amendment in accordance with State Government's *Guidelines for Development in Flood Affected Areas* and *Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes*. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.
3. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not to apply a flood control. At the submitter meeting held on 22 March 2023 the Wimmera CMA advised that they can provide written advice to enable discussions with insurance providers about insurance premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly.

It is Council's policy to implement changes to flood modelling prepared by the Wimmera CMA. Direct financial impacts and impacts on property values are not a relevant planning matter that Council or Planning Panels Victoria is able to take into account. Social impacts must be considered in a broader context. The Amendment should have a positive social benefit on the basis that that flood damage can disrupt communities and in extreme cases, cause extensive and costly damage to public and private assets, agricultural loss, personal hardship and loss of life.

	<p>4. It is not a requirements to raise floor levels for existing buildings. At the submitter meeting held on 22 March 2023 it was confirmed that the new LSI01 does not cover any buildings. Any future buildings and works outside of the area of the LSI01 will not require statutory planning approval.</p> <p>Action taken:</p> <ul style="list-style-type: none"> • On 22 March 2023 the submitter attended information session held at Council offices. • On May 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 37

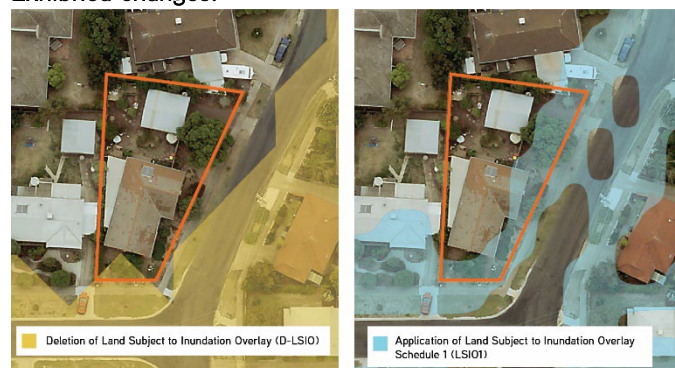
Submitter name: [REDACTED]

Property address: 10 Lewis Street, Horsham

Parcel details: 15/LP76423 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: Not provided.

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter opposes the Amendment and raises the following concerns:

1. The Amendment and Wimmera CMA should abide by the State Government's *Guidelines for Development in Floodplain Areas*.
2. Council should not further extend the LSIO over residential areas.
3. Insurance premiums being drastically increased.
4. Undeveloped residential zoned land should have a FO and no development should be allowed in areas that have the LSIO as per the Horsham Planning Scheme.

Council response:

1. Council has prepared Amendment C81hors in accordance with State Government's Guidelines for *Development in Flood Affected Areas and Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes*. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.
2. The LSIO1 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSIO1 within the Wimmera.

New development in the LSIO is subject to a planning permit and the advice of the Wimmera CMA and the following policy is applied:


To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

Where new development is permitted, it is on the basis on flood modelling and advice that there is no significant impact on surrounding properties.

3. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether to apply a flood control.

At the submitter meeting held on 22 March 2023 the Wimmera CMA advised that they can provide written advice to enable discussions with insurance providers about insurance premiums. Written advice can be requested upon lodgement of an online flood advice form or by calling directly.

	<p>4. Land in undeveloped residential areas (Greenfield areas) must address potential flood impacts. It is possible to incorporate flood mitigation through storm water retention systems and local drainage schemes on underdeveloped land. The FO could be introduced via a future planning scheme amendment if a flood investigation identifies a high risk.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 22 March 2023 the submitter attended one on one submitter meeting at the Council offices. On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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<p>Submission 38</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 3 Olga Avenue, Horsham Parcel details: 1 TP184782 Parish: Horsham Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p>  <p>Application of Land Subject to Inundation Overlay Schedule 1 (LSIO1)</p>	<p>Summary of submitter issue/s raised:</p> <p>Submitter opposes the Amendment and raises the following concerns / issues:</p> <ol style="list-style-type: none"> 1. Development that has occurred in land covered by the LSIO has raised or impeded flows and restricted flow and water storage. 2. Incorrect flood modelling in number of locations. During the 2011 flood event water only water only covered one third of the nature strip for 3 Olga Avenue, Horsham. 3. The Amendment does not reduce the 1% flood levels. Council needs to investigate drainage and storm water improvement measures. 4. The Amendment does not align with the <i>Horsham Planning Scheme</i> and <i>Infrastructure Design Manual</i>. 5. Will see an increase to insurance premiums and the possibility of insurance being unobtainable for some land owners. <p>Council response:</p> <ol style="list-style-type: none"> 1. The purpose of the three main flood controls (LSIO1, FO1 and SBO) is to define what is considered an acceptable threshold for managing risk. Council has applied the different flood controls based on the threshold of managing risk identified in the Wimmera CMA flood investigation reports. <p>The LSIO1 applies to riverine and coastal flooding and represents the area of land flooded by the 1% AEP flood. Flood depth of up to 500mm is the adopted approach that is used to determine LSIO1 within the Wimmera. The FO1 is used for flooding above 500mm where the depth and velocity of water presents a risk to life and property.</p> <p>New development in the LSIO is subject to a planning permit and the advice of the Wimmera CMA and the following policy is applied:</p> <p><i>To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.</i></p> <p>Where new development is permitted it is on the basis on flood modelling and advice that there is no significant impact on surrounding properties. Generally, in Greenfield development the Wimmera CMA require development outside floodplain unless it can show no impact on neighbours through detailed flood modelling.</p> <ol style="list-style-type: none"> 2. Modelling is consistent with historic flood levels across Horsham. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical
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	<p>method to reliably map the extent of changes to the flood shape across the municipality.</p> <p>It cannot be assumed that flooding will not occur simply because there are no recollections of previous flooding at a particular property. The flood controls are based upon the 1% AEP Average Exceedance Probability (AEP) flood extent, which means the flood level each year has a 1% chance of occurring (this was previously referred to as a 1-in-100 year flood). This is a standard used across the industry for flood planning and management. In many cases, the 1% AEP event may only result in flooding and inundation for a short period of time, but it is capable of causing damage. The lived experiences outlined in submissions only includes smaller floods, it cannot be used to directly compare to the modelled 1% AEP.</p> <p>3. Council acknowledges that improvements can be made to the stormwater and drainage infrastructure in older urban flood prone areas. However, this is beyond the scope of the Amendment, which is implementing only one aspect being the land use planning aspect of the flood studies. Land use planning is a cost effective way to reduce future impacts of flooding particularly by ensuring floor levels of new or replacement dwellings are above the flood level. By requiring a planning permit it also allows some consideration of flood issues prior to approving significant buildings and works (such as dwellings).</p> <p>The matter of storm water and drainage is the responsibility of Horsham Rural City who have a program of maintenance and upgrades. It is noted that the <i>Horsham & Wartook Valley Flood Investigation 2019</i> includes urban flood modelling which will be used to develop a Drainage Strategy.</p> <p>4. Council has prepared the Amendment in accordance with the State Government's <i>Guidelines for Development in Flood Affected Areas</i> and <i>Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes</i>. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land.</p> <p>5. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not to apply a flood control. At the submitter meeting held on 22 March 2023 Wimmera CMA advised that they can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgement of an online flood advice form or being calling directly.</p>
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	<p>It is noted that an addendum to the original submission with additional queries has been received and accepted by the Strategic Planning Team and will be referred to Planning Panels Victoria.</p> <p>Action taken:</p> <ul style="list-style-type: none"> • On 21 March 2023 the submitter attended the information session held at the Council offices. • On 22 March 2023 the submitter attended one on one submitter meeting at the Council offices. A letter was also submitted by the submitter during this meeting. • On 13 April 2023 a response was provided to submitter's letter dated 22 March 2023. • On 7 June 2023 a submission response letter was sent. • On 20 June 2023 a further letter was received by Council from the submitter. The submitted has requested that her submission is be referred to Planning Panels Victoria. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 39

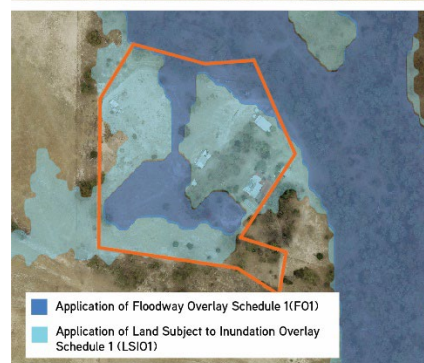
Submitter name: [REDACTED]

Property address: 503 Three Bridges Road, Haven

Parcel details: 247A, 247B, 247 PP2276 Parish: Bungalally

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

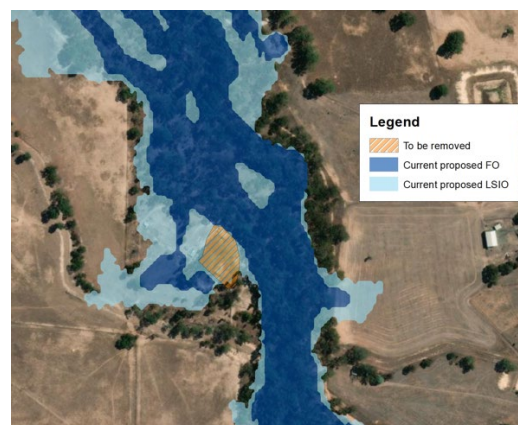
Exhibited changes:**Summary of submitter issue/s raised:**

Submitter has raised the following concerns with the Amendment:

1. Incorrect flood mapping data for the property.
2. Poor state of river including an abundance of wattle trees. There needs to be a clean-up by responsible the authority.
3. The importance of consultation with affected property owners.

Council response:

1. At the site inspection held on 13 April 2023 Water Technology reviewed the modelling and has agreed to amend the LSI01 and FO1 from inside the levy bank to include the dwelling. The site inspection showed a levee protecting the buildings which was not included in the modelling. The image below depicts the proposed mapping revision:



Since the meeting in April 2023, the submitter has requested further modifications to the mapping extent which is not supported by Water Technology. Those areas requested for exclusion are considerably lower than the areas previously agreed to be removed which contains the location of the existing dwelling. These areas are prone to flooding and should remain within the designated mapping areas.

2. The *Victorian Floodplain Management Strategy* sets the requirements for river vegetation management. If a land owner believes that vegetation is causing flooding they can commission a flood study to assess it. If it shows that it is causing flooding they can apply to the Wimmera CMA for a works on waterways permit to remove the vegetation. No study has been conducted showing any such impacts in the Wimmera.

	<p>3. Furthermore, consultation was undertaken during the preparation of the flood studies. The Wimmera CMA wrote to property owners who were affected and offered one on one meetings and drop in sessions. Council has undertaken extensive consultation during the exhibition period of the Amendment and with submitters post-Exhibition.</p> <p>Action taken:</p> <ul style="list-style-type: none"> • On 22 March 2023 a one on one submitter meeting was held at Council offices. • 13 April 2023 a site inspection was attended by Council, the Wimmera CMA and Water Technology where modelling was reviewed onsite. • On 7 June 2023 a submission response letter was sent. • On 26 June 2023 Council met with the submitter. The submitter requested for the modelling and mapping extent to be reviewed again. Awaiting further advice from Water Technology. • On 14 July 2023 submitter confirmed via phone that the submission is unresolved and to be referred to Planning Panels Victoria. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 40

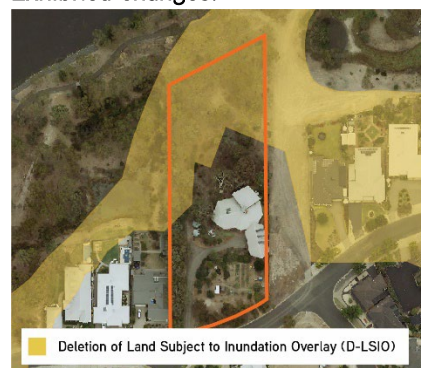
Submitter name: [REDACTED]

Property address: 58 Mardon Drive, Horsham

Parcel details: 1/PS536946 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter raises the following concerns with the Amendment:

1. The LSI01 mapping extent proposed is incorrect. During 2011 flood event (1 in 100 event) the flood water did not inundate the property at all.
2. The LSI01 covering the northern boundary will adversely affect insurance costs and ability to maintain insurance for flood.
3. Will reduce the ability to develop or utilise the land in the future.

Council response:

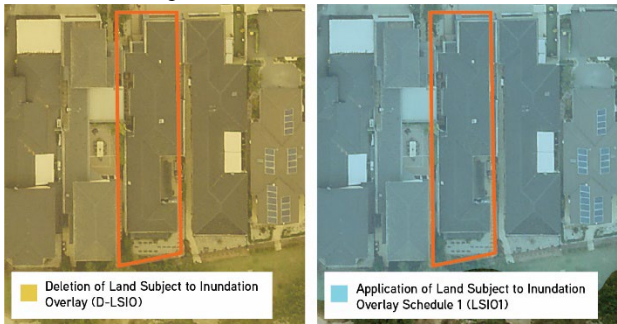
1. Modelling is consistent with historic flood levels across Horsham. The proposed flood controls are based on the best available information, best practice modelling and techniques, developed over many years by experts in this field. The use of computer modelling is acknowledged as the only practical method to reliably map the extent of changes to the flood shape across the municipality.

It cannot be assumed that flooding will not occur simply because there are no recollections of previous flooding at a particular property. The flood controls are based upon the 1% AEP Average Exceedance Probability (AEP) flood extent, which means the flood level each year has a 1% chance of occurring (this was previously referred to as a 1-in-100 year flood). This is a standard used across the industry for flood planning and management. In many cases, the 1% AEP event may only result in flooding and inundation for a short period of time, but it is capable of causing damage. The lived experiences outlined in submissions only includes smaller floods, it cannot be used to directly compare to the modelled 1% AEP.

The *Horsham and Wartook Valley Flood Investigation (2019)* determined the January 2011 event was between a 2% and 1% AEP flood event (between a 1 in 50 and 1 in 100 year flood event) based in more than 100 years of streamflow record at the Walmer streamflow gauge. The mapping shows a greater flood extent than observed in January 2011 because the 1% AEP event is larger than that occurred during January 2011.

2. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not, to apply a flood control. During the submitter meeting held on 22 March 2023 the Wimmera CMA advised that they can provide written advice to enable discussions with insurance providers about insurance premiums. Written advice can be requested upon lodgment of an online flood advice form or by calling directly.

	<p>3. The introduction of the flood controls does not prohibit the development of land. However, future development does have to meet the requirements of the flood controls, such as building above the designated flood level. Approved permits are not subject to the proposed flood controls (accrued rights). Any future development should be designed so it does not adversely impact adjoining properties.</p> <p>At the submitter meeting held on 22 March 2023 it was confirmed that the Amendment is proposing to reduce the extent of the LSIO. Any future buildings and works outside of the area of the LSIO1 will not require statutory planning approval.</p> <p>Action taken:</p> <ul style="list-style-type: none"> • On 21 March 2023 the submitter attended the information session held at the Council offices. • On 22 March 2023 the submitter attended one on one submitter meeting at the Council offices. • On 7 June 2023 a submission response letter was sent. • On 14 June 2023 and email received from submitter advising submission has been withdrawn. <p>Proposed outcome / recommendation: Submission withdrawn.</p>
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<p>Submission 41</p> <p>Submitter name: [REDACTED]</p> <p>Property address: 10 Market Lane, Horsham Parcel details: 34/PS510241 Parish: Horsham Submitter email: [REDACTED] Submitter phone: [REDACTED]</p> <p>Exhibited changes:</p> <div data-bbox="192 507 806 831">  </div>	<p>Summary of submitter issue/s raised:</p> <p>Submitter objects to the Amendment and raises the following issues:</p> <ol style="list-style-type: none"> 1. Will see an increase to insurance premiums and the possibility of insurance being unobtainable for some land owners. 2. The State Government's <i>Guidelines for Development in Flood Affected Areas</i> should be followed. For safety reasons, any further Greenfield development should be flood free. 3. Council must stop residential and industrial development which do not accord with <i>Infrastructure Design Manual</i>. <p>Council response:</p> <ol style="list-style-type: none"> 1. Insurance companies will base their premiums on their assessment of risk. Insurance is not a direct relevant planning matter that Council or Planning Panels Victoria is able to take into account when deciding whether or not to apply a flood control. At the submitter meeting held on 22 March 2023 Wimmera CMA advised that they can provide written advice to confirm extent of mapping onsite and enable discussions with insurance providers about premiums. Written advice can be requested upon lodgement of an online flood advice form or being calling directly. 2. Council has prepared the Amendment in accordance with State Government's <i>Guidelines for Development in Flood Affected Areas</i> and <i>Planning Practice Note 12 Applying the Flood Provisions in Planning Schemes</i>. As noted above, the flood overlays are not designed to prohibit all development in flood prone areas but to manage the flood risk. Modelling and works are undertaken for major developments to ensure no major impacts occur for flood levels and adjacent land. 3. The Wimmera CMA use the <i>Guidelines for Development in Flood Affected Areas</i> to condition development in the land subject to the LSIO. This is consistent with the <i>Victorian Floodplain Management Strategy</i>. These conditions are only a recommendation and provide guidance to Council when making decisions on planning permit applications for development. <p>Action taken:</p> <ul style="list-style-type: none"> • On 13 May 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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<p>Submission 42</p> <p>Submitter name: [REDACTED]</p> <p>Property address: N/A</p> <p>Parcel details: N/A</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p>	<p>Summary of submitter issue/s raised:</p> <p>Submitter is a local building designer and disagrees with the proposed requirement associated with the Amendment. The submitter raises examples of previous Planning Permit applications and floor levels requested by the Wimmera CMA.</p> <p>Council response:</p> <p>The Design and Development Overlay - Schedule 9 (DD09), which relates to storm water management, currently covers O'Callaghan's Parade. The current overlay is proposed to be removed, and will be replaced by the SBO. The SBO will only apply to areas that are at high risk of storm water flooding.</p> <p>Dimboola Road has been identified, as subject to storm water flooding and future development within this area will be subject to the requirements of the SBO. This ensures that future developments will allow the free passage of floodwaters, minimise flood damage, and are compatible with flood hazard and local drainage conditions. This may include properly prepared drainage plans and floor heights and that the issue has been resolved with the Wimmera CMA based on the minor flood depth and risk.</p> <p>Action taken:</p> <ul style="list-style-type: none"> On 13 May 2023 a submission response letter was sent. <p>Proposed outcome / recommendation:</p> <p>Refer submission to Planning Panels Victoria.</p>
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Submission 43

Submitter name: [REDACTED]

Property address: 25 Selkirk Drive, Horsham & 3912 Henty Highway, McKenzie Creek

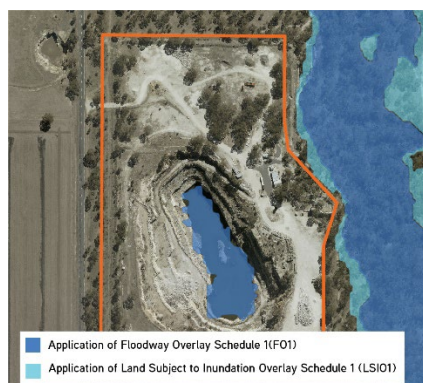
Parcel details: Lot 2 LP121910 Parish: Horsham, CA 2001
PP2276 Parish: McKenzie Creek

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:

25 Selkirk Drive



3912 Henty Highway

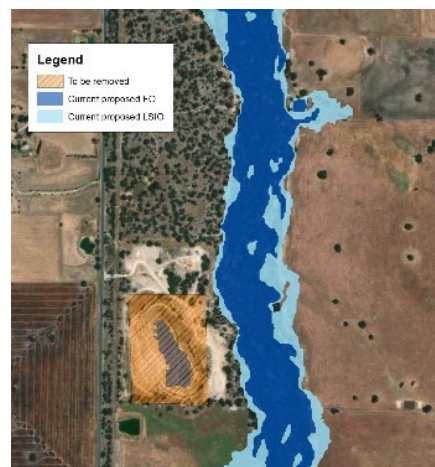
Summary of submitter issue/s raised:

Submitter expresses no concern with the designation of the small extent of LSI01 proposed at 25 Selkirk Drive.

The submitters believe there is an error with regards to the proposed application of the FO1 at 3912 Henty Highway as the area matches the quarry hole and is not a watercourse connected to the McKenzie Creek.

Council response:

During the submitter meeting held on 22 March 2023 Water Technology conducted a review of the modelling. It was agreed, that the FO1 layer would be removed from the area of land where the quarry hole is located. The overlays are not intended to control the quarry's operation and the area shown as inundated is an error in post processing of the model results intended to connect low areas to the riverine inundation and should be removed. The image below indicates the proposed changes:

**Action taken:**

- On 22 March 2023 the submitter attended one on one submitter meeting at the Council offices.
- On 7 June 2023 a submission response letter was sent.
- On 15 June 2023 and email was received from submitter advising submission has been withdrawn.

Proposed outcome / recommendation:

Submission withdrawn.

<p>Submission 44</p> <p>Submitter name: [REDACTED] [REDACTED]</p> <p>Property address: N/A Parcel details: N/A Submitter email: [REDACTED] Submitter phone: [REDACTED]</p>	<p>Summary of submitter issue/s raised: Submission in support of the Amendment.</p> <p>Council response:</p> <ul style="list-style-type: none"> • No response required. <p>Action taken:</p> <ul style="list-style-type: none"> • No action required. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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<p>Submission 45</p> <p>Submitter name: [REDACTED]</p> <p>Property address: N/A</p> <p>Parcel details: N/A</p> <p>Submitter email: [REDACTED]</p> <p>Submitter phone: [REDACTED]</p>	<p>Summary of submitter issue/s raised: Submission in support of the Amendment.</p> <p>Council response:</p> <ul style="list-style-type: none"> • No response required. <p>Action taken:</p> <ul style="list-style-type: none"> • No action required. <p>Proposed outcome / recommendation: Refer submission to Planning Panels Victoria.</p>
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Submission 46

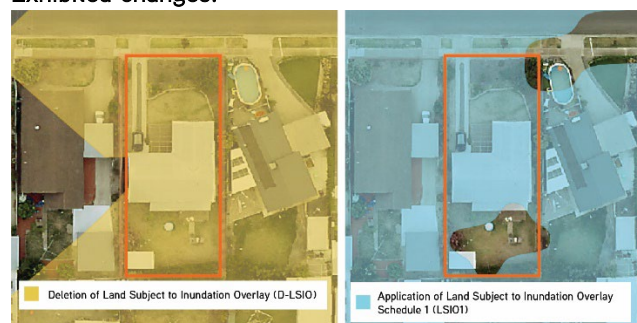
Submitter name: [REDACTED]

Property address: 55 Baillie Street, Horsham

Parcel details: Lot 9/LP34835 Parish: Horsham

Submitter email: [REDACTED]

Submitter phone: [REDACTED]

Exhibited changes:**Summary of submitter issue/s raised:**

Submitter acknowledges that the property is already covered the existing LSIO but requests that the proposed FO1 is removed and replaced with the LSIO1.

Council response:

Following a discussion between the submitter, Council and Water Technology during the Horsham drop in session on 6 December 2022, the submitters request has since been consider and a review of the modelling was undertaken. Water Technology supports the removal of the FO1 from the backyard. The FO1 is generally used to control development in areas of conveyance, rather than water pooling, which is the case at the site. The depth of water in this area is marginally over the 0.5m threshold for FO1. Given the context of the site, FO1 would be overly restrictive and alternatively LSIO1 would provide sufficient development control. The image below depicts the mapping revision:

**Action taken:**

- On 6 December 2022 the submitter attended the Exhibition drop in session at the Council offices.
- On 6 December 2022 the submitter attempted to lodge a submissions however it was not received by Council.
- On 1 June 2023 an email was received from the submitter following up on their submission. A follow up phone call was made to submitter advising that Water Technology would review the modelling and remove FO1 layer from the property. The submitter advised that he would withdraw his submission on receipt of this advice.

	<ul style="list-style-type: none">On 7 June 2023 a submission response letter was sent. <p>Proposed outcome / recommendation: The submitter has not provided Council with a formal withdrawal of his submission. Refer submission to Planning Panels Victoria.</p>
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2023 Local Government Community Satisfaction Survey

Horsham Rural City Council

Coordinated by the Department of
Government Services on behalf of
Victorian councils



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Background and objectives

The Victorian Community Satisfaction Survey (CSS) creates a vital interface between the council and their community.

Held annually, the CSS asks the opinions of local people about the place they live, work and play and provides confidence for councils in their efforts and abilities.

Now in its twenty-fourth year, this survey provides insight into the community's views on:

- councils' overall performance, with benchmarking against State-wide and council group results
- value for money in services and infrastructure
- community consultation and engagement
- decisions made in the interest of the community
- customer service, local infrastructure, facilities, services and
- overall council direction.

When coupled with previous data, the survey provides a reliable historical source of the community's views since 1998. A selection of results from the last ten years shows that councils in Victoria continue to provide services that meet the public's expectations.

Serving Victoria for 24 years

Each year the CSS data is used to develop this State-wide report which contains all of the aggregated results, analysis and data. Moreover, with 24 years of results, the CSS offers councils a long-term measure of how they are performing – essential for councils that work over the long term to provide valuable services and infrastructure to their communities.

Participation in the State-wide Local Government Community Satisfaction Survey is optional.

Participating councils have various choices as to the content of the questionnaire and the sample size to be surveyed, depending on their individual strategic, financial and other considerations.

Key findings and recommendations



Horsham Rural City Council – at a glance

Overall council performance

Results shown are index scores out of 100.



Horsham 45






Regional Centres 56



State-wide 56

Council performance compared to group average

Top performing area		
	Waste management	▼ lower
Lowest performing area		
	Sealed local roads	▼ lower
	Customer service	▼ lower



Summary of core measures

Index scores


Overall
Performance


Value for
money


Community
Consultation

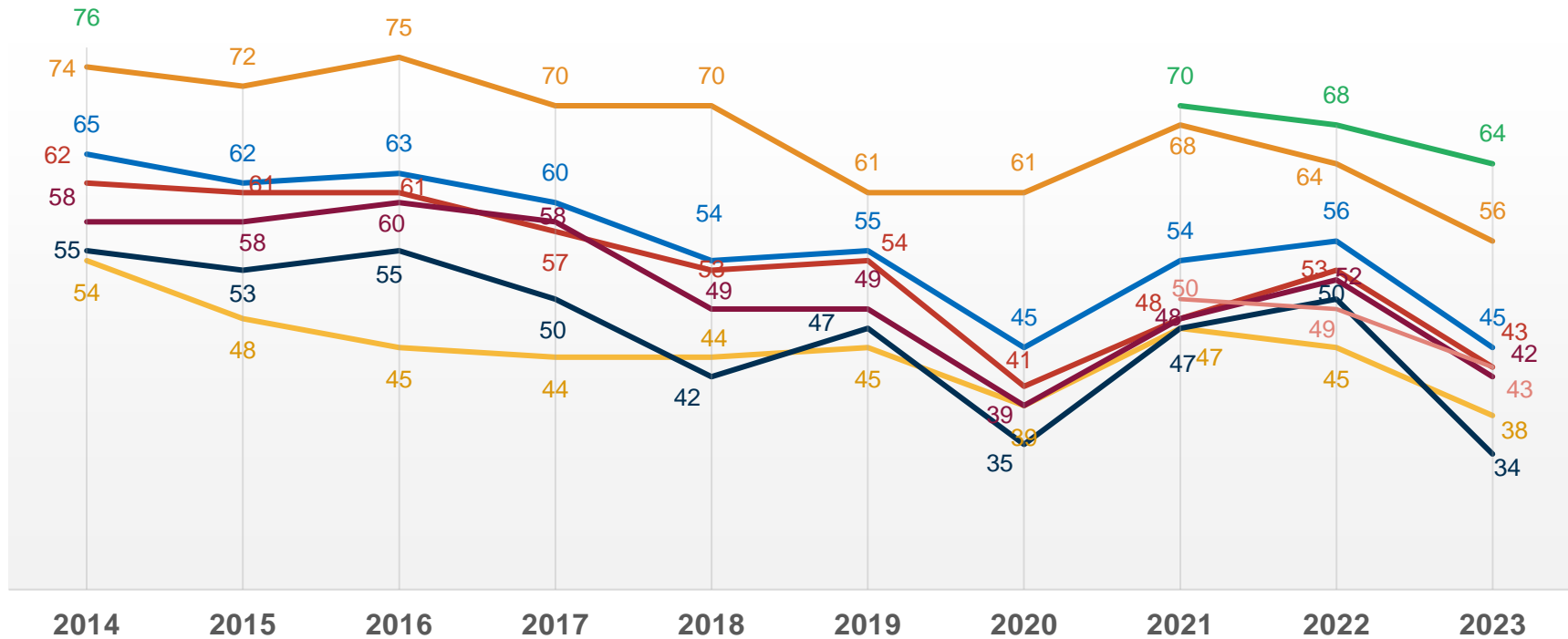

Making
Community
Decisions


Sealed
Local
Roads


Waste
management


Customer
Service

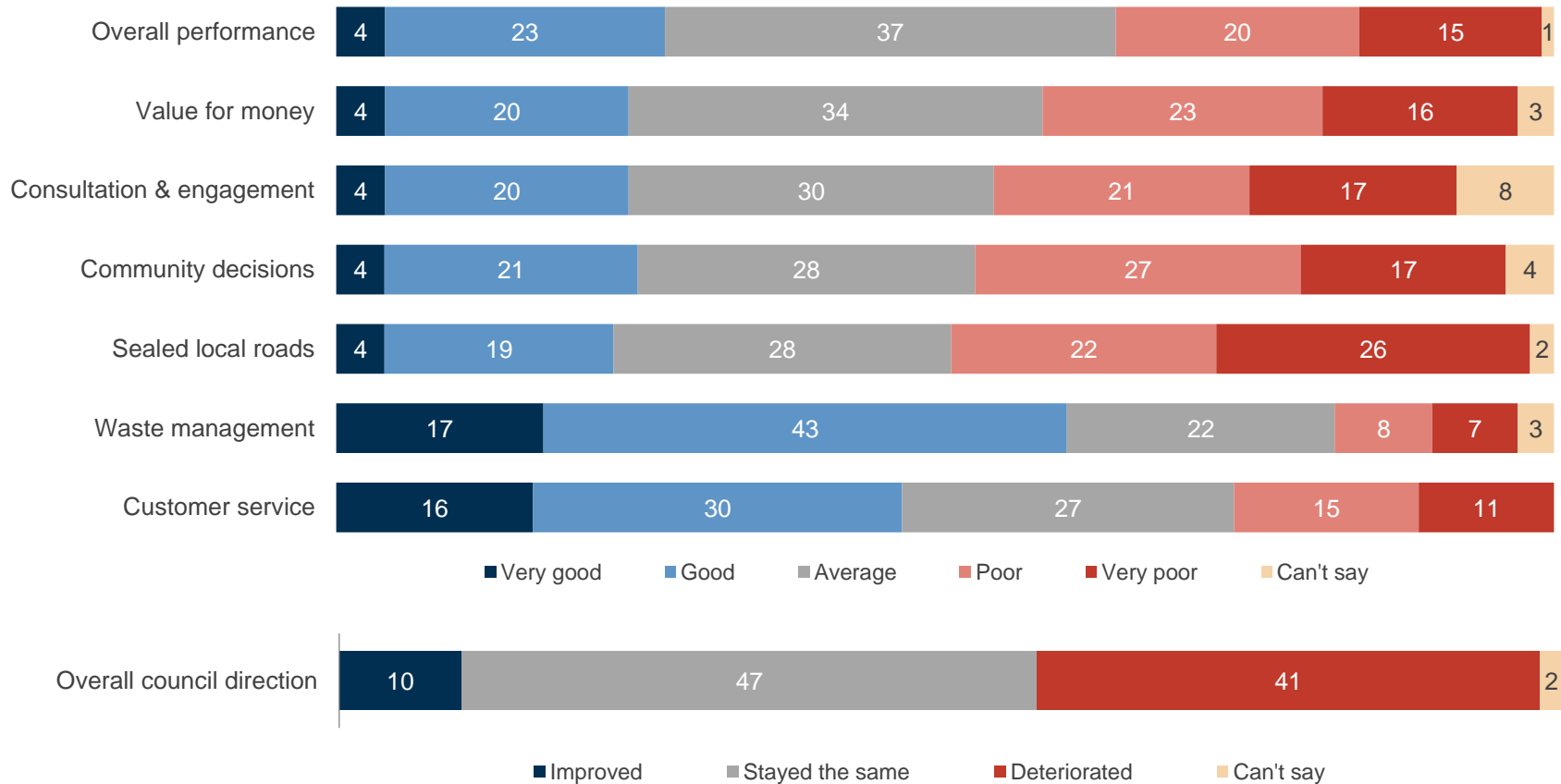

Overall
Council
Direction













Summary of core measures

Core measures summary results (%)





Summary of Horsham Rural City Council performance

Services		Horsham 2023	Horsham 2022	Regional Centres 2023	State-wide 2023	Highest score	Lowest score
	Overall performance	45	56	56	56	Other residents	Aged 50-64 years
	Value for money	43	49	50	49	Aged 65+ years	Rural Area residents
	Overall council direction	34	50	47	46	Other residents	Aged 50-64 years
	Customer service	56	64	68	67	Other residents, Aged 50-64 years	Aged 18-34 years, Men
	Waste management	64	68	67	66	Other residents	Aged 50-64 years
	Consultation & engagement	43	53	50	52	Other residents	Aged 50-64 years
	Community decisions	42	52	50	51	Other residents	Aged 50-64 years
	Sealed local roads	38	45	49	48	Other residents	Rural Area residents, Aged 50-64 years



Focus areas for the next 12 months

Overview

Perceptions of Council's overall performance have declined significantly, reverting to the low point recorded in 2020 and thus losing all of the gains achieved in 2021 and 2022. This decline in overall performance in 2023 reflects but is worse than the pattern across the Regional Centres group average (and indeed State-wide). Performance on all service areas evaluated follow suit, with 2023 seeing all ratings decreasing significantly, to levels even lower than recorded in 2020.

Focus areas

The condition of sealed local roads is an area that warrants some extra attention in the coming 12 months, with performance ratings in this service area at their lowest level recorded. Residents of the Rural Area and 50 to 64 year-olds rate Council performance lowest on nearly all service areas evaluated, so attention should be paid to these groups over the coming year.

Comparison to state and area grouping

Council performs significantly lower than the Regional Centres group and State-wide averages on almost all service areas evaluated, the exception being waste management where Council performs in-line with the State-wide average but significantly below the Regional Centres group average.

A need to abate declines and rebuild

The 2023 result is in stark contrast to the positive pattern of performance improvement evident over the last two years. It is important to note there have been declines in performance perceptions State-wide and in the Regional Centres group, however, the declines are typically greater than average for Horsham Rural City Council. Council direction has declined the most of all measures, dropping 16 points to an index score of 34, reinforcing that the situation may get worse if not attended to proactively.

DETAILED FINDINGS

Overall performance



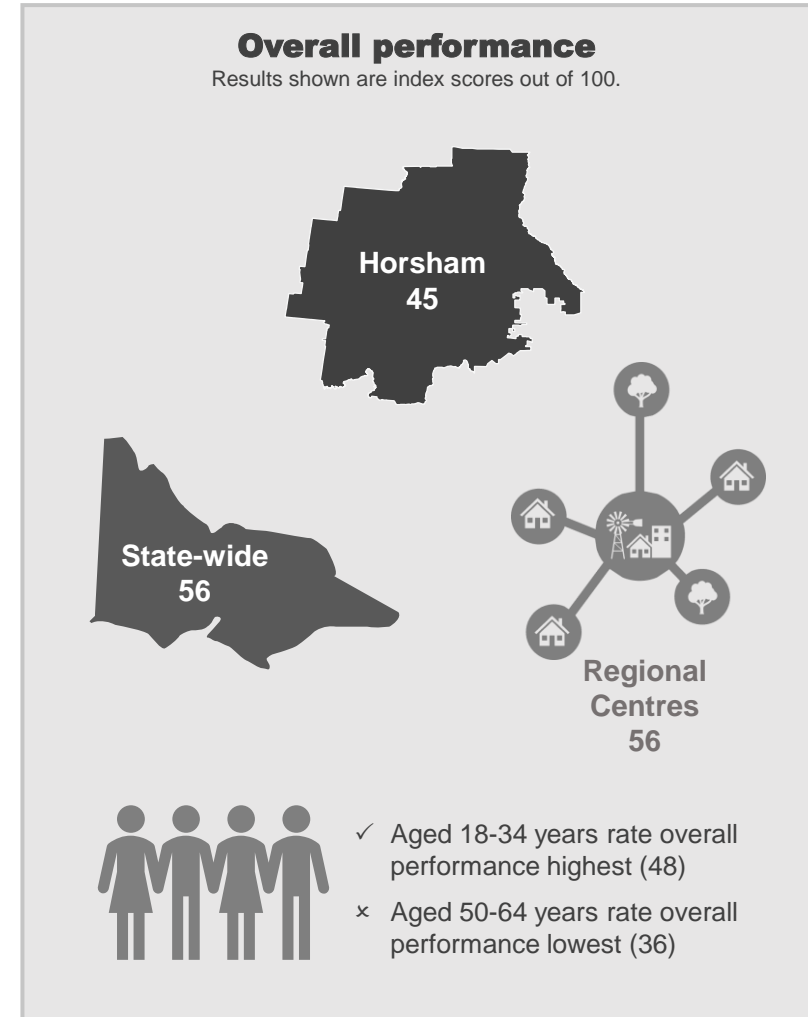
Overall performance

The overall performance index score of 45 for Horsham Rural City Council marks a significant decline on the 2022 result. This follows significant growth and then stability in perceptions of overall performance in 2021 and 2022.

Council's overall performance is rated statistically significantly lower (at the 95% confidence interval) than both the Regional Centres group and State-wide averages (both with an index score of 56).

- Perceptions of overall performance significantly declined across nearly all demographic and geographic cohorts when compared to last year, with the exception being residents aged 18 to 34 years and those living in the 'Other' area.
- Overall performance is rated lowest and significantly lower than the Council average among residents aged 50 to 64 years (index score of 36, down 18 points on 2022).

Almost one in four residents (24%, down ten percentage points from 2022) rate the value for money they receive from Council in infrastructure and services provided to their community as 'very good' or 'good'. In comparison, 39% (up seven points) rate Council as 'very poor' or 'poor'. A further 34% (up three points) rate Council as 'average' in terms of providing value for money.





Overall performance

2023 overall performance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Regional Centres	56▲	59	60	56	58	58	57	n/a	n/a	n/a
State-wide	56▲	59	61	58	60	59	59	59	60	61
Other	51*	50	48	51	52	54	52	62	53	68
18-34	48	50	63	48	57	58	66	62	63	63
Women	47	58	57	50	60	57	63	64	64	66
Horsham Area	46	58	56	46	58	55	61	65	64	66
35-49	46	58	52	42	53	53	53	61	57	65
65+	45	60	50	46	58	57	61	64	65	69
Horsham	45	56	54	45	55	54	60	63	62	65
Men	43	53	50	40	49	51	56	62	59	64
Rural Area	40	49	47	41	46	52	56	56	56	59
50-64	36▼	54	48	45	50	48	58	64	60	60

Q3. ON BALANCE, for the last twelve months, how do you feel about the performance of Horsham Rural City Council, not just on one or two issues, BUT OVERALL across all responsibility areas? Has it been very good, good, average, poor or very poor?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

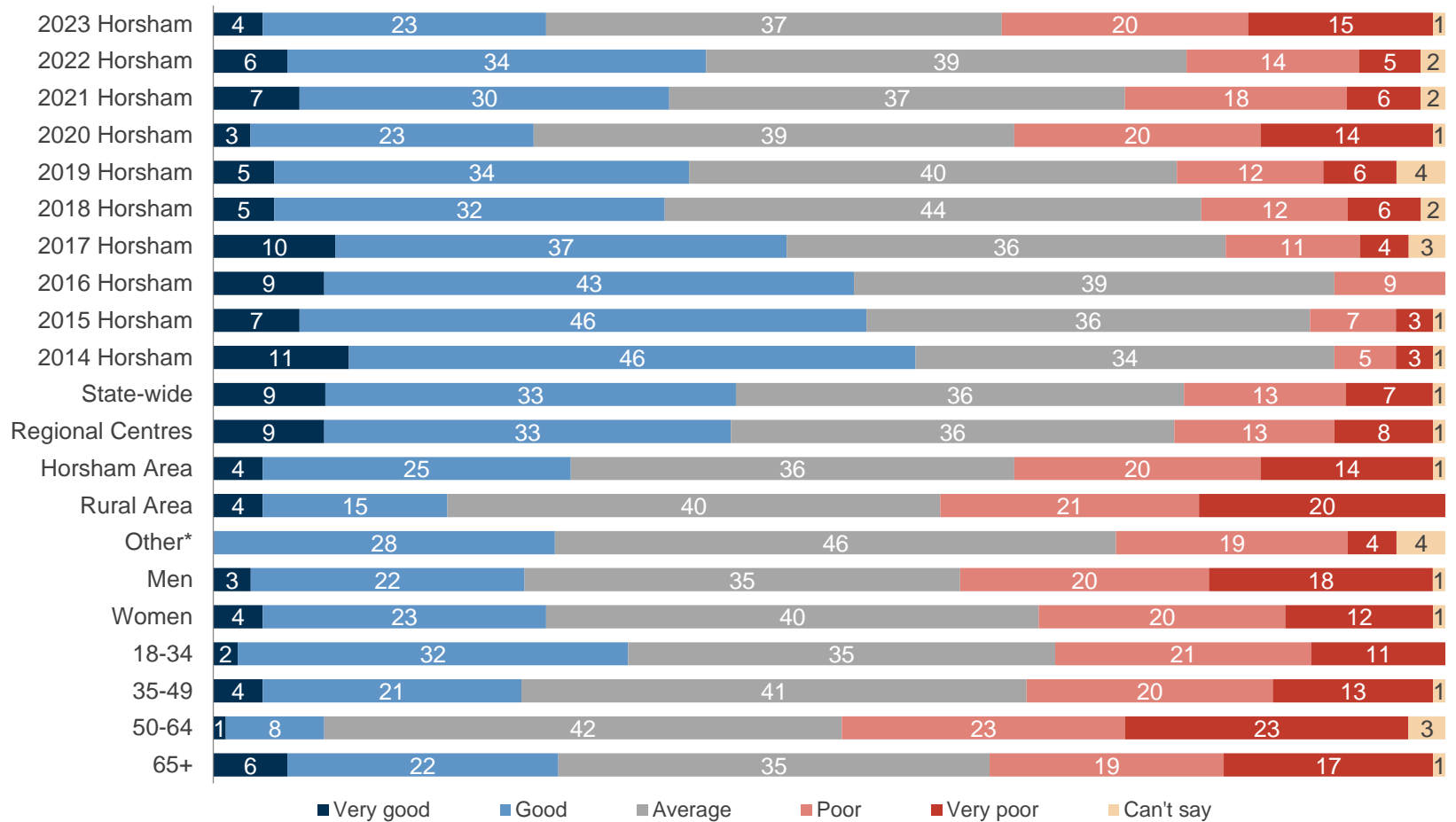
Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30



Overall performance

2023 overall performance (%)



Q3. ON BALANCE, for the last twelve months, how do you feel about the performance of Horsham Rural City Council, not just on one or two issues, BUT OVERALL across all responsibility areas? Has it been very good, good, average, poor or very poor?

Base: All respondents. Councils asked State-wide: 66 Councils asked Group: 9

*Caution: small sample size < n=30



Value for money in services and infrastructure

2023 value for money (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Regional Centres	50▲	53	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a
State-wide	49▲	53	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a
65+	48	53	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	47*	34	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Horsham Area	45	51	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Women	45	52	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Horsham	43	49	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a
35-49	42	49	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Men	41	45	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18-34	40	46	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a
50-64	37	46	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Rural Area	36▼	44	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Q3b. How would you rate Horsham Rural City Council at providing good value for money in infrastructure and services provided to your community?

Base: All respondents. Councils asked State-wide: 65 Councils asked group: 9

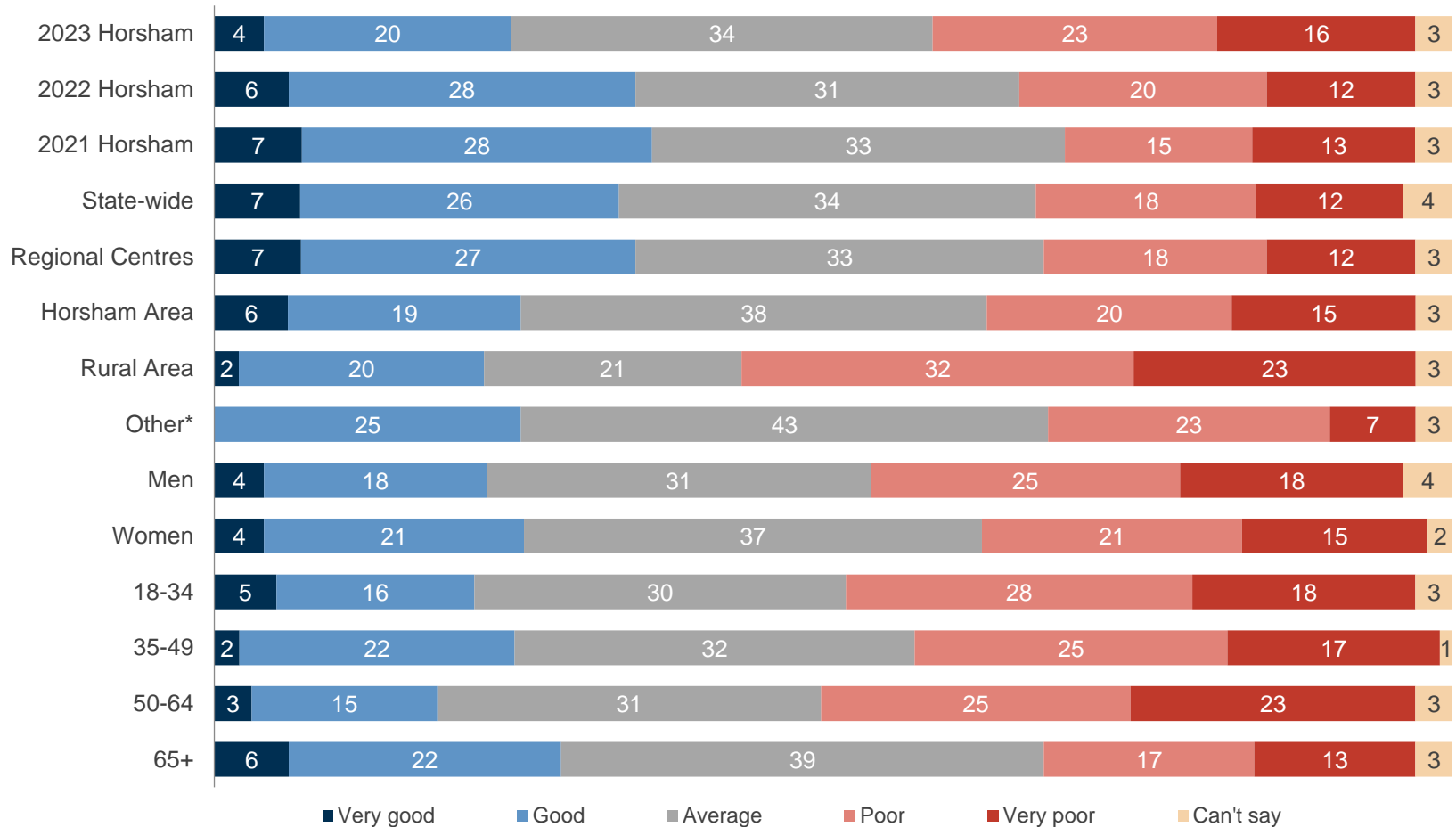
Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30



Value for money in services and infrastructure

2023 value for money (%)



Q3b. How would you rate Horsham Rural City Council at providing good value for money in infrastructure and services provided to your community?

Base: All respondents. Councils asked State-wide: 65 Councils asked group: 9

*Caution: small sample size < n=30



Top performing service areas

Horsham Rural City Council performs best in the service area of waste management (index score of 64). Council performs significantly lower than the Regional Centres group average and in line with the State-wide average on this service area (index scores of 67 and 66 respectively).

Council's performance rating on waste management has declined significantly in the last 12 months, decreasing by four index points. Perceptions of waste management have trended down the last two years.

- Council should look to restore positive perceptions among residents aged 50 to 64 years – it is among this cohort particularly where perceptions have declined the most since last year (from 70 in 2022 to 58 currently) and is the cohort most critical of Council's performance in this service area.
- While caution should be exercised due to a small sample size, it is worth noting that residents of the 'Other' area, provide significantly higher than average ratings for waste management.

5% of residents volunteer waste management as one of the best things about Council.





Low performing service areas



In a similar pattern to the last two years, Council rates lowest for perceptions of the condition of sealed local roads (index score of 38), followed by decisions made in the interest of the community, and community consultation and engagement (index scores of 42 and 43 respectively).

Ratings of Council's performance in the aforementioned service areas have decreased significantly in the last 12 months following two years of growth and then maintenance in 2021 and 2022. Council rates significantly lower than the Regional Centres group and State-wide averages in each of these service areas.

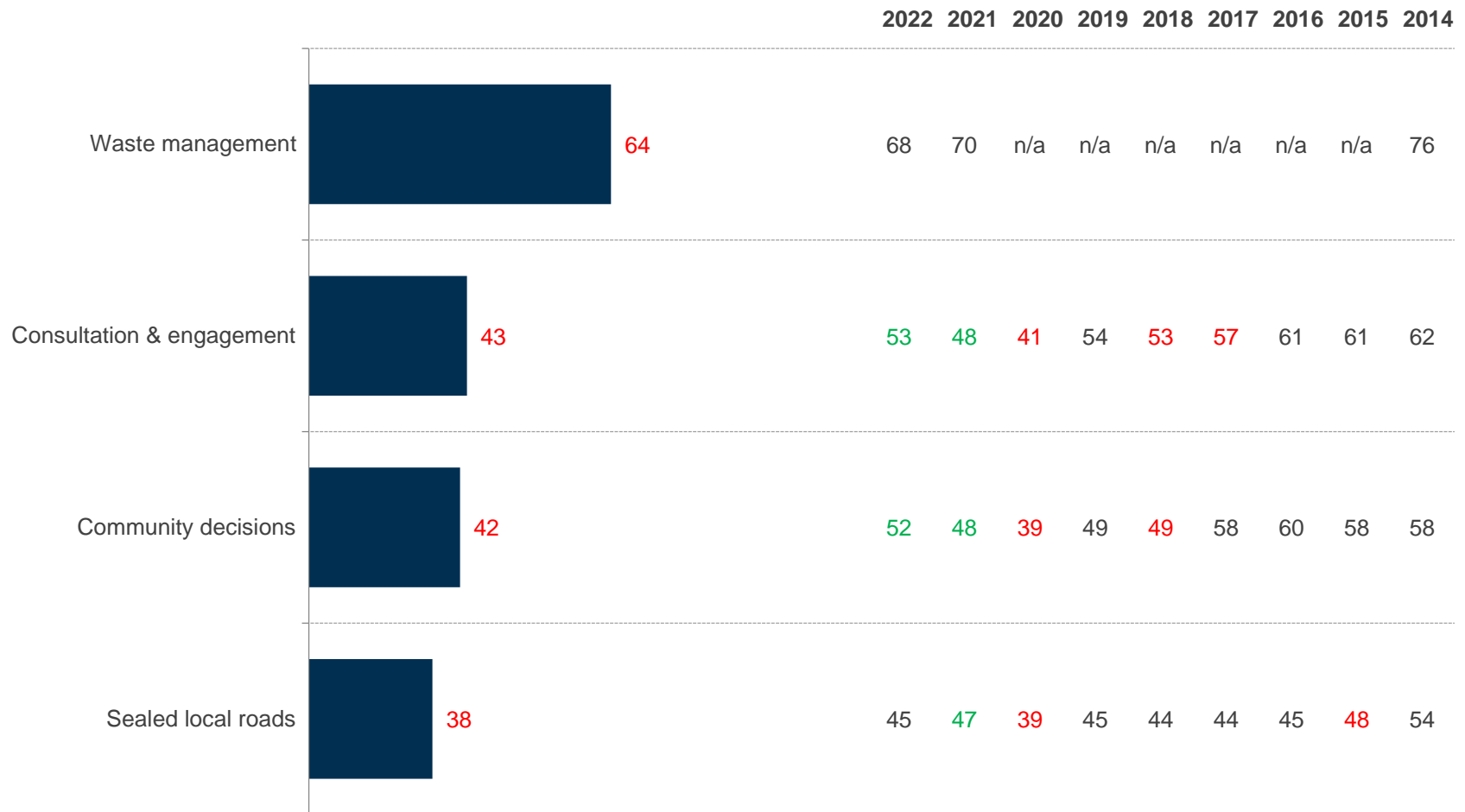
- On all three services, declines in perceived performance are underpinned by a significant decrease in performance ratings across most demographic and geographic cohorts, the exception for all being residents aged 18 to 34 years and those living in the 'Other' area.

In terms of things Council most needs to do in terms of improvement, the top mentioned areas align with these low performing areas, with 32% nominating community consultation, 17% sealed road maintenance and 15% decision making.



Individual service area performance

2023 individual service area performance (index scores)



Q2. How has Council performed on [RESPONSIBILITY AREA] over the last 12 months?

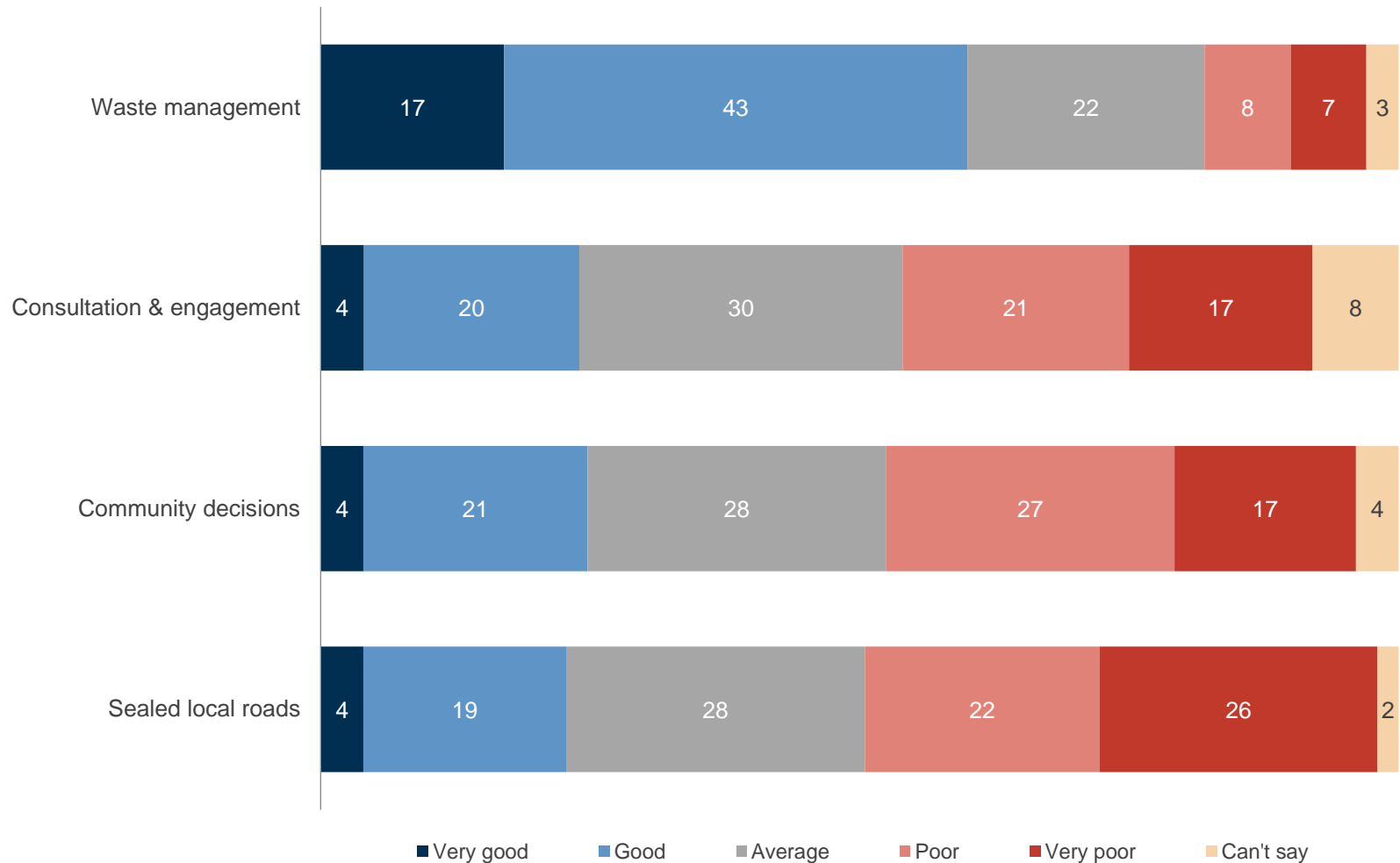
Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

Note: Please see Appendix A for explanation of significant differences.



Individual service area performance

2023 individual service area performance (%)



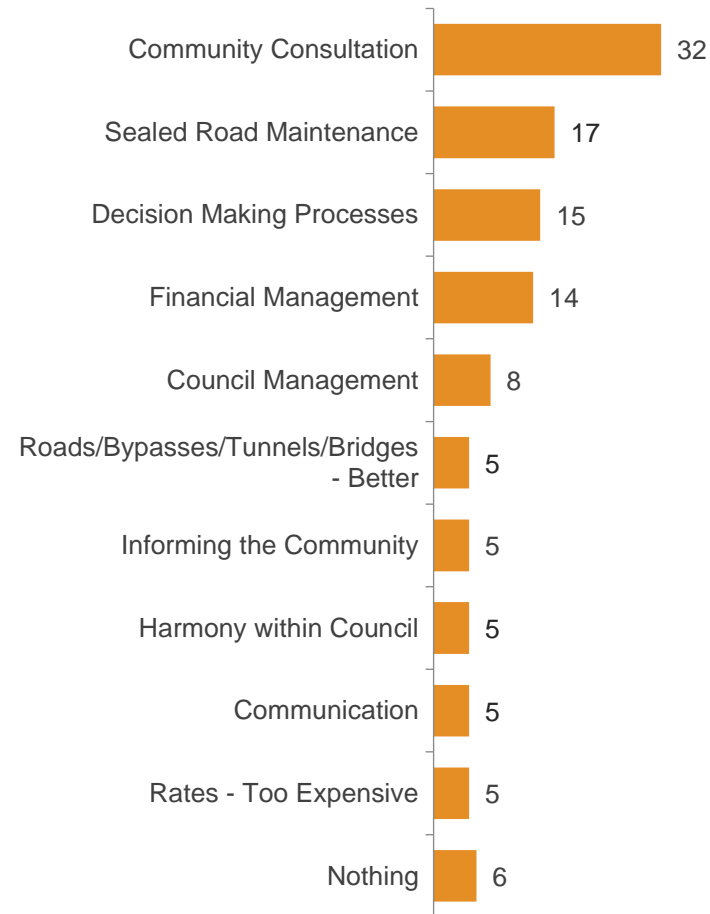


Best things about Council and areas for improvement

2023 best things about Council (%)
- Top mentions only -



2023 areas for improvement (%)
- Top mentions only -



Q16. Please tell me what is the ONE BEST thing about Horsham Rural City Council? It could be about any of the issues or services we have covered in this survey or it could be about something else altogether?

Base: All respondents. Councils asked State-wide: 33 Councils asked group: 4

Q17. What does Horsham Rural City Council MOST need to do to improve its performance?

Base: All respondents. Councils asked State-wide: 53 Councils asked group: 8

A verbatim listing of responses to these questions can be found in the accompanying dashboard.

Customer service



Contact with council and customer service

Contact with council

One in two households (54%) have had contact with Horsham Rural City Council in the last 12 months. Rate of contact has remained stable over time, the exception being 2016 when contact with Council significantly declined.



Customer service

Council's customer service index score of 56 marks a significant eight-point decrease from 2022 and is at the lowest level seen in 10 years. As was the case last year, customer service is rated significantly lower than both the State-wide and Regional Centres group averages (index scores of 67 and 68 respectively).

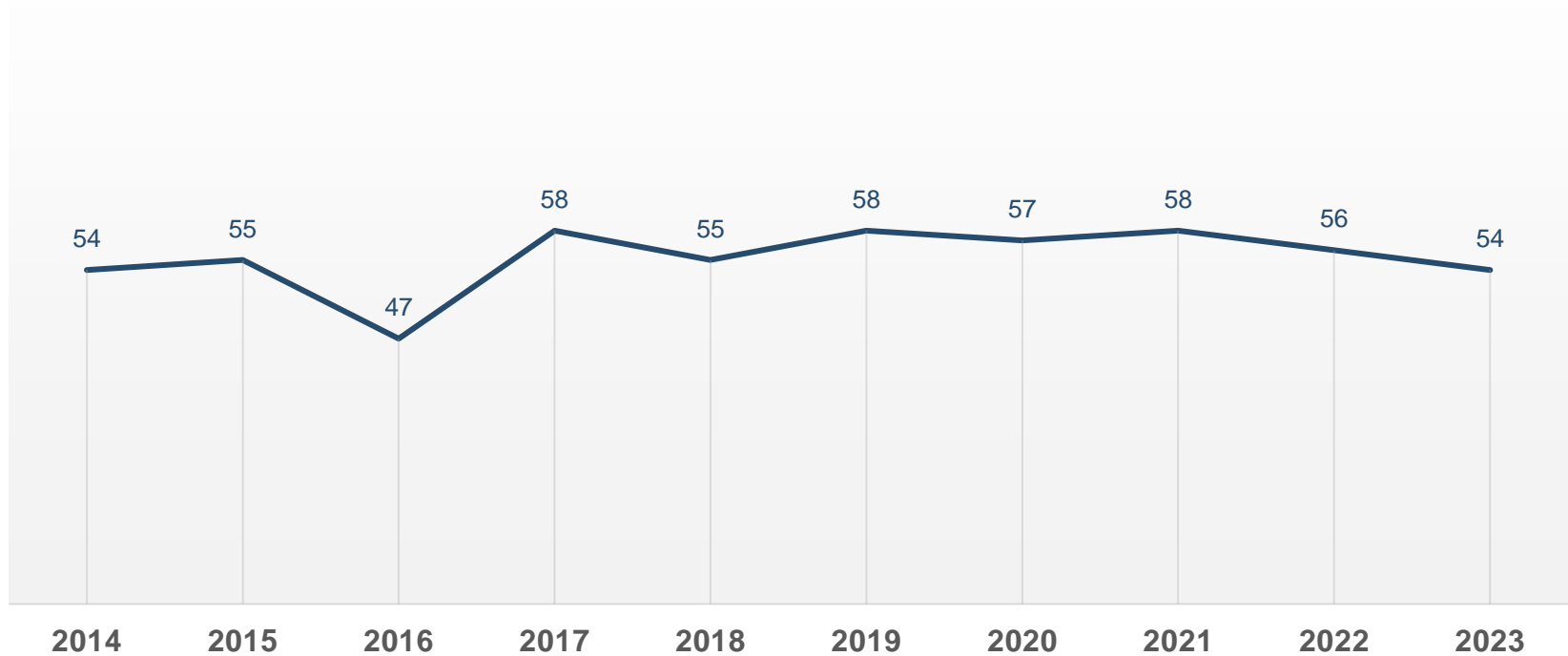
- Declines in perceived performance have been underpinned by a significant decrease in performance ratings in the past 12 months among residents aged 18 to 34 years, women, and those living in the Horsham Area.
- Geographically, customer service ratings are lowest among residents of the Horsham Area (index score of 55) and highest among residents of the 'Other' area (index score of 60), but are not significantly different to the Council average.

Almost one in two residents (46%, down from 61% in 2022) who have contacted Council within the last 12 months rate the most recent customer service they received from Council as 'very good' or 'good'. In comparison, 26% rate Council as 'very poor' or 'poor' (an increase from 18% in 2022), while 27% (up seven points) say it was average.



Contact with council

2023 contact with council (%)
Have had contact



Q5. Over the last 12 months, have you or any member of your household had any contact with Horsham Rural City Council? This may have been in person, in writing, by telephone conversation, by text message, by email or via their website or social media such as Facebook or Twitter?

Base: All respondents. Councils asked State-wide: 41 Councils asked group: 5



Contact with council

2023 contact with council (%)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Rural Area	64	61	62	55	64	60	65	51	72	60
State-wide	62▲	60	61	63	61	61	58	58	60	61
35-49	61	67	69	66	62	59	69	58	66	57
50-64	61	67	60	60	67	61	61	50	62	63
Regional Centres	58	56	56	59	58	56	56	n/a	n/a	n/a
Men	55	56	56	53	59	57	56	45	62	54
Horsham	54	56	58	57	58	55	58	47	55	54
Women	53	56	59	60	56	53	60	48	49	55
65+	53	44	52	46	46	48	48	46	47	40
Horsham Area	52	54	56	58	56	52	56	45	49	54
18-34	47	51	55	60	63	54	55	32	51	60
Other	44*	66	58	46	58	68	54	49	79	40

Q5. Over the last 12 months, have you or any member of your household had any contact with Horsham Rural City Council?
This may have been in person, in writing, by telephone conversation, by text message, by email or via their website or social media such as Facebook or Twitter?

Base: All respondents. Councils asked State-wide: 41 Councils asked group: 5

Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30



Customer service rating

2023 customer service rating (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Regional Centres	68▲	69	71	70	72	72	72	n/a	n/a	n/a
State-wide	67▲	68	70	70	71	70	69	69	70	72
Other	60*	53	60	79	63	73	81	73	59	88
50-64	60	59	68	59	65	66	67	73	67	69
Women	58	66	76	63	65	72	76	78	74	76
35-49	58	66	65	63	60	67	67	75	71	80
Rural Area	58	61	60	59	52	67	66	67	72	65
Horsham	56	64	68	61	61	70	70	75	72	74
Horsham Area	55	66	71	61	64	70	71	78	74	77
65+	55	65	67	63	64	67	73	76	80	85
Men	54	62	58	59	57	67	64	72	71	72
18-34	54	65	72	59	57	78	76	75	69	66

Q5c. Thinking of the most recent contact, how would you rate Horsham Rural City Council for customer service?

Please keep in mind we do not mean the actual outcome but rather the actual service that was received.

Base: All respondents who have had contact with Council in the last 12 months.

Councils asked State-wide: 66 Councils asked group: 9

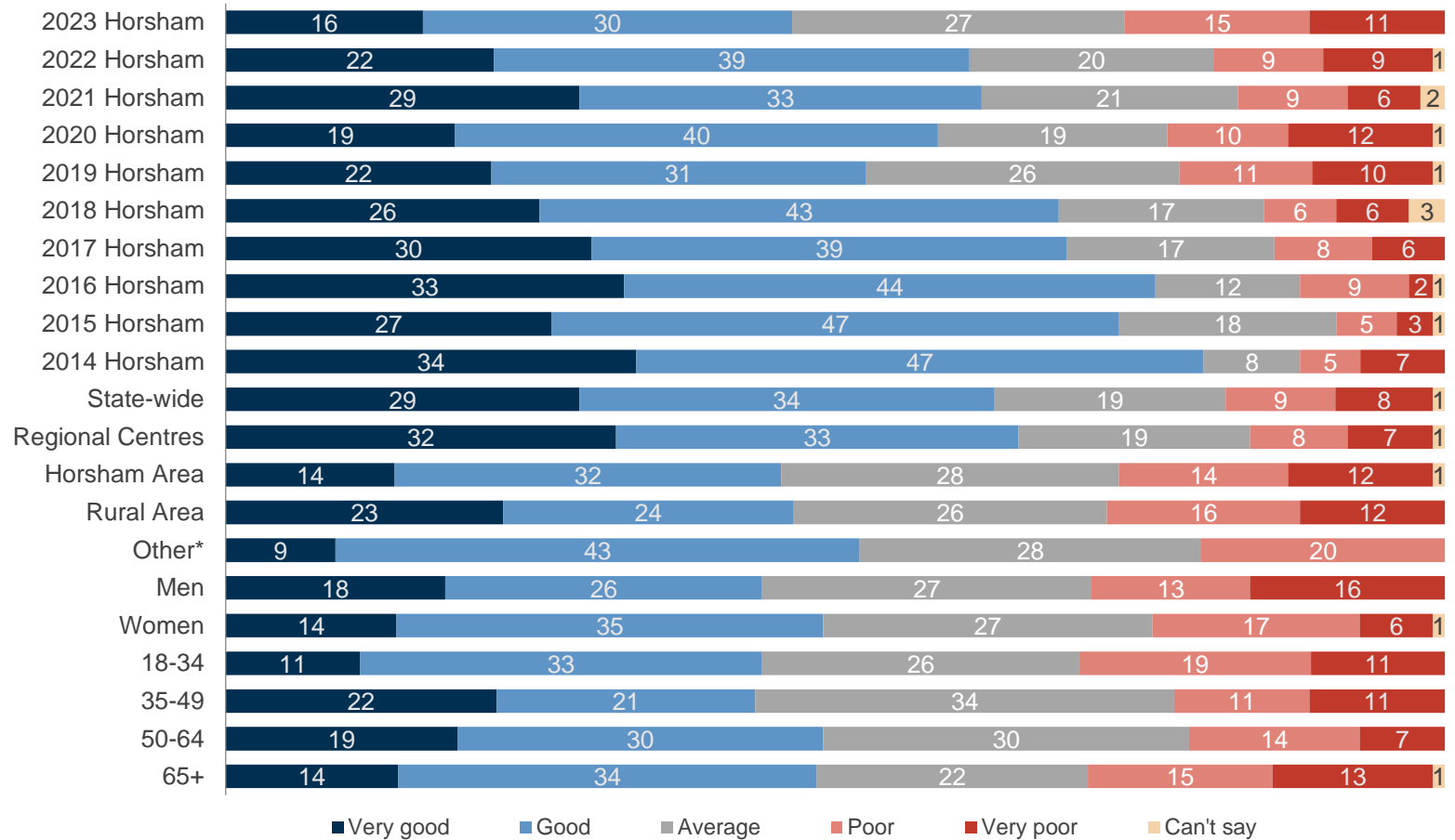
Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30



Customer service rating

2023 customer service rating (%)



Q5c. Thinking of the most recent contact, how would you rate Horsham Rural City Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received.

Base: All respondents who have had contact with Council in the last 12 months.

Councils asked State-wide: 66 Councils asked group: 9

*Caution: small sample size < n=30

Communication



Communication

The preferred form of communication from Council about news and information and upcoming events remains newsletters sent via email (25%) or mail (22%).

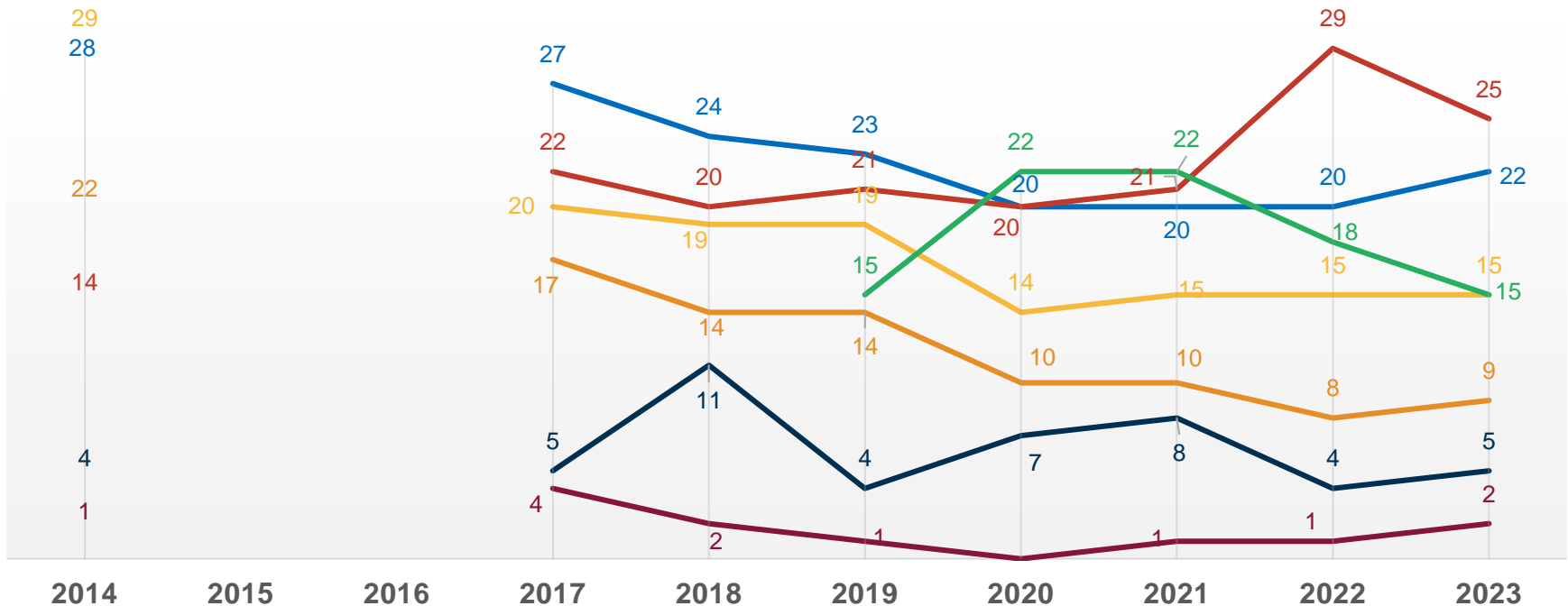
- Among residents aged under 50 years, emailed newsletters are the most preferred despite a decline in preference (26%, down seven points). Meanwhile, preference for mailed newsletters is on the rise (23%, up six points). Social media now sits equal with mailed newsletters at 23% as a preferred form of communication for people under 50 years of age, with preference declining eight points this year and 17 points since 2021.
- Communication preferences among residents aged over 50 years are fairly stable and evenly split between emailed newsletters (24%, unchanged since 2022), advertising in a local newspaper (23%, up one point) and mailed newsletters (21%, down two points). Preference for newsletters as a local newspaper insert has been trending down, from 21% preference in 2019 to just 10% now.





Best form of communication

2023 best form of communication (%)

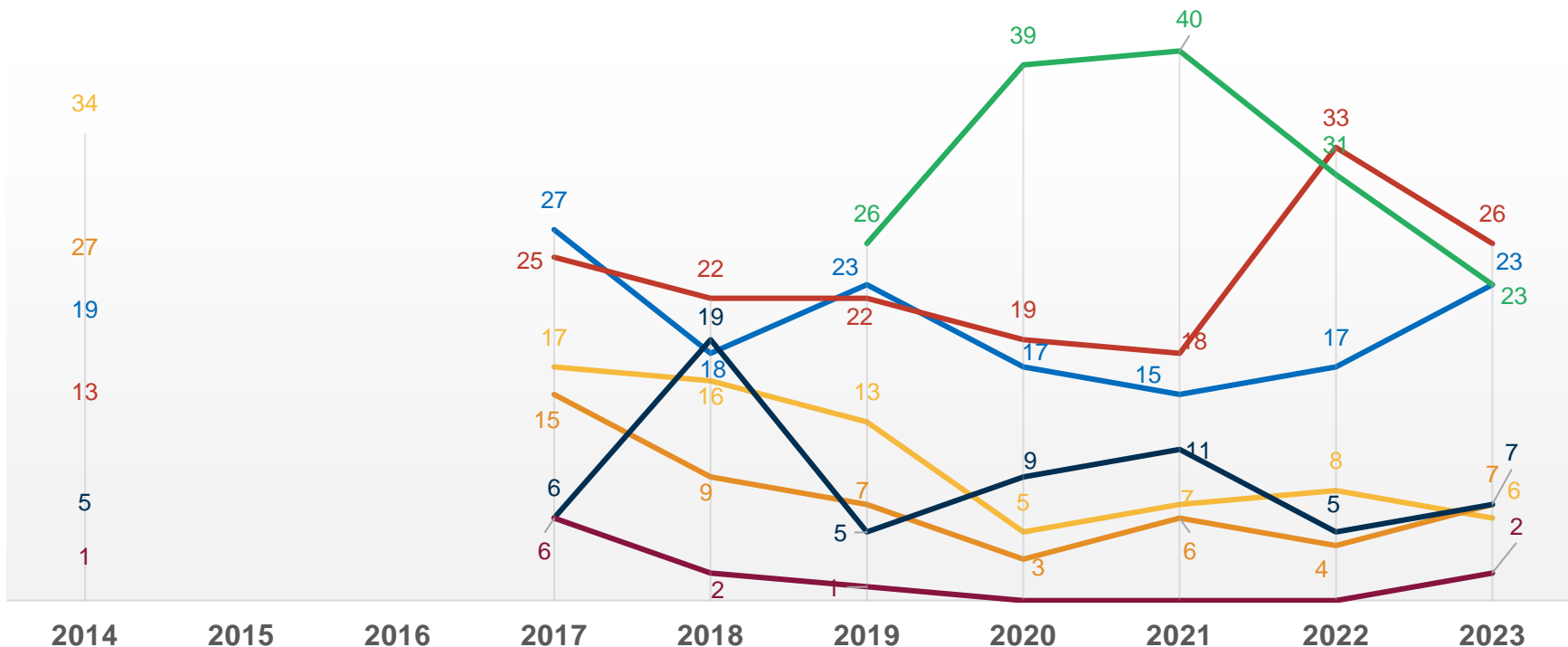


Q13. If Horsham Rural City Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?
 Base: All respondents. Councils asked State-wide: 40 Councils asked group: 6
 Note: 'Social Media' was included in 2019.



Best form of communication: under 50s

2023 under 50s best form of communication (%)



Q13. If Horsham Rural City Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?

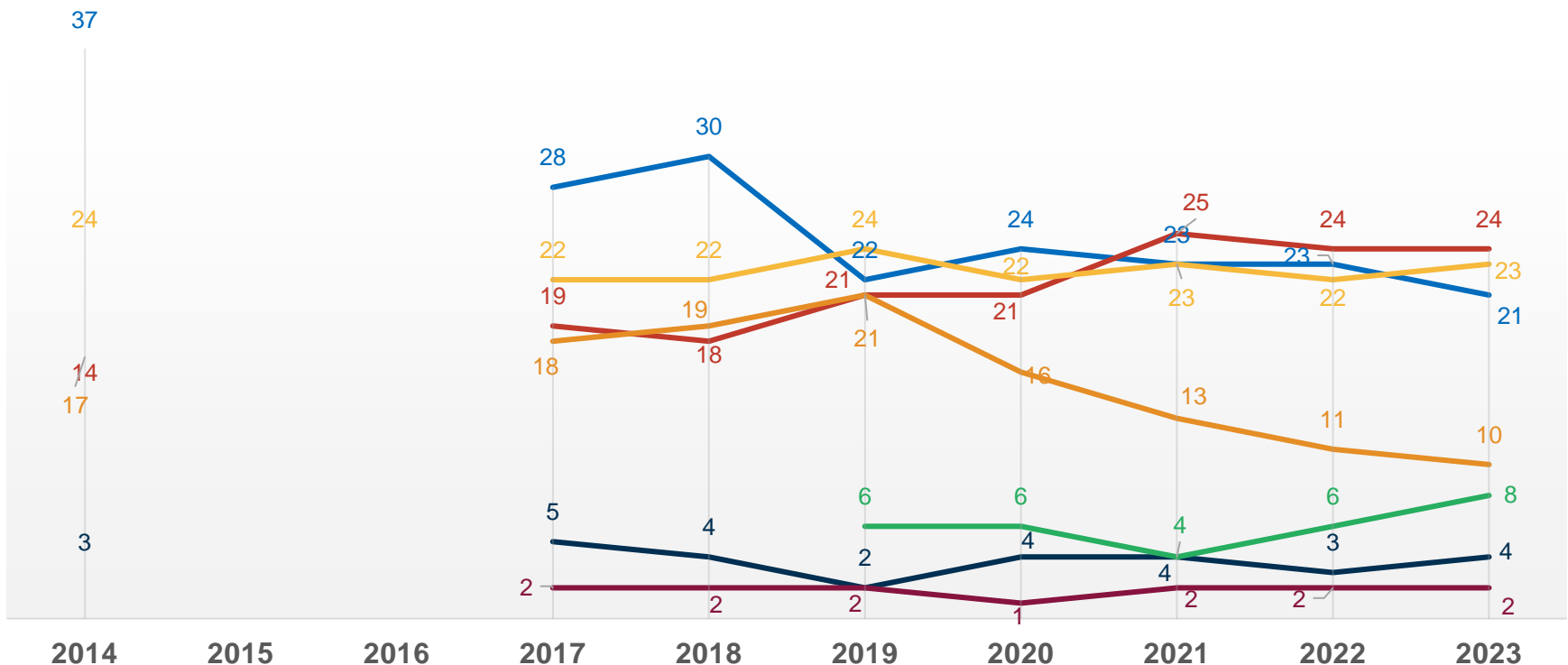
Base: All respondents aged under 50. Councils asked State-wide: 40 Councils asked group: 6

Note: 'Social Media' was included in 2019.



Best form of communication: over 50s

2023 over 50s best form of communication (%)



Q13. If Horsham Rural City Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?

Base: All respondents aged over 50. Councils asked State-wide: 40 Councils asked group: 6
Note: 'Social Media' was included in 2019.

Council direction

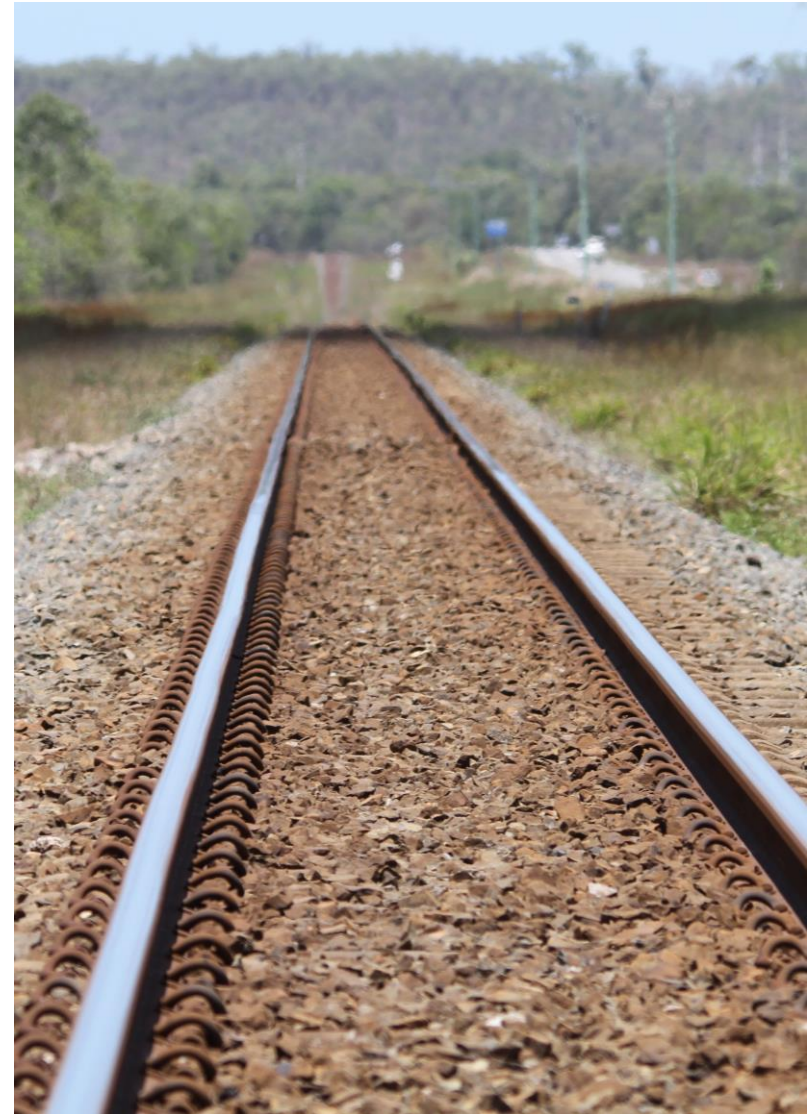


Council direction

The direction of Council's overall performance index score of 34 for Horsham Rural City Council marks a significant decline on the 2022 result. The direction of Council's overall performance is rated significantly lower than both the Regional Centres group and State-wide averages (index scores of 47 and 46 respectively).

Over the last 12 months, 10% of residents believe the direction of Council's overall performance has improved (compared to 20% in 2022). Close to half of residents (47%, down eight percentage points) believe it has stayed the same and 41% think it has deteriorated (compared to 21% in 2022).

- Declines in perceived performance have been underpinned by a significant decrease in performance ratings in the past 12 months across nearly all demographic and geographic cohorts, the exception being residents aged 18 to 34 years and those living in the 'Other' area.
- Residents in the Rural Area and those aged 50 to 64 years are significantly less satisfied than average with the direction of Council's overall performance in the past 12 months.





Overall council direction last 12 months

2023 overall council direction (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Regional Centres	47▲	52	54	50	52	53	55	n/a	n/a	n/a
State-wide	46▲	50	53	51	53	52	53	51	53	53
Other	44*	37	41	46	56	52	45	45	42	57
18-34	40	47	48	41	53	44	56	55	55	47
65+	37	53	48	31	48	43	51	58	56	59
Women	37	53	50	39	51	44	54	58	56	55
Horsham Area	36	51	49	36	49	43	52	56	55	55
Horsham	34	50	47	35	47	42	50	55	53	55
35-49	32	53	46	35	42	42	45	50	47	59
Men	31	46	44	31	42	39	46	51	50	55
Rural Area	27▼	50	41	28	36	37	45	52	47	54
50-64	19▼	44	44	35	40	36	47	55	51	54

Q6. Over the last 12 months, what is your view of the direction of Horsham Rural City Council's overall performance?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

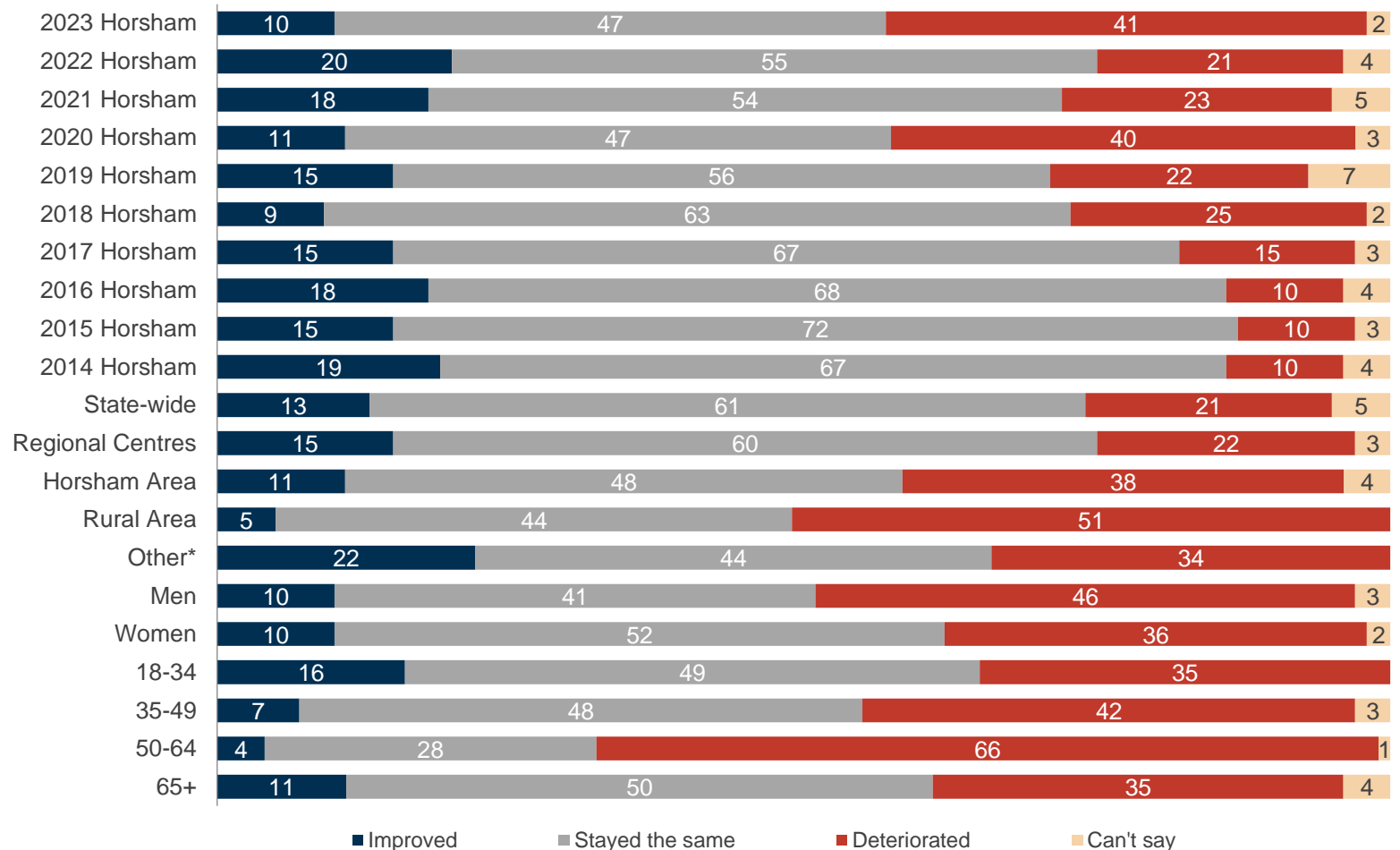
Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30



Overall council direction last 12 months

2023 overall council direction (%)



Q6. Over the last 12 months, what is your view of the direction of Horsham Rural City Council's overall performance?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

*Caution: small sample size < n=30

Individual service areas



Community consultation and engagement performance



2023 consultation and engagement performance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Other	52*	40	38	52	47	46	58	73	58	66
State-wide	52▲	54	56	55	56	55	55	54	56	57
Regional Centres	50▲	54	54	51	54	55	54	n/a	n/a	n/a
18-34	46	50	50	44	58	59	62	61	63	63
Women	46	55	52	44	56	55	59	63	63	63
35-49	44	56	52	43	50	49	53	56	58	60
Horsham Area	44	55	50	42	56	54	57	61	62	62
65+	44	55	46	38	56	53	59	63	64	66
Horsham	43	53	48	41	54	53	57	61	61	62
Men	41	50	44	37	51	51	55	58	58	61
Rural Area	38	49	44	35	47	51	57	58	58	58
50-64	35	50	44	38	47	49	54	62	57	57

Q2. How has Council performed on 'Community consultation and engagement' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

Note: Please see Appendix A for explanation of significant differences.

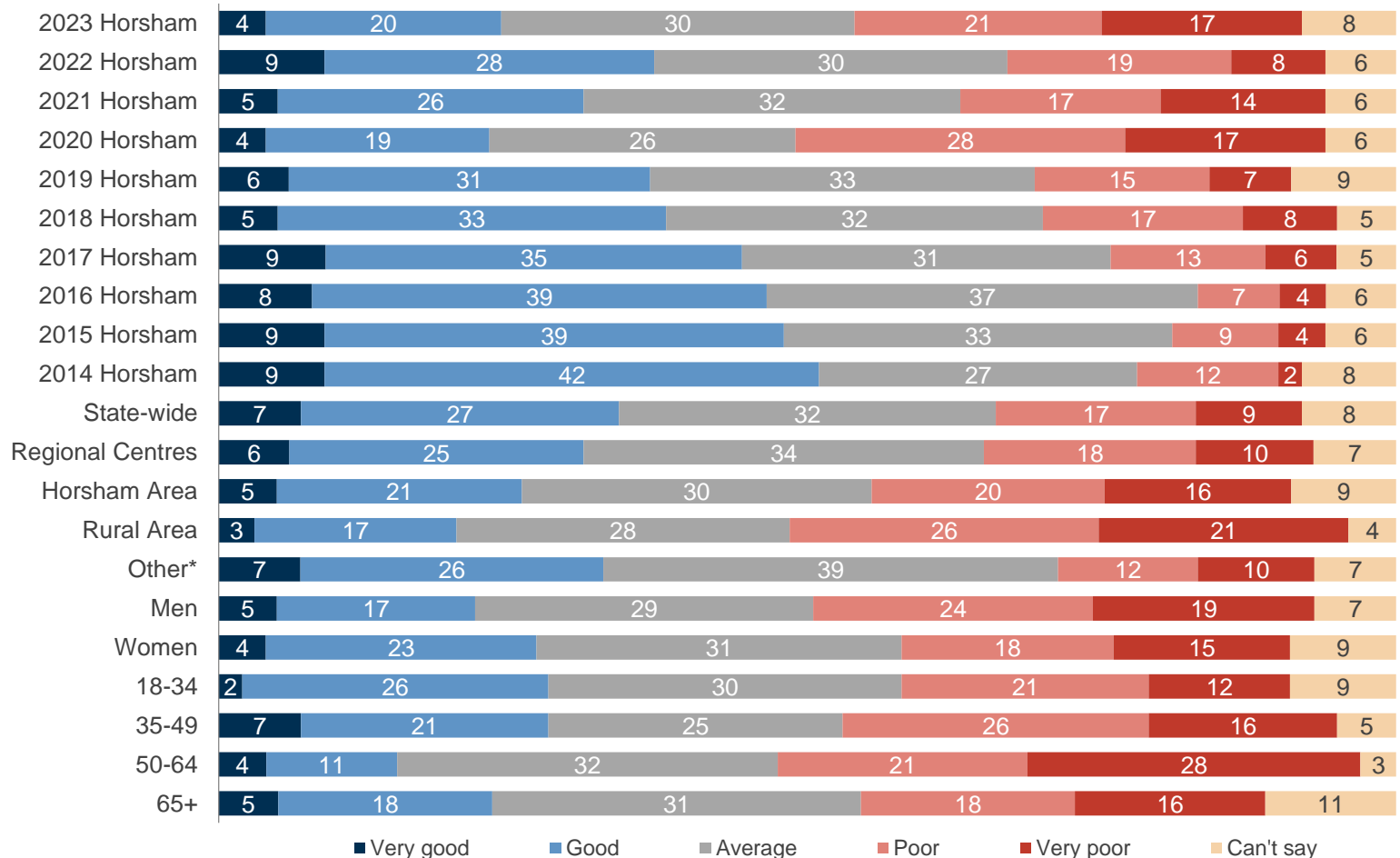
*Caution: small sample size < n=30



Community consultation and engagement performance



2023 consultation and engagement performance (%)



Q2. How has Council performed on 'Community consultation and engagement' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

*Caution: small sample size < n=30

Decisions made in the interest of the community performance



2023 community decisions made performance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	51▲	54	56	53	55	54	54	54	55	57
Regional Centres	50▲	54	54	50	52	52	52	n/a	n/a	n/a
Other	47*	46	39	48	48	54	54	55	54	66
18-34	46	52	55	43	51	48	64	62	60	57
Women	44	54	54	43	53	50	62	64	60	59
Horsham Area	43	54	52	40	52	51	59	62	60	59
35-49	43	54	47	34	48	51	53	56	56	59
65+	43	54	47	41	51	52	59	63	59	63
Horsham	42	52	48	39	49	49	58	60	58	58
Men	39	50	43	35	45	48	54	57	56	58
Rural Area	36	47	41	36	40	44	55	54	54	55
50-64	30▼	48	43	38	46	47	55	59	56	53

Q2. How has Council performed on 'Decisions made in the interest of the community' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

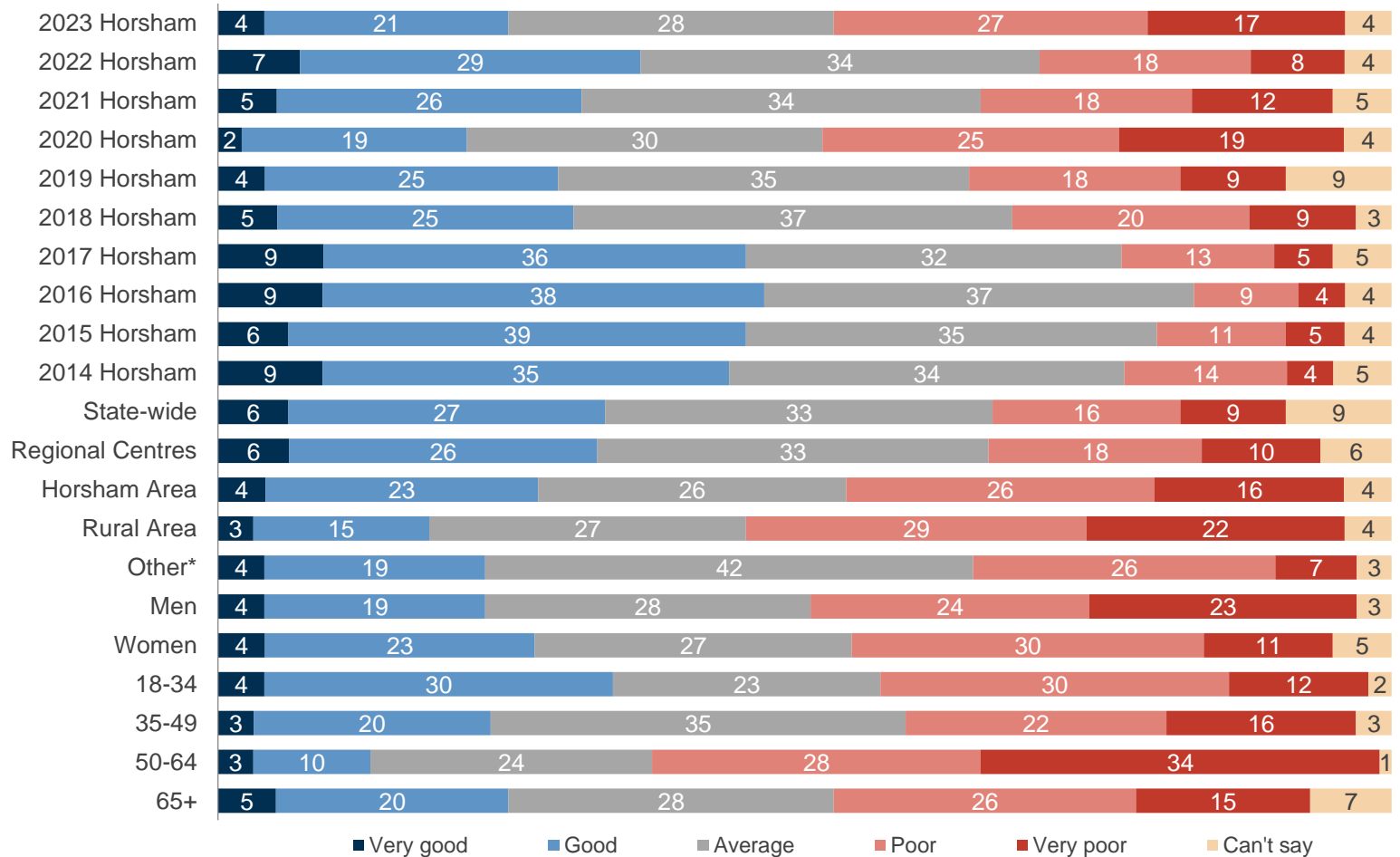
Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30

Decisions made in the interest of the community performance



2023 community decisions made performance (%)



Q2. How has Council performed on 'Decisions made in the interest of the community' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

*Caution: small sample size < n=30

The condition of sealed local roads in your area performance



2023 sealed local roads performance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Regional Centres	49▲	54	60	55	57	54	53	n/a	n/a	n/a
State-wide	48▲	53	57	54	56	53	53	54	55	55
Other	45*	28	27	40	42	34	42	25	43	54
65+	44▲	53	53	48	50	47	46	53	55	59
Horsham Area	40	48	51	40	48	47	46	49	51	55
Women	40	48	51	43	48	45	46	47	52	54
35-49	39	42	41	35	39	41	40	41	42	54
Horsham	38	45	47	39	45	44	44	45	48	54
Men	36	42	42	35	41	42	41	44	44	53
18-34	33	40	44	34	43	46	43	44	48	49
50-64	30	45	43	36	45	39	44	42	45	52
Rural Area	30▼	40	36	33	35	36	36	40	41	49

Q2. How has Council performed on 'The condition of sealed local roads in your area' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

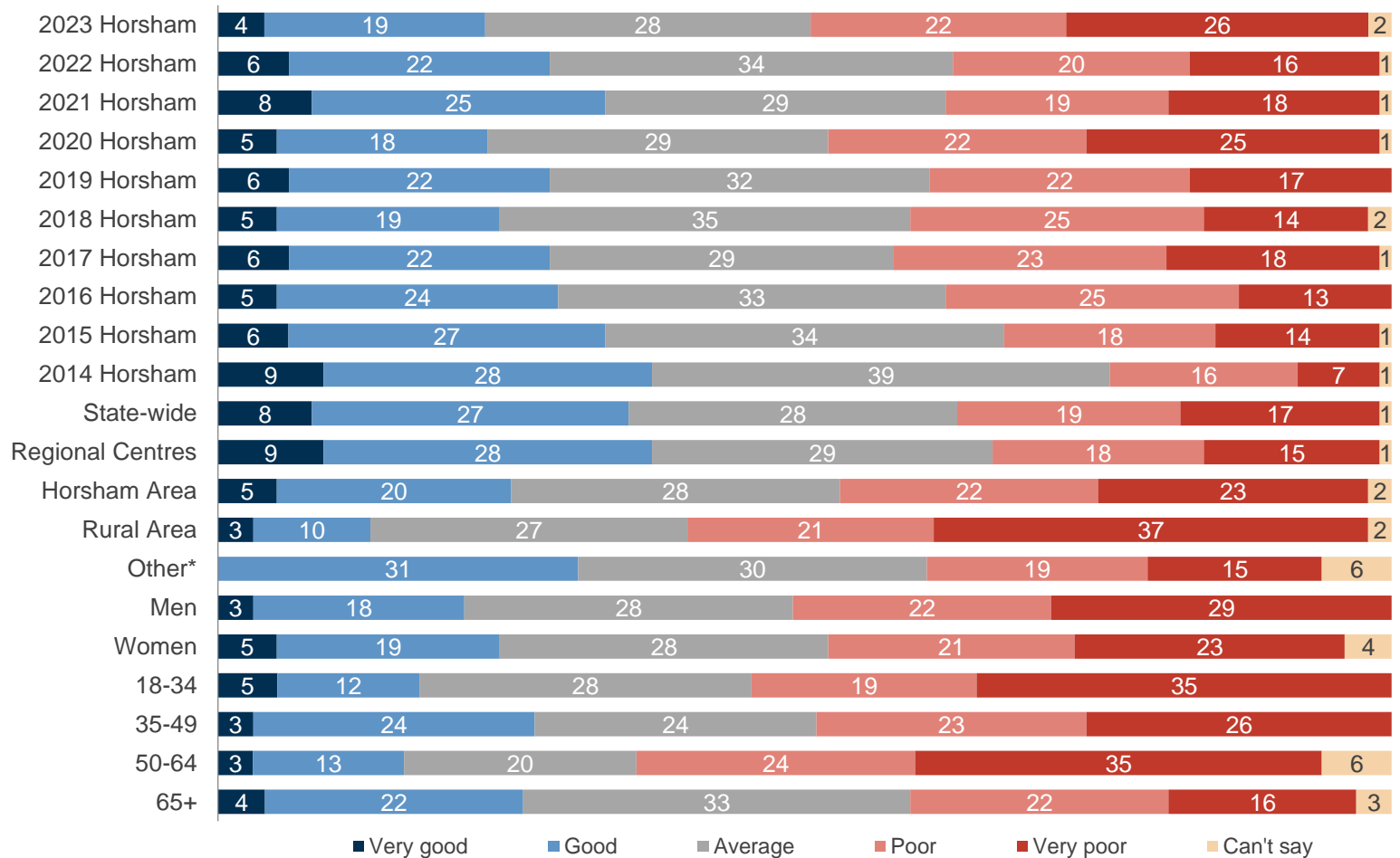
Note: Please see Appendix A for explanation of significant differences.

*Caution: small sample size < n=30

The condition of sealed local roads in your area performance



2023 sealed local roads performance (%)



Q2. How has Council performed on 'The condition of sealed local roads in your area' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

*Caution: small sample size < n=30



Waste management performance



2023 waste management performance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Other	73*▲	59	50	n/a	n/a	n/a	n/a	n/a	n/a	71
65+	68	74	73	n/a	n/a	n/a	n/a	n/a	n/a	79
Regional Centres	67▲	68	69	66	68	70	69	n/a	n/a	n/a
State-wide	66	68	69	65	68	70	71	70	72	73
Men	65	67	66	n/a	n/a	n/a	n/a	n/a	n/a	76
Horsham Area	65	69	73	n/a	n/a	n/a	n/a	n/a	n/a	78
Horsham	64	68	70	n/a	n/a	n/a	n/a	n/a	n/a	76
Women	64	69	73	n/a	n/a	n/a	n/a	n/a	n/a	77
18-34	63	63	72	n/a	n/a	n/a	n/a	n/a	n/a	75
35-49	62	65	68	n/a	n/a	n/a	n/a	n/a	n/a	76
Rural Area	60	66	65	n/a	n/a	n/a	n/a	n/a	n/a	72
50-64	58	70	60	n/a	n/a	n/a	n/a	n/a	n/a	76

Q2. How has Council performed on 'Waste management' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

Note: Please see Appendix A for explanation of significant differences.

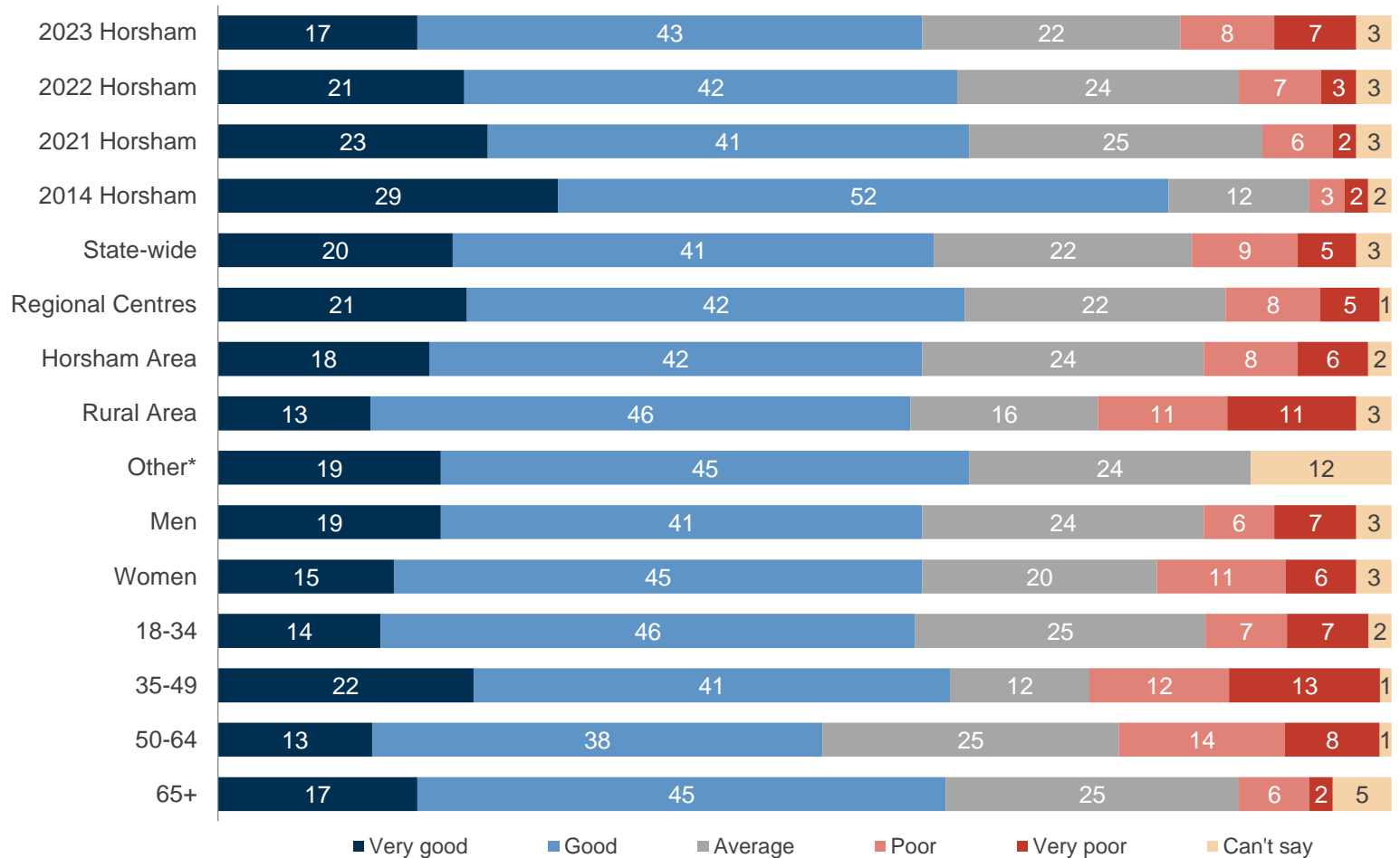
*Caution: small sample size < n=30



Waste management performance



2023 waste management performance (%)



Q2. How has Council performed on 'Waste management' over the last 12 months?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

*Caution: small sample size < n=30

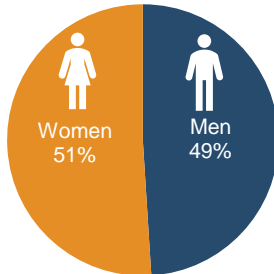
Detailed demographics



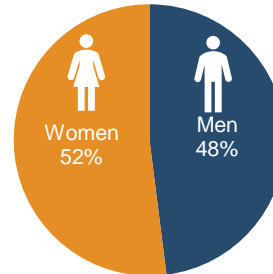
Gender and age profile

2023 gender

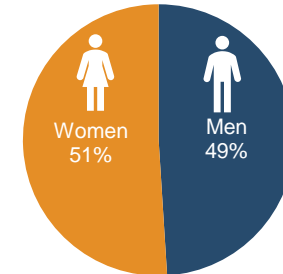
Horsham



Regional Centres

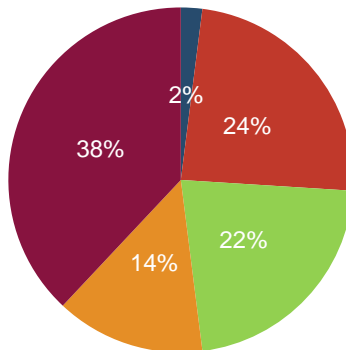


State-wide

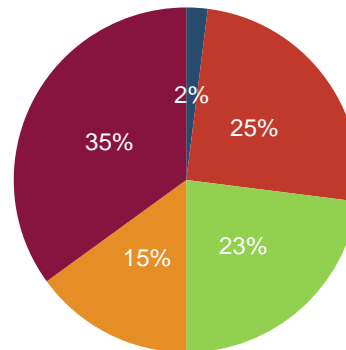


2023 age

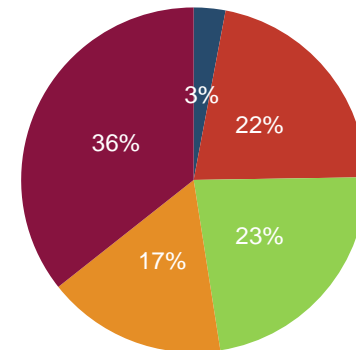
Horsham



Regional Centres



State-wide



■ 18-24 ■ 25-34 ■ 35-49 ■ 50-64 ■ 65+


■ 18-24 ■ 25-34 ■ 35-49 ■ 50-64 ■ 65+

■ 18-24 ■ 25-34 ■ 35-49 ■ 50-64 ■ 65+

S3. [Record gender] / S4. To which of the following age groups do you belong?

Base: All respondents. Councils asked State-wide: 66 Councils asked group: 9

Please note that for the reason of simplifying reporting, interlocking age and gender reporting has not been included in this report. Interlocking age and gender analysis is still available in the dashboard and data tables provided alongside this report.



Appendix A: Index scores, margins of error and significant differences



Appendix A: Index Scores

Index Scores

Many questions ask respondents to rate council performance on a five-point scale, for example, from 'very good' to 'very poor', with 'can't say' also a possible response category. To facilitate ease of reporting and comparison of results over time, starting from the 2012 survey and measured against the state-wide result and the council group, an 'Index Score' has been calculated for such measures.

The Index Score is calculated and represented as a score out of 100 (on a 0 to 100 scale), with 'can't say' responses excluded from the analysis. The '% RESULT' for each scale category is multiplied by the 'INDEX FACTOR'. This produces an 'INDEX VALUE' for each category, which are then summed to produce the 'INDEX SCORE', equating to '60' in the following example.

Similarly, an Index Score has been calculated for the Core question 'Performance direction in the last 12 months', based on the following scale for each performance measure category, with 'Can't say' responses excluded from the calculation.

SCALE CATEGORIES	% RESULT	INDEX FACTOR	INDEX VALUE
Very good	9%	100	9
Good	40%	75	30
Average	37%	50	19
Poor	9%	25	2
Very poor	4%	0	0
Can't say	1%	--	INDEX SCORE 60

SCALE CATEGORIES	% RESULT	INDEX FACTOR	INDEX VALUE
Improved	36%	100	36
Stayed the same	40%	50	20
Deteriorated	23%	0	0
Can't say	1%	--	INDEX SCORE 56



Appendix A: Margins of error

The sample size for the 2023 State-wide Local Government Community Satisfaction Survey for Horsham Rural City Council was n=400. Unless otherwise noted, this is the total sample base for all reported charts and tables.

The maximum margin of error on a sample of approximately n=400 interviews is +/-4.8% at the 95% confidence level for results around 50%. Margins of error will be larger for any sub-samples. As an example, a result of 50% can be read confidently as falling midway in the range 45.2% - 54.8%.

Maximum margins of error are listed in the table below, based on a population of 15,900 people aged 18 years or over for Horsham Rural City Council, according to ABS estimates.

Demographic	Actual survey sample size	Weighted base	Maximum margin of error at 95% confidence interval
Horsham Rural City Council	400	400	+/-4.8
Men	201	194	+/-6.9
Women	199	206	+/-6.9
Horsham Area	270	275	+/-5.9
Rural Area	101	98	+/-9.8
Other	29	26	+/-18.5
18-34 years	57	106	+/-13.1
35-49 years	75	87	+/-11.4
50-64 years	71	55	+/-11.7
65+ years	197	152	+/-7.0



Appendix A: Significant difference reporting notation

Within tables and index score charts throughout this report, statistically significant differences at the 95% confidence level are represented by upward directing green (▲) and downward directing red arrows (▼).

Significance when noted indicates a significantly higher or lower result for the analysis group in comparison to the 'Total' result for the council for that survey question for that year. Therefore in the example below:

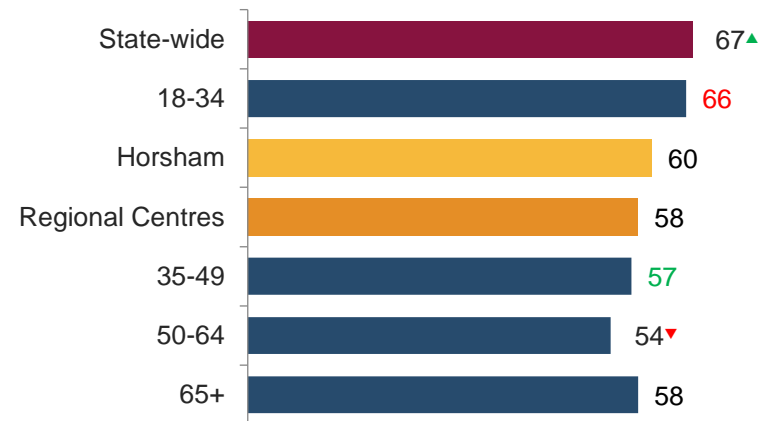
- ▲ The state-wide result is significantly higher than the overall result for the council.
- ▼ The result among 50-64 year olds is significantly lower than for the overall result for the council.

Further, results shown in green and red indicate significantly higher or lower results than in 2022.

Therefore in the example below:

- The result among 35-49 year olds in the council is **significantly higher** than the result achieved among this group in 2022.
- The result among 18-34 year olds in the council is **significantly lower** than the result achieved among this group in 2022.

**2023 overall performance (index scores)
(example extract only)**





Appendix A: Index score significant difference calculation

The test applied to the Indexes was an Independent Mean Test, as follows:

$$Z \text{ Score} = (\$1 - \$2) / \text{Sqrt} ((\$5^2 / \$3) + (\$6^2 / \$4))$$

Where:

- \$1 = Index Score 1
- \$2 = Index Score 2
- \$3 = unweighted sample count 1
- \$4 = unweighted sample count 2
- \$5 = standard deviation 1
- \$6 = standard deviation 2

All figures can be sourced from the detailed cross tabulations.

The test was applied at the 95% confidence interval, so if the Z Score was greater than +/- 1.954 the scores are significantly different.

Appendix B: Further project information



Appendix B: Further information

Further information about the report and explanations about the State-wide Local Government Community Satisfaction Survey can be found in this section including:

- Background and objectives
- Analysis and reporting
- Glossary of terms

Detailed survey tabulations

Detailed survey tabulations are available in supplied Excel file.

Contacts

For further queries about the conduct and reporting of the 2023 State-wide Local Government Community Satisfaction Survey, please contact JWS Research on

(03) 8685 8555 or via email:

admin@jwsresearch.com



Appendix B: Survey methodology and sampling

The 2023 results are compared with previous years, as detailed below:

- 2022, n=400 completed interviews, conducted in the period of 27th January – 24th March.
- 2021, n=400 completed interviews, conducted in the period of 28th January – 18th March.
- 2020, n=401 completed interviews, conducted in the period of 30th January – 22nd March.
- 2019, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2018, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2017, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2016, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2015, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2014, n=400 completed interviews, conducted in the period of 31st January – 11th March.

Minimum quotas of gender within age groups were applied during the fieldwork phase. Post-survey weighting was then conducted to ensure accurate representation of the age and gender profile of the Horsham Rural City Council area.

Any variation of +/-1% between individual results and net scores in this report or the detailed survey tabulations is due to rounding. In reporting, ‘—’ denotes not mentioned and ‘0%’ denotes mentioned by less than 1% of respondents. ‘Net’ scores refer to two or more response categories being combined into one category for simplicity of reporting.

This survey was conducted by Computer Assisted Telephone Interviewing (CATI) as a representative random probability survey of residents aged 18+ years in Horsham Rural City Council.

Survey sample matched to the demographic profile of Horsham Rural City Council as determined by the most recent ABS population estimates was purchased from an accredited supplier of publicly available phone records, including up to 60% mobile phone numbers to cater to the diversity of residents within Horsham Rural City Council, particularly younger people.

A total of n=400 completed interviews were achieved in Horsham Rural City Council. Survey fieldwork was conducted across four quarters from 16th June 2022 - 19th March, 2023.



Appendix B: Analysis and reporting

All participating councils are listed in the State-wide report published on the DELWP website. In 2023, 66 of the 79 Councils throughout Victoria participated in this survey. For consistency of analysis and reporting across all projects, Local Government Victoria has aligned its presentation of data to use standard council groupings. Accordingly, the council reports for the community satisfaction survey provide analysis using these standard council groupings. Please note that councils participating across 2012-2023 vary slightly.

Council Groups

Horsham Rural City Council is classified as a Regional Centres council according to the following classification list:

- Metropolitan, Interface, Regional Centres, Large Rural & Small Rural.

Councils participating in the Regional Centres group are:

- Ballarat, Greater Bendigo, Greater Geelong, Horsham, Latrobe, Mildura, Wangaratta, Warrnambool and Wodonga.

Wherever appropriate, results for Horsham Rural City Council for this 2023 State-wide Local Government Community Satisfaction Survey have been compared against other participating councils in the Regional Centres group and on a state-wide basis. Please note that council groupings changed for 2015, and as such comparisons to council group results before that time can not be made within the reported charts.



Appendix B: 2012 survey revision

The survey was revised in 2012. As a result:

- The survey is now conducted as a representative random probability survey of residents aged 18 years or over in local councils, whereas previously it was conducted as a 'head of household' survey.
- As part of the change to a representative resident survey, results are now weighted post survey to the known population distribution of Horsham Rural City Council according to the most recently available Australian Bureau of Statistics population estimates, whereas the results were previously not weighted.
- The service responsibility area performance measures have changed significantly and the rating scale used to assess performance has also changed.

As such, the results of the 2012 State-wide Local Government Community Satisfaction Survey should be considered as a benchmark. Please note that comparisons should not be made with the State-wide Local Government Community Satisfaction Survey results from 2011 and prior due to the methodological and sampling changes. Comparisons in the period 2012-2023 have been made throughout this report as appropriate.



Appendix B:

Core, optional and tailored questions

Core, optional and tailored questions

Over and above necessary geographic and demographic questions required to ensure sample representativeness, a base set of questions for the 2023 State-wide Local Government Community Satisfaction Survey was designated as 'Core' and therefore compulsory inclusions for all participating Councils.

These core questions comprised:

- Overall performance last 12 months (Overall performance)
- Value for money in services and infrastructure (Value for money)
- Contact in last 12 months (Contact)
- Rating of contact (Customer service)
- Overall council direction last 12 months (Council direction)
- Community consultation and engagement (Consultation)
- Decisions made in the interest of the community (Making community decisions)
- Condition of sealed local roads (Sealed local roads)
- Waste management

Reporting of results for these core questions can always be compared against other participating councils in the council group and against all participating councils state-wide. Alternatively, some questions in the 2023 State-wide Local Government Community Satisfaction Survey were optional. Councils also had the ability to ask tailored questions specific only to their council.



Appendix B: Analysis and reporting

Reporting

Every council that participated in the 2023 State-wide Local Government Community Satisfaction Survey receives a customised report. In addition, the State government is supplied with this State-wide summary report of the aggregate results of 'Core' and 'Optional' questions asked across all council areas surveyed, which is available at:

<https://www.localgovernment.vic.gov.au/our-programs/council-community-satisfaction-survey>

Tailored questions commissioned by individual councils are reported only to the commissioning council and not otherwise shared unless by express written approval of the commissioning council.



Appendix B: Glossary of terms

Core questions: Compulsory inclusion questions for all councils participating in the CSS.

CSS: 2023 Victorian Local Government Community Satisfaction Survey.

Council group: One of five classified groups, comprising: metropolitan, interface, regional centres, large rural and small rural.

Council group average: The average result for all participating councils in the council group.

Highest / lowest: The result described is the highest or lowest result across a particular demographic sub-group e.g. men, for the specific question being reported. Reference to the result for a demographic sub-group being the highest or lowest does not imply that it is significantly higher or lower, unless this is specifically mentioned.

Index score: A score calculated and represented as a score out of 100 (on a 0 to 100 scale). This score is sometimes reported as a figure in brackets next to the category being described, e.g. men 50+ (60).

Optional questions: Questions which councils had an option to include or not.

Percentages: Also referred to as ‘detailed results’, meaning the proportion of responses, expressed as a percentage.

Sample: The number of completed interviews, e.g. for a council or within a demographic sub-group.

Significantly higher / lower: The result described is significantly higher or lower than the comparison result based on a statistical significance test at the 95% confidence limit. If the result referenced is statistically higher or lower then this will be specifically mentioned, however not all significantly higher or lower results are referenced in summary reporting.

State-wide average: The average result for all participating councils in the State.

Tailored questions: Individual questions tailored by and only reported to the commissioning council.

Weighting: Weighting factors are applied to the sample for each council based on available age and gender proportions from ABS census information to ensure reported results are proportionate to the actual population of the council, rather than the achieved survey sample.

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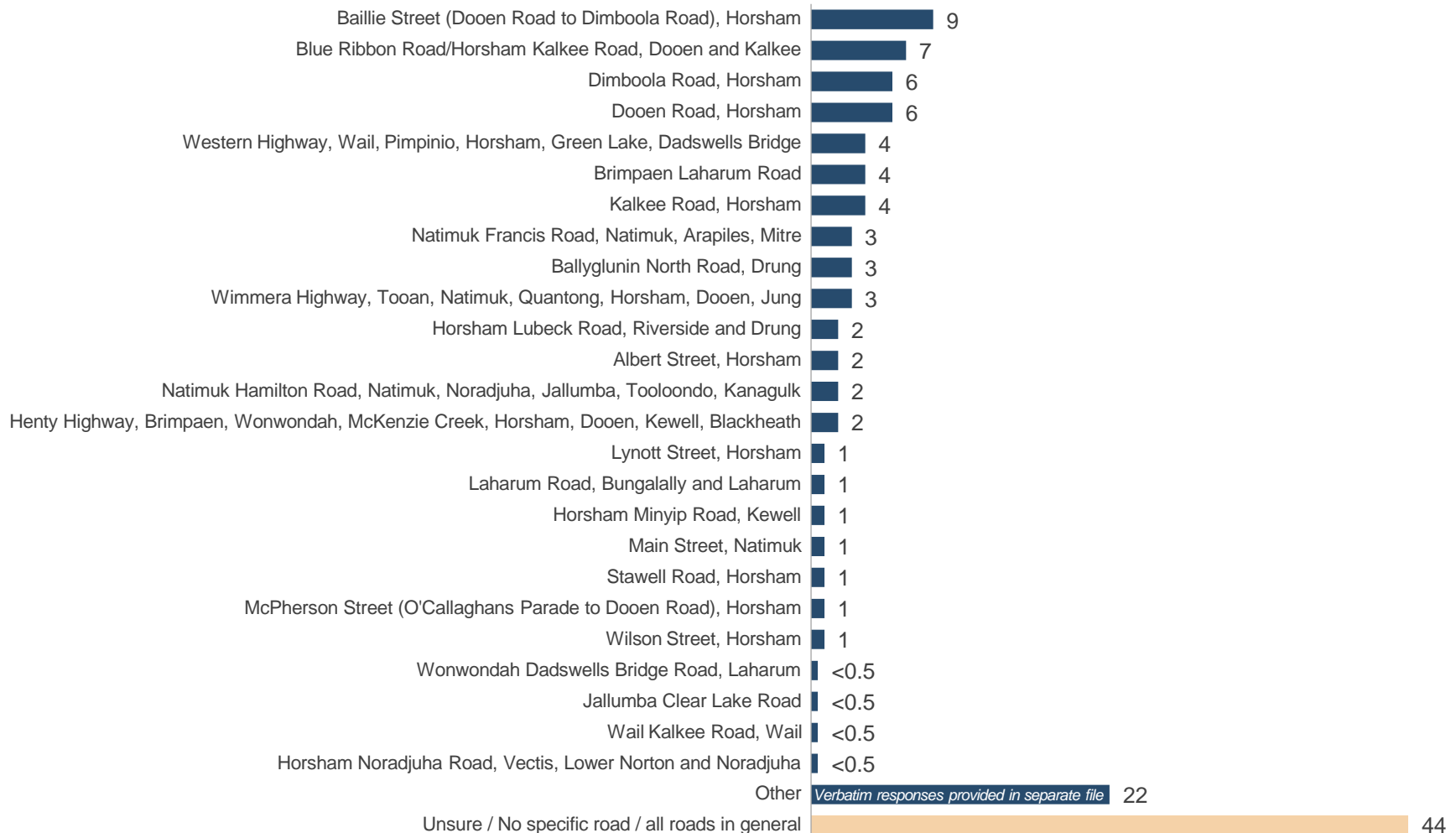
Local Government Community Satisfaction Survey

Horsham Rural City Council 2023 Tailored Question

Coordinated by the Department of
Government Services on behalf of
Victorian councils

Sealed local roads of concern

2023 sealed roads of concern (%) Multiple responses allowed



HO2. You earlier rated the performance of sealed local roads as [INSERT RESPONSE FROM Q2(Y): average/ poor/ very poor], can you specify which particular road or roads are of concern?

Base: Respondents who rate the condition of sealed local roads as 'poor' or 'very poor' (n=183).

To further investigate the 22% 'Other' responses, please refer to verbatim responses in additional data file.

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HORSHAM RURAL CITY COUNCIL COUNCILLOR CODE OF CONDUCT

2023

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Councillors' Purpose, Values and Agreed Behaviours

Our Purpose:

We exist to strengthen our community now and into the future.

Group Values:

Honest

Respectful

Supportive

Accountable

Agreed Behaviours:

- Accept, respect and support Council resolutions.
- Address behaviour in the moment.
- Actively listen, be open and respect other's views.
- Be prepared and engage in informed discussions/decision-making.
- Engage in open, honest and timely conversations with a pure intent.

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1 INTRODUCTION

1. Legislative framework

The *Local Government Act 2020* (Act) requires a council to develop and maintain a Councillor Code of Conduct. The Councillor Code of Conduct is required to be periodically reviewed. This Councillor Code of Conduct (Code) has been adopted by Council to comply with the requirements of the Act.

A Councillor Code of Conduct:

- a) must include the Standards of Conduct prescribed by the *Local Government (Governance and Integrity) Regulations 2020 (Regulations)* expected to be observed by Councillors; and
- b) must include any provisions prescribed by the Regulations; and
- c) must include provisions addressing any matters prescribed by the Regulations; and
- d) may include any other matters which the Council considers appropriate, other than any other Standards of Conduct.

The Standards of Conduct with which Councillors are required to comply are specified in Schedule 1 to the Regulations.

Failure by a Councillor to comply with the Standards of Conduct constitutes misconduct under the Act, which may be pursued in accordance with the processes set out in the Act and in this Code.

2. Council's Vision, Mission and Values

Councillors acknowledge that Council's Vision, Mission and Values provide important context and guidance in relation to ethical decision-making and Councillor behaviour.

Councillors have also developed a collective purpose and established a set of shared values and behaviours to demonstrate a commitment to mutual respect and authentic engagement.

3. Purpose of this Code

The purpose of this Code is to set out the Standards of Conduct with which Councillors must comply and to:

- a) foster good working relationships between Councillors to enable Councillors to work constructively together in the best interests of the municipal community;
- b) maintain a high standard of behaviour of Councillors during Council meetings, Councillor briefings and any other meetings which Councillors participate in from time to time; and
- c) establish benchmarks for Councillor conduct designed to:
 - build public confidence in the integrity of local government; and
 - give effect to Council's Vision, Mission and Values.

2 ROLES AND RESPONSIBILITIES

ROLES AND RESPONSIBILITIES

1. Role of Council

The role of Council is to provide good governance in its municipal district for the benefit and wellbeing of the municipal community (see s 8 of the Act).

Council provides good governance if:

- a) it performs its role in accordance with the Overarching Governance Principles in s 9 of the Act; and
- b) the Councillors perform their roles in accordance with s 28 of the Act.

In performing its role, Council may:

- a) perform any duties or functions and exercise any powers conferred on it under the Act or any other Act; and
- b) perform any other functions that it determines are necessary to enable that performance.

Good governance is fundamental to Council being able to perform its role. Good governance relies on, among other things, good working relationships between Councillors.

2. Role of a Councillor

Section 28 of the Act provides that the role of every Councillor is:

- a) to participate in the decision-making of Council; and
- b) to represent the interests of the municipal community in that decision-making; and
- c) to contribute to the strategic direction of Council through the development and review of key strategic documents of the Council, including the Council Plan.

In performing the role of a Councillor, a Councillor must:

- a) consider the diversity of interests and needs of the municipal community; and
- b) support the role of Council; and
- c) acknowledge and support the role of the Mayor; and
- d) act lawfully and in accordance with the oath or affirmation of office; and
- e) act in accordance with the Standards of Conduct; and
- f) comply with Council procedures required for good governance.

The role of a Councillor does not include the performance of any responsibilities or functions of the Chief Executive Officer (CEO).

3. Role of the Mayor

Section 18 of the Act provides that the role of the Mayor is to:

- a) chair Council meetings; and
- b) be the principal spokesperson for Council; and
- c) lead engagement with the municipal community on the development of the Council Plan; and
- d) report to the municipal community, at least once each year, on the implementation of the Council Plan; and
- e) promote behaviour among Councillors that meets the Standards of Conduct set out in the Councillor Code of Conduct; and
- f) assist Councillors to understand their role; and
- g) take a leadership role in ensuring the regular review of the performance of the CEO; and
- h) provide advice to the CEO when the CEO is setting the agenda for Council meetings; and
- i) perform civic and ceremonial duties on behalf of Council.

4. Role and powers of the Deputy Mayor

Section 21 of the Act provides that the Deputy Mayor must perform the role of the Mayor and may exercise any of the powers of the Mayor if:

- a) the Mayor is unavailable for any reason to attend a Council meeting or part of a Council meeting; or
- b) the Mayor is incapable of performing the duties of the office of Mayor for any reason, including illness; or
- c) the office of Mayor is vacant.

ROLES AND RESPONSIBILITIES

5. Functions of the Chief Executive Officer

Section 46 of the Act sets out the responsibilities of the Chief Executive Officer, which include at s 46(1):

- a) supporting the Mayor and the Councillors in the performance of their roles; and
- b) ensuring the effective and efficient management of the day to day operations of the Council.

Without limiting the generality of s 46(1)(a), s 46(2) provides that the CEO's responsibility includes:

- a) ensuring that the decisions of the Council are implemented without undue delay;
- b) ensuring that Council receives timely and reliable advice about its obligations under this Act or any other Act;
- c) supporting the Mayor in the performance of the Mayor's role as Mayor;
- d) setting the agenda for Council meetings after consulting the Mayor;
- e) when requested by the Mayor, reporting to the Council in respect of the implementation of a Council decision;
- f) carrying out the Council's responsibilities as a deemed employer with respect to Councillors, as deemed workers, which arise under or with respect to the *Workplace Injury Rehabilitation and Compensation Act 2013*.

Without limiting the generality of s 46(1)(b), s 46(3) provides that the CEO's responsibility includes:

- a) establishing and maintaining an organisational structure for the Council;
- b) being responsible for all staffing matters, including appointing, directing, managing and dismissing members of Council staff;
- c) managing interactions between members of Council staff and Councillors and ensuring that policies, practices and protocols that support arrangements for interaction between members of Council staff and Councillors are developed and implemented;
- d) performing any other function or duty of the Chief Executive Officer specified in this Act or any other Act.

For the purposes of s 46(3)(a), the CEO must—

- a) develop and maintain a workforce plan that—
 - (i) describes the organisational structure of the Council; and
 - (ii) specifies the projected staffing requirements for a period of at least 4 years; and
 - (iii) sets out measures to seek to ensure gender equality, diversity and inclusiveness; and
- b) inform the Council before implementing an organisational restructure that will affect the capacity of the Council to deliver the Council Plan; and
- c) consult members of Council staff affected by a proposed organisational restructure, before implementing the organisational restructure.

In developing and maintaining a workforce plan, a CEO must have regard to the requirements of the *Gender Equality Act 2020*.

Councillors acknowledge that these day to day functions are entirely the domain of the CEO and that they have no power to direct the CEO in the fulfilment of these functions. It follows that the CEO will determine the extent to which Councillors will be informed of decisions made in pursuit of these day to day functions, with a view to maintaining good working relationships.

It is neither the role nor the responsibility of the CEO to mediate disagreements arising between Councillors, or to draft, or otherwise assist in the drafting of, an application under this Code or the Act.

ROLES AND RESPONSIBILITIES

6. Functions of a Councillor Conduct Officer

The CEO must appoint a person in writing to be the Councillor Conduct Officer and notify the Principal Councillor Conduct Registrar of the appointment under s 150 of the Act. As per s 151 of the Act a Councillor Conduct Officer must:

- a) assist Council in the implementation of, and conduct of, the internal arbitration process of a Council; and
- b) assist the Principal Councillor Conduct Registrar to perform the functions specified in s 149(1); and
- c) assist the Principal Councillor Conduct Registrar in relation to any request for information under s 149(3).

It is neither the role nor the responsibility of the Councillor Conduct Officer to draft, or to otherwise assist in the drafting of, an application under this Code or the Act.

7. Role of the Principal Councillor Conduct Registrar

The Principal Councillor Conduct Registrar is appointed by the Secretary of Government Services under s 148 of the Act.

Functions and powers of the Principal Councillor Conduct Registrar relevantly include:

- a) receiving applications for the appointment of an arbiter;
- b) appointing an arbiter from the panel list established under s 142 of the Act; and
- c) publishing any guidelines in relation to processes and procedures relating to internal arbitration process applications that the Principal Councillor Conduct Registrar has determined to be necessary.

3 STANDARDS OF CONDUCT

STANDARDS OF CONDUCT

The Standards of Conduct to be observed by Councillors are set out in Schedule 1 to the Regulations. Failure by a Councillor to comply with the Standards of Conduct constitutes 'misconduct' for the purposes of the Act, as defined in s 3(1) of the Act. If allegations of misconduct cannot be resolved between Councillors informally, they will be referred to the internal arbitration process, which may result in the imposition of sanctions.

1. Treatment of others

A Councillor must, in performing the role of a Councillor, treat other Councillors, members of Council staff, the municipal community and members of the public with dignity, fairness, objectivity, courtesy and respect, including by ensuring that the Councillor:

- a) takes positive action to eliminate discrimination, sexual harassment and victimisation in accordance with the *Equal Opportunity Act 2010*;
- b) supports Council in fulfilling its obligation to achieve and promote gender equality;
- c) does not engage in abusive, obscene or threatening behaviour in their dealings with members of the public, Council staff and Councillors; and
- d) in considering the diversity of interests and needs of the municipal community, treats all persons with respect and has due regard for their opinions, beliefs, rights and responsibilities.

2. Performing the role of Councillor

A Councillor must, in performing the role of a Councillor, do everything reasonably necessary to ensure that the Councillor performs the role of a Councillor effectively and responsibly, including by ensuring that the Councillor:

- a) undertakes any training or professional development activities that Council decides it is necessary for all Councillors to undertake to effectively perform the role of a Councillor;
- b) diligently uses Council processes to become informed about matters which are subject to Council decisions;
- c) is fit to conscientiously perform the role of a Councillor when acting in that capacity or purporting to act in that capacity; and

- d) represents the interests of the municipal community in performing the role of a Councillor by considering and being responsive to the diversity of interests and needs of the municipal community.

3. Compliance with good governance measures

A Councillor, in performing the role of a Councillor, to ensure the good governance of Council, must diligently and properly comply with the following:

- a) any policy, practice or protocol developed and implemented by the CEO in accordance with s 46 of the Act for managing interactions between members of Council staff and Councillors;
- b) the Council expenses policy adopted and maintained by Council under s 41 of the Act;
- c) the Governance Rules developed, adopted and kept in force by Council under s 60 of the Act; and
- d) any directions of the Minister for Local Government issued under s 175 of the Act (Governance directions).

4. Councillor must not discredit or mislead Council or public

In performing the role of a Councillor, a Councillor must:

- a) ensure that their behaviour does not bring discredit upon Council; and
- b) not deliberately mislead Council or the public about any matter related to the performance of their public duties.

5. Standards do not limit robust political debate

Councillors acknowledge that nothing in the Standards of Conduct is intended to limit, restrict or detract from robust public debate in a democracy. So, while Councillors must always meet these Standards of Conduct, participation in vigorous debate of matters before Council for decision should not be viewed as being inconsistent with them.

4 OTHER CATEGORIES OF MISCONDUCT

OTHER CATEGORIES OF MISCONDUCT

Councillors acknowledge that the Act creates two other categories of misconduct, being 'serious misconduct' and 'gross misconduct'. In the case of allegations of conduct constituting:

- a) 'serious misconduct', application can be made by a Councillor, a group of Councillors, a Council resolution or the Chief Municipal Inspector to convene a Councillor Conduct Panel to hear the allegation; and
- b) 'gross misconduct', application can be made by the Chief Municipal Inspector to the Victorian Civil and Administrative Tribunal.

It is noted that allegations of serious misconduct arising from alleged conflict of interest breaches can only be pursued by the Chief Municipal Inspector and are not pursued by Councillors under this Code or the Act.

In addition, although allegations of conduct constituting 'serious misconduct' and 'gross misconduct' might not be capable of being addressed as contraventions of this Code, Councillors acknowledge and commit to the following with respect to:

- bullying; and
- sexual harassment,

each of which constitutes 'serious misconduct' for the purposes of the Act.

1. Bullying

'Bullying' by a Councillor is defined by s 3(1) of the Act as:

'...the Councillor repeatedly behaves unreasonably towards another Councillor or a member of Council staff and that behaviour creates a risk to the health and safety of that other Councillor or member of Council staff.'

A Councillor who bullies another Councillor or a member of Council staff engages in 'serious misconduct' under the Act and may be the subject of an application to convene a Councillor Conduct Panel.

Councillors agree that bullying is unacceptable under any circumstances and each commit to avoiding conduct which might constitute bullying, and to calling out their fellow Councillors when they exhibit conduct which might constitute bullying, whether directed at another Councillor or at a member of Council staff.

2. Sexual harassment

The Act provides that 'sexual harassment' has the meaning given by section 92 of the *Equal Opportunity Act 2010*, which defines it as follows:

- (1) For the purpose of this Act, a person sexually harasses another person if he or she—
 - a) makes an unwelcome sexual advance, or an unwelcome request for sexual favours, to the other person; or
 - b) engages in any other unwelcome conduct of a sexual nature in relation to the other person—
in circumstances in which a reasonable person, having regard to all the circumstances, would have anticipated that the other person would be offended, humiliated or intimidated.
- (2) In subsection (1) *conduct of a sexual nature* includes—
 - a) subjecting a person to any act of physical intimacy;
 - b) making, orally or in writing, any remark or statement with sexual connotations to a person or about a person in his or her presence; or
 - c) making any gesture, action or comment of a sexual nature in a person's presence.

A Councillor who engages in sexual harassment towards another Councillor or a member of Council staff engages in 'serious misconduct' and may be the subject of an application to convene a Councillor Conduct Panel.

Councillors agree that sexual harassment is unacceptable under any circumstances and each commit to avoiding conduct which might constitute sexual harassment, and to calling out their fellow Councillors when they exhibit conduct which might constitute sexual harassment, whether directed at another Councillor or at a member of Council staff.

It is acknowledged that Councillors may also be subjected to sexual harassment from outside Council, for example from members of the public.

OTHER CATEGORIES OF MISCONDUCT

3. Addressing bullying and sexual harassment

A Councillor who feels that they have been subjected to bullying or sexual harassment by another Councillor, a member of Council staff or a member of the public may:

- a) access Council's Employee Assistance Program for confidential support, with contact details available from the Councillor Conduct Officer;
- b) where that conduct is perpetrated by a fellow Councillor, make an allegation of 'serious misconduct' by way of an application to convene a Councillor Conduct Panel in accordance with the Act, with details of that process available from the Councillor Conduct Officer; and/or
- c) make a complaint to an appropriate external body, such as the Local Government Inspectorate, the Victorian Equal Opportunity and Human Rights Commission and Victoria Police.

Councillors acknowledge that a Councillor who feels that they have been subjected to bullying or sexual harassment by another Councillor may not be comfortable pursuing any of the informal or internal dispute resolution procedures set out in this Code. Those informal and internal dispute resolution procedures are not compulsory and there is no expectation that they will be followed in those circumstances.

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5 IMPROPER CONDUCT

IMPROPER CONDUCT

In addition to observing the Standards of Conduct, Councillors acknowledge that the Act prohibits them from engaging in certain conduct and that doing so constitutes a criminal offence. This conduct relates to:

- a) misuse of position (s 123);
- b) directing a member of Council staff (s 124);
- c) disclosing confidential information (s 125);
- d) failing to disclose a conflict of interest (serious misconduct and an offence against s 130); and
- e) other legislative requirements (including electoral conduct).

Councillors acknowledge that, while these matters are not Standards of Conduct and are not to be addressed as a contravention of this Code, they must comply with them at all times.

In the case of non-compliance, these matters could be the subject of an application to a Councillor Conduct Panel made by the Chief Municipal Inspector, or of a complaint to the Local Government Inspectorate, the Independent Broad-based Anti-corruption Commission or Victoria Police, depending on the nature of the allegation.

1. Misuse of position

A Councillor must not misuse their position:

- a) to gain or attempt to gain, directly or indirectly, an advantage for themselves or for any other person; or
- b) to cause, or attempt to cause, detriment to Council or another person.

Circumstances involving the misuse of position by a Councillor include, but are not limited to:

- a) making improper use of information acquired as a result of the Councillor's position (current and past);
- b) disclosing information that is confidential information;
- c) directing, or improperly influencing, or seeking to direct or improperly influence, a member of Council staff;
- d) exercising or performing, or purporting to exercise or perform, a power, duty or function that the Councillor is not authorised to exercise or perform;
- e) using public funds or resources in a manner that is improper or unauthorised; or
- f) participating in a decision on a matter in which the Councillor has a conflict of interest.

2. Directing a member of Council staff

A Councillor must not intentionally direct, or seek to direct, a member of Council staff:

- a) in the exercise of a delegated power, or the performance of a delegated duty or function of Council;
- b) in the exercise of a power or the performance of a duty or function exercised or performed by the staff member as an authorised officer under the Act or any other Act;
- c) in the exercise of a power or the performance of a duty or function the staff member exercises or performs in an office or position the staff member holds under the Act or another Act; or
- d) in relation to advice provided to Council or a delegated committee, including advice in a report to Council or a delegated committee.

3. Confidential information

A Councillor must not intentionally or recklessly disclose information that the Councillor knows, or should reasonably know, is confidential information.

- 5.3.1. Councillors acknowledge that, in accordance with the above, they are responsible for the safekeeping of any confidential information in their possession.
- 5.3.2. For the purposes of the Act 'confidential information' means the following information:
 - a) Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;
 - b) security information, being information that if released is likely to endanger the security of Council property or the safety of any person;
 - c) land use planning information, being information that if prematurely released is likely to encourage speculation in land values;
 - d) law enforcement information, being information which if released would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person;
 - e) legal privileged information, being information to which legal professional privilege or client legal privilege applies;
 - f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs;

IMPROPER CONDUCT

- g) private commercial information, being information provided by a business, commercial or financial undertaking that:
 - relates to trade secrets; or
 - if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage;
 - h) confidential meeting information, being the records of meetings closed to the public under section 66(2)(a);
 - i) internal arbitration information, being information specified in s 145 of the Act;
 - j) Councillor Conduct Panel confidential information, being information specified in s 169 of the Act;
 - k) information prescribed by regulations to be confidential information for the purposes of this definition; and
 - l) information that was confidential information for the purposes of s 77 of the *Local Government Act 1989*.
- 5.3.3. A Councillor may disclose information that would be considered 'confidential information' if the information that is disclosed is information that Council has determined should be publicly available.
- Otherwise, a Councillor may disclose information that they know is confidential information in the following limited circumstances:
- a) for the purposes of any legal proceedings arising out of the Act;
 - b) to a court or tribunal in the course of legal proceedings;
 - c) pursuant to an order of a court or tribunal;
 - d) in the course of an internal arbitration and for the purposes of the internal arbitration process;
 - e) in the course of a Councillor Conduct Panel hearing and for the purposes of the hearing;
 - f) to a Municipal Monitor to the extent reasonably required by the Municipal Monitor;
 - g) to the Chief Municipal Inspector to the extent reasonably required by the Chief Municipal Inspector;
 - h) to a Commission of Inquiry to the extent reasonably required by the Commission of Inquiry; and
 - i) to the extent reasonably required by a law enforcement agency.

- 5.3.4. Councillors acknowledge that they will have access to confidential information in many forms and that it will not always be labelled as being 'confidential'. Councillors will take reasonable steps to inform themselves about the confidential nature of any Council information before discussing it outside the organisation.

4. Conflict of interest

As per ss 130 and 131 of the Act, any Councillor who has a conflict of interest in a matter to be considered at a Council meeting (s 130(1)(a)), a delegated committee meeting (s 130(1)(b)), a meeting of a community asset committee (s 130(1)(c)) or any other meeting conducted under the auspices of Council (s 131(2)), then the Councillor must disclose the conflict of interest in manner required by the Council's Governance Rules (ss 130 (2)(a) and 131(2)(b)) and exclude themselves from the decision-making process in relation to that matter (s 130(2)(b)) (unless any of the exemptions apply).

A Councillor may have a 'general' or a 'material' conflict of interest in a matter being considered at such a meeting.

A Councillor has a 'general' conflict of interest in a matter if an impartial, fair-minded person would consider that the Councillor's private interests could result in the Councillor acting in a manner that is contrary to their public duty.

For the purposes of general conflict of interest:

- a) 'private interests' means any direct or indirect interest of a Councillor that does not derive from their public duty and does not include an interest that is only a matter of personal opinion or belief; and
- b) 'public duty' means the responsibilities and obligations that a Councillor has to members of the public in their role as a relevant person.

A Councillor has a 'material' conflict of interest in respect of a matter if an affected person would gain a benefit or suffer a loss depending on the outcome of the matter.

The benefit may arise or the loss incurred:

- a) directly or indirectly; or
- b) in a pecuniary or non-pecuniary form.

IMPROPER CONDUCT

For the purposes of a material conflict of interest, any of the following is an 'affected person':

- a) the Councillor;
- b) a family member of the Councillor;
- c) a body corporate of which the Councillor or their spouse or domestic partner is a Director or a member of the governing body;
- d) an employer of the Councillor, unless the employer is a public body;
- e) a business partner of the Councillor;
- f) person for whom the Councillor is a consultant, contractor or agent;
- g) a beneficiary under a trust or an object of a discretionary trust of which the Councillor is a trustee; or
- h) a person from whom the Councillor has received a disclosable gift (i.e. a gift or gifts with a value of \$500 or more).

Councillors acknowledge that they must be clear about their associations with parties external to Council and to avoid conflicts between those associations and their role as Councillors.

Situations where a conflict of interest does not arise are outlined in s 129 of the Act and exemptions from conflict of interest requirements are provided in r 7 of the Regulations.

5. Other legislative requirements

The Act includes requirements relating to eligibility to be a Councillor, electoral conduct and the election period ('caretaker period'). Allegations in relation to contraventions of these provisions should be directed to the Victorian Electoral Commission or the Local Government Inspectorate, depending on the nature of the allegation, for investigation and any consequent action.

Councillors acknowledge that they are responsible for complying with the various provisions relating to these matters.

6 GOOD GOVERNANCE

GOOD GOVERNANCE

This part of the Code sets out conduct that the Councillors agree will contribute to the good governance, integrity and responsible operation of Council. It is informed by Act and Regulations, including the Standards of Conduct.

1. Overarching Governance Principles

Councillors will support the role of Council by ensuring that Council gives effect to the overarching governance principles when participating in Council's decision-making functions.

The overarching governance principles are set out in s 9(2) of the Act and are as follows:

- a) Council decisions are to be made and actions taken in accordance with the relevant law;
- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- d) the municipal community is to be engaged in strategic planning and strategic decision making;
- e) innovation and continuous improvement is to be pursued;
- f) collaboration with other councils and governments and statutory bodies is to be sought;
- g) the ongoing financial viability of Council is to be ensured;
- h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making; and
- i) the transparency of Council decisions, actions and information is to be ensured.

According to s 9(2) of the Act, in giving effect to the overarching governance principles, Council must take into account the following supporting principles—

- a) the community engagement principles;
- b) the public transparency principles;
- c) the strategic planning principles;
- d) the financial management principles;
- e) the service performance principles.

2. Use of Council resources

Councillors commit to using Council resources effectively, economically and only for proper purposes connected with their role as a Councillor, consistent with relevant Council policies and procedures.

In particular, Councillors will:

- a) maintain adequate security over property, facilities and resources provided by Council to assist in performing their role;
- b) comply with any legislation and Council policies and procedures applying to the use of property, facilities and resources provided by Council to assist in performing their role;
- c) not use Council resources, including the services of members of Council staff, for private purposes, unless authorised to do so, and paying for those resources where required to do so; and
- d) not use public funds or resources in a manner that is improper or unauthorised.

3. Gifts and benefits

Councillors will avoid situations giving rise to the appearance that a person or body, through the provision of gifts, benefits or hospitality of any kind, is attempting to gain favourable treatment from an individual Councillor or from Council.

Councillors will take all reasonable steps to ensure that their immediate family members do not receive gifts or benefits that give rise to the appearance of an attempt to gain favourable treatment.

In accordance with s 137 of the Act, Councillors will only accept gifts with a value that equals or exceeds the gift disclosure threshold (currently, \$500) if:

- a) the name and address of the person making the gift are known to them; or
- b) at the time when the gift is made, they reasonably believe that the name and address provided are the true name and address of the person making the gift.

Anonymous gifts that exceed the gift disclosure threshold will be disposed of to Council within thirty (30) days of receiving the gift.

Councillors will also comply with Council's Gifts, Benefits and Hospitality Policy and any other policies and procedures adopted by Council from time to time relevant to the acceptance of gifts.

GOOD GOVERNANCE

4. External communications

Councillors recognise that, as representatives of the local community, they have a primary responsibility to be responsive to community views and to adequately communicate the position and decisions of Council.

Councillors are committed to respecting the function of the Mayor as the spokesperson of Council in accordance with the Act.

Councillors undertake to comply with Council's Media and Communication Policies, as adopted from time to time, including recognition and respect for the role of the CEO in communicating with the media on behalf of Council.

Councillors acknowledge that individual Councillors are entitled to express their personal opinions through the media. In doing so, Councillors will make it clear that such comment is their personal view and does not represent the position of Council. Councillors will ensure that such comments avoid being derogatory, offensive or insulting of Council, Councillors, members of Council staff, members of the community and others.

When Council has adopted a position, Councillors retain their entitlement to make public comment in their personal capacity. However, Councillors should consider whether the benefits of doing so would outweigh the benefit of Councillors being perceived as uniting behind majority decisions of Council.

5. Personal dealings with Council

When Councillors deal with Council in their private capacity (eg as a ratepayer, recipient of a Council service or applicant for a permit), they will not expect or request preferential treatment in relation to any such private matter.

Councillors will avoid any action that could lead members of Council staff or members of the community to believe that they are seeking, or being given, preferential treatment.

6. Occupational health and safety

Councillors acknowledge that meeting Council's obligations as an employer under the *Occupational Health and Safety Act 2004* by, among other things, providing a safe workplace for Councillors, members of Council staff and visitors to Council premises is essential.

Councillors are committed to working in ways that protect and promote the health and safety of their fellow Councillors, members of Council staff and visitors to Council premises and to minimise risks to them.

7. Council decision-making

Councillors are committed to ensuring a high level of transparency in Council's decisions and Council's decision-making processes. Councillors acknowledge that Council decisions cannot be made other than by resolutions made at properly constituted Council meetings following fulsome public debate in the Council Chamber (except, of course, in the case of matters concerning confidential information).

While Councillors will engage in informal discussion of matters coming before Council for decision, they acknowledge that these informal discussions are not decision-making forums, and that a final position on such matters cannot be reached before the Council meeting.

8. Elections

Councillors may nominate as candidates in elections at all levels of government. If nominating as a candidate in an election, or assisting in the campaign of a candidate in an election, Councillors commit to not using their position as a Councillor for purposes associated with their campaign, or the campaign of any other candidate.

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7 DISPUTE RESOLUTION

DISPUTE RESOLUTION

1. Dispute Resolution Procedure

This dispute resolution procedure provides a framework to be followed by Councillors where a conflict or dispute amongst their own number arises, including where it is alleged that a Councillor has breached their obligations under this Code.

This dispute resolution procedure is not intended to resolve differences in policy or decision-making, which are appropriately resolved through discussion, debate and voting in Council Meetings.

2. Disputes between Councillors

Councillors must be mindful that having and expressing differing and sometimes opposing viewpoints is a normal function of the process of democratic local government. Sharing and expressing these different views leads to informed and well considered debate and decision-making. All Councillors have the right to influence the decisions made by Council through this debate.

Whilst Councillors must always endeavour to foster and encourage positive and productive interactions, conflicts or disputes may emerge when the differences between Councillors become personal or the behaviour of Councillors towards each other is of a nature that threatens the effective operation of Council's decision-making processes.

A conflict or dispute may arise between one Councillor and another Councillor or one Councillor and a group of Councillors or between two or more different groups of Councillors. This dispute resolution procedure will apply regardless of the dynamic and numbers involved.

3. Steps in dispute resolution procedure

Council's dispute resolution procedure is comprised of four steps as follows. They are:

- Self-resolution
- Internal mediation
- External mediation
- Internal arbitration procedure.

Before commencing any formal dispute resolution process Councillors must be mindful that they have an individual and collective responsibility to use their best endeavours to resolve disputes in an efficient, courteous and respectful manner to prevent them from escalating unnecessarily and creating additional expense for the organisation.

Parties to a dispute should work through each of these steps in sequence in an effort to resolve their differences. Step 3 should always be completed before Step 4 is instigated.

Whenever a difference, dispute or allegation under this Code involves the Mayor, the Deputy Mayor will fulfil the role of the Mayor in respect of that difference, dispute or allegation. If both the Mayor and the Deputy Mayor are involved, Step 2 will not operate.

With respect to Step 4, Councillors should note that:

- it will only apply where a dispute alleges that a Councillor has breached the Standards of Conduct and therefore engaged in misconduct; and
- any application must be made no later than 3 months after the alleged misconduct occurred.

Step 1: Self Resolution

Councillors should take personal responsibility and endeavour to resolve disputes in an informal but courteous and respectful manner, recognising that they have been elected to represent the best interests of the community.

- A Councillor claiming that a dispute has arisen must notify the other party or parties in writing of the details of the dispute (Dispute Notice).
- A dispute will only arise upon service of a Dispute Notice.
- The parties must meet within 10 days of the service of the Dispute Notice and negotiate in good faith to resolve the dispute.

Either party may ask the Mayor, as the leader of the Council team, to informally facilitate any discussions between the parties to the dispute.

In the event of a party not engaging in self-resolution process within 10 days of service of a Dispute Notice, a party not complying with the agreed outcome of that discussion, or of the discussion not achieving a satisfactory outcome, either party has the option to progress to Step 2 of the dispute resolution procedure.

DISPUTE RESOLUTION

Step 2: Internal Mediation

If Step 1 is unsuccessful, a formal request for internal mediation should be made to the Mayor. As the leader of the Councillor team, the Mayor will facilitate formal discussions between the parties in dispute. The Mayor will ensure the CEO is advised of the situation.

A request for internal mediation must be made in writing, describing the nature of the dispute, the names of those involved, (if relevant) provisions of the Code of Conduct that are alleged to have been breached and any evidence to support the allegation. If the request is being made by a group of Councillors, it must specify the Councillor to act as their representative. The Councillor making the request must provide a copy of the request to the other party (or parties) and to the CEO at the same time it is made.

The request must be made within 20 days of the dispute arising and the Mayor must use their best endeavours to ensure that the internal mediation occurs within 10 days of the request being received.

The Mayor may, at their discretion, request any necessary administrative assistance from the CEO to assist in undertaking the informal mediation, noting that the CEO plays no role in resolving Councillors disputes.

The Mayor will convene an informal mediation at the earliest available opportunity.

During the informal mediation each party must:

- Be given the opportunity to present their view of the alleged dispute;
- Be given a right of reply to any new matters raised at the mediation; and
- Use their best endeavours to resolve the dispute and agree upon a set of outcomes.

The Mayor will document any outcomes from the informal mediation and will provide copies to all parties and to the CEO for Council's records.

In the event of a party not engaging in informal mediation process within 10 days of being advised of a request, a party not complying with the agreed outcome of an informal mediation, or of the informal mediation not achieving a satisfactory outcome, either party has the option to progress to Step 3 of the dispute resolution procedure.

Step 3: External Mediation

Prior to any dispute proceeding to Step 4 of this dispute resolution procedure, the parties to it should refer it to external mediation.

To instigate external mediation, the Councillor referring the matter must provide Council's Conduct Officer (CCO) with written notice of the reason for the dispute, the names of those involved, the provisions of the Code of Conduct that may have been breached and any evidence to support the allegation. If the request is being made by a group of Councillors, it must specify the Councillor to act as their representative. The Councillor referring the matter must provide a copy of the written notice to the other party (or parties) and to the CEO at the same time the matter is referred to the CCO.

The application must be made by the later of:

- 30 days after the dispute arising; and
- 5 days after the completion of Step 2.

Where external mediation is sought, the CCO will ascertain whether or not the other party to the dispute will attend. Councillors acknowledge that declining to attend external mediation may constitute a breach of this Code of Conduct.

If the other party agrees to participate in external mediation, the CCO will advise the applicant, the Mayor and the CEO accordingly. The CEO will engage the services of an external and independent mediator to conduct the mediation at the earliest available opportunity, and in any event no more than 45 days after the matter is referred for mediation.

The mediator will document any agreement or outcomes reached at the mediation and copies will be provided to both parties. In the event of one party not engaging in a formal mediation process within 45 days of the matter being referred for external mediation, a party not complying with the agreed outcome of an external mediation, or of the external mediation not achieving a satisfactory outcome, either party has the option to progress to Step 4 of the dispute resolution procedure.

DISPUTE RESOLUTION

Step 4: Internal Arbitration Process

If a conflict or dispute arises from an alleged contravention of the Standards of Conduct, and it has not been resolved through any of the previous Steps of the dispute resolution process for whatever reason, an application may be made for internal arbitration of the dispute.

The application may be made by:

- the Council following a resolution of the Council; or
- a Councillor or a group of Councillors.

The application must be completed by the Councillor alleging the breach in the form required by the Principal Councillor Conduct Registrar (PCCR). The application will be provided by the Councillor to the CCO, who will deliver it to the PCCR.

The application must be made within 3 months of the alleged breach of the Standards of Conduct.

The PCCR, after examining an application for internal arbitration, must appoint an arbiter to hear the matter, as long as the PCCR is satisfied that:

- the application is not frivolous, vexatious, misconceived or lacking in substance; and
- there is enough evidence to support an allegation of a breach of the Standards of Conduct as specified in the application.

The PCCR must reject an application if they are not satisfied of both of these matters.

The rejection of an application by the PCCR does not prevent a further application being made in respect of the same conduct by a Councillor that was the subject of the rejected application.

The arbiter will ensure that parties involved in the internal arbitration process are given an opportunity to be heard by the arbiter.

The arbiter will ensure that a Councillor who is a party to an internal arbitration process does not have a right to representation unless the arbiter considers that representation is necessary to ensure that the process is conducted fairly.

Information provided to an arbiter or produced by an arbiter for the purpose of an internal arbitration process, other than the findings and the reasons, is confidential information.

If after completing the internal arbitration process, the arbiter determines that a Councillor has failed to comply with the Code of Conduct, the arbiter may

make a finding of misconduct against the Councillor and apply any sanction available under the Act for such a finding, which may include:

- directing the Councillor to make an apology in a form or manner specified by the arbiter;
- suspending the Councillor from the office of Councillor for a period specified by the arbiter not exceeding one month; or
- directing that the Councillor be removed from any position where the Councillor represents the Council for the period determined by the arbiter.

A failure by a Councillor to comply with step 4, and a failure of a Councillor to comply with any sanction imposed by an arbiter following a finding of misconduct, constitute serious misconduct.

4. Disputes between members of the public and Councillors

Where a complaint is received from the public in respect of a Councillor, the matter will be referred to the Mayor for consideration. Where the Mayor considers that a breach of the Standards of Conduct has occurred, the Mayor will decide whether to progress the matter in accordance with this dispute resolution procedure.

Where the complaint involves the Mayor, the Deputy Mayor will fulfil the role of the Mayor.

The Mayor will inform the member of the public of the outcome of their consideration of the complaint under this paragraph 4.

If the Mayor decides not to take further action in relation to a complaint received from a member of the public, it will not prevent another Councillor from pursuing the matter under this Code or the Act.

5. Disputes between Councillors and staff

The CEO has sole responsibility for the management of Council staff. In the event of a dispute between a Councillor and a member of Council staff, it must be brought to the immediate attention of the CEO. The CEO will decide whether to investigate the dispute and/or take any other action in relation to the matter in their absolute discretion.

8 ADOPTION OF THIS CODE

ADOPTION OF THIS CODE

8.1

This Code was adopted by a resolution of Council made at the Council meeting held on, with a majority of at least two thirds of all Councillors voting in favour of it.

8.2

This Code may be reviewed at any time during the Council term but need not be reviewed until after the general election to be held in October 2024.

Appendix 1: Summary of dispute resolution

The table below provides a summary of the steps in Council's dispute resolution process up to and including referral as per the Councillor Conduct Framework.

DISPUTE ARISES	DISPUTE NOTICE	STEP 1 Self-resolution	STEP 2 Internal mediation	STEP 3 External mediation	STEP 4 Internal arbitration
Dispute arises	Dispute Notice is issued by the relevant Councillor to the relevant Councillor	Self-Resolution to occur within 10 days of service of Dispute Notice	Formal written request to Mayor for internal mediation within 20 days of dispute arising.	Formal request to Councillor Conduct Officer for external mediation: later of 30 days after dispute arises or 5 days after completion of Step 2.	Application to Councillor Conduct Officer, who in turn delivers the application to the Principal Councillor Conduct Registrar. Application must be in the form specified by the Principal Councillor Conduct Registrar.
			Mayor to endeavour to ensure internal mediation occurs within 10 days of request being received.	Mediation to be conducted within 45 days of application for mediation being received.	Application must be made within 3 months of the alleged breach of Standards of Conduct (in accordance with Section 143(3) of the Act).
		If not resolved go to Step 2.	If not resolved go to Step 3.	If not resolved go to Step 4.	Application will provide a conclusion to the matter.
Managed by		HRCC	HRCC	HRCC (with external provider)	Principal Councillor Conduct Registrar with administrative assistance from the Councillor Conduct Officer.
How managed?		<i>Informally resolved between Councillors upon notification via a dispute notice.</i>	<i>Managed via internal mediation (request made to Mayor) with Mayor to facilitate formal discussions.</i>	<i>Before progressing to Internal Arbitration the relevant parties to any dispute should refer the dispute to external mediation.</i>	<i>Appointed by and managed under the Councillor Conduct Framework provided for in the Act.</i>

Note the below are dealt with outside of the above processes:

Refer Chapter 4 – Other Categories of Misconduct

In the case of allegations of conduct constituting:

- 'serious misconduct' application can be made to convene a Councillor Conduct Panel to hear the allegation (where such allegations relate to alleged conflict of interest breaches these can only be pursued by the Chief Municipal Inspector)
- 'gross misconduct' application can be made to the Victorian Civil and Administrative Tribunal

Refer Chapter 5 – Improper Conduct

The Act prohibits Councillors from engaging in certain conduct. In the case of non-compliance, these matters could be the subject of an application to a Councillor Conduct Panel made by the Chief Municipal Inspector, or of a complaint to the Local Government Inspectorate, the Independent Broad-based Anti- corruption Commission or Victoria Police, depending on the nature of the allegation.



Road Safety Assessment & Investigation Report

for

Robins Road Wail

prepared for

Horsham Rural City Council

prepared by



RMG | Driscoll

Report Version 1: DRAFT

**69 Humffray Street North
Ballarat
Ph (03) 5333 1771**

July 2023

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1. INTRODUCTION

RMG | Driscoll have been engaged to assist Horsham Rural City Council (HRCC) with Road Safety Assessment and Road Investigation works at Robins Road, Wail.

2. BACKGROUND

HRCC have received a petition to upgrade a short section of Robins Road from an earthen road to an all-weather surfaced road to facilitate better and safer access to the farming / grain business that operates at No. 101 Robins Road, Wail. See *Figure 1* for site locality map.

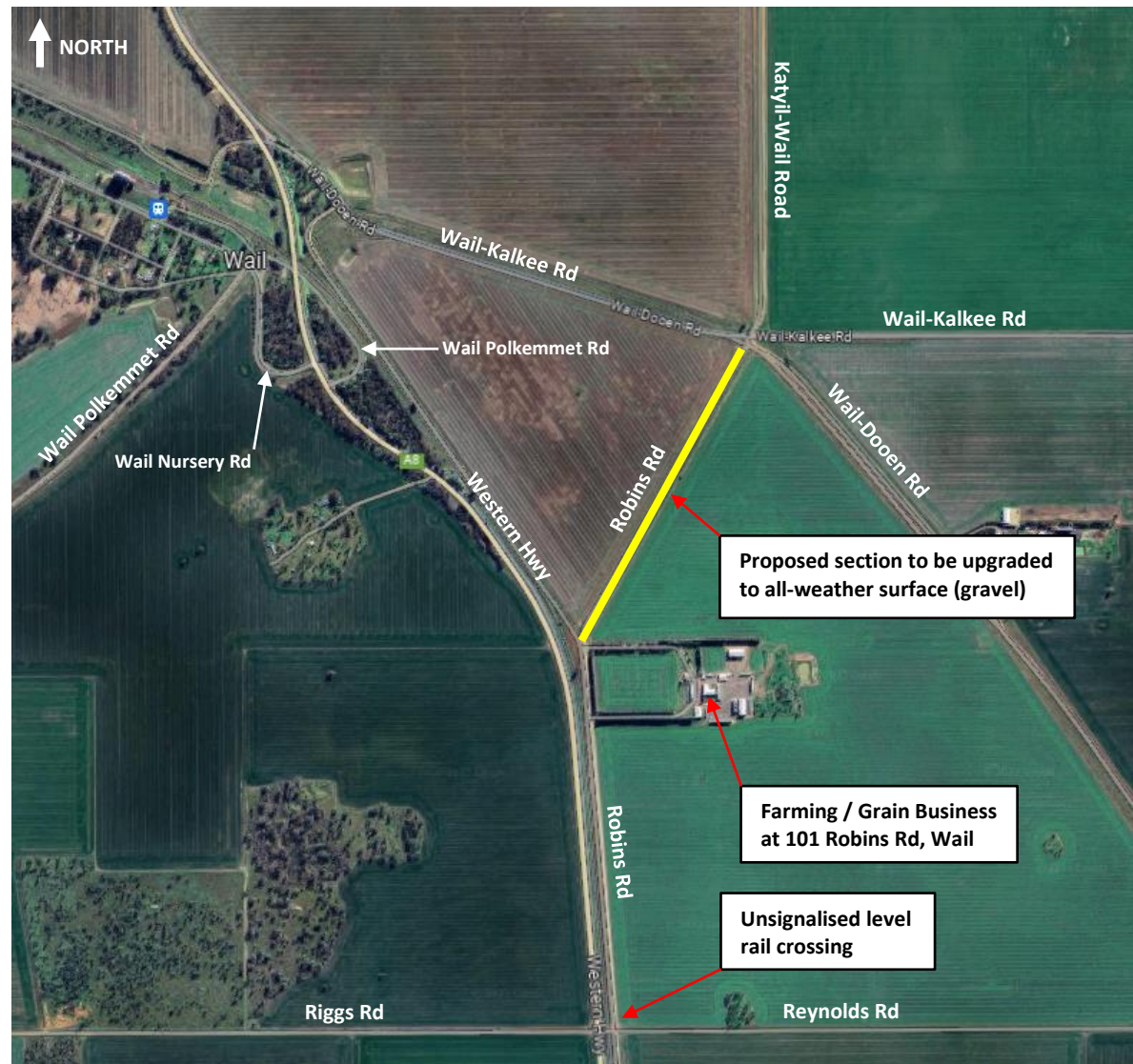


Figure 1 - Locality Map

HRCC have expressed concern in relation to upgrading the short section of Robins Road and the impact that this may have on the immediate road network surrounding Robins Road. HRCC's concerns are detailed as follows:

- The upgrade of Robins Road may encourage more vehicles to utilise the existing unsignalised level rail crossing and intersection with the Western Highway to the south of property No. 101 Robins Road (i.e. the intersection of the Western Highway and Reynolds Road).

- Potential issues with long commercial vehicles and short-stacking distance between the Western Highway and the rail line.
- There are safety concerns with the use of the existing intersection of the Western Highway and the Wail-Kalkee Road.
 - HRCC have raised potential issues associated with the configuration of the intersection, available sight-distance and propensity for this intersection to be used as a link to the areas north and north-east of Horsham.
- The upgrade of Robins Road may encourage more vehicles to ultimately utilise Riggs Road, which is not all-weather, en-route to the Wail-Polkemmet Road.

3. SCOPE OF WORKS

RMG | Driscoll's proposed scope of works is in-line with the requirements set out by HRCC and includes the following (but not limited to):

1. Assess the level of risk associated with the following intersections (by means of undertaking an existing conditions road safety assessment at each):
 - a. The intersection of Reynolds/Riggs Road with the Western Highway.
 - b. The intersection of the Wail-Kalkee Road with the Western Highway.
2. Provide advice and suggest potential treatments to improve the level of safety at the intersections identified above in 1. a. and 1. b. as part of the existing conditions road safety assessment.
3. Assessment of the preferred traffic routes in the immediate vicinity of Robins Road and provide advice and recommendations whether the upgrade of the short section of Robins Road is appropriate from a road safety perspective.

The Road Safety Assessment has been conducted with reference to the *Austrroads Guide to Road Safety Part 6 - Road Safety Audit (AGRS Pt 6)*, *Austrroads Guide to Traffic Management Part 6 (AGTM Pt 6)*, *Austrroads Guide to Road Design Part 4 & 4A (AGRD Pt 4 & AGRD Pt 4A)*, *AS 1742 Manual of Uniform Traffic Control Devices* and other relevant *Austrroads Guides* and *VicRoads Supplements* and Traffic Engineering Publications.

4. EXISTING CONDITIONS

4.1. Robins Road

Robins Road between Wail-Kalkee Road and Reynolds Road consists of a formed-only section (i.e. earthen section) and a gravel unsealed section. A typical photo of each section is included below in *Photo No. 1 & 2*.



Photo 1 - Robins Rd: Formed-only



Photo 2 - Robins Rd: Gravel Unsealed

4.1.1. Formed-only Section (Ch 0.0m to Ch 940.0m)

The formed-only section begins at Wail-Kalkee Road, Chainage 0.0m, and continues for 940.0m length in a south-westerly direction to the start of the gravel unsealed section at Chainage 940.0m. Chainage 940.0m being property No. 101 Robins Road.

The formed-only (earthen) section of Robins Road is typically 4.5m to 5.0m wide, has a formed table drain either side, is signed as a “Dry Weather Road Only” and is classed as a ‘Minor Rural’ road in line with HRCC’s Road Registry.

4.1.2. Gravel Unsealed Section (Ch. 940.0m to Ch 2,035.0m)

The gravel unsealed section starts at Chainage 940.0m and continues south to Reynolds Road at Chainage 2,035.0m. The gravel unsealed section of Robins Road is typically 6.5m to 7.5m wide and has a formed table drain both sides. The gravel unsealed section is classed as an ‘Access Rural’ road in line with HRCC’s Road Registry.

This section of Robins Road sits between, and runs parallel with, the existing fenceline on the east and the existing rail line on the west. There is also an overhead powerline that runs along the western side of Robins Road (between the rail line and the road).

4.1.3. Existing Traffic Volumes Robins Road

A traffic count was undertaken by HRCC from Wednesday 16th November 2022 to Wednesday 23rd November 2022 (i.e. over 7 days). The traffic count was undertaken along the formed-only section of Robins Road, to the south-west of Wail-Kalkee Road. A summary of the traffic count data is provided below in *Table 1*.

Table 1 – Summary of Average Daily Traffic Volumes

	Date	AADT	% Heavy Vehicles	Posted Speed Limit (km/h) at the time of Traffic Count	% Below Speed Limit	% Above Speed Limit	85% Speed (km/h)	Max Speed Exceed Speed Limit km/h
Robins Rd: Formed-only section south-west of Wail-Kalkee Rd	2022	15	31	60	100	0	33.51	N/A

The following traffic movements were observed during the site visit:

- 11:15am to 12:15pm on 01/06/2023:
 - o 2 No. heavy vehicles (1 No. tractor/sprayer and 1 No. garbage truck) travelling south-bound along the gravel unsealed section.
- 12:55pm to 1:55pm on 01/06/2023:
 - o 2 No. Class 1 vehicles (utes) travelling south-bound along the formed-only section.

A total of 4 vehicles observed utilising Robins Road over a period of 2 hours. The traffic count data provided above indicates that the traffic volumes along Robins Road are very low. The site observations confirm the traffic count data presented above in *Table 1*.

4.2. Western Highway

The Western Highway (A8) is a Department of Transport and Planning managed arterial road. It is the principal route between Melbourne and the South-Australian border en-route to Adelaide, and is a two-lane, two-way sealed and linemarked road.

From Reynolds Road, the Western Highway continues north before curving to the west at the location of the property No. 101 Robins Road. It then curves back towards the north and continues up and over the rail overpass before once again curving west, then finally curving back north once past the town of Wail. It is noted that there are 4 intersecting local roads (2 either side of the rail overpass) that intersect the Western Highway at Wail; Patterson Road & Wail-Kalkee Road on the north side of the overpass and Wail-Nursery Road & Wail-Polkemmet Road on the south side of the overpass. Refer to *Figure 1* for locality map. Further discussion and assessment of the intersection of the Western Highway with Reynolds Road and the Wail-Kalkee Road is provided in *Section 6* of this report.

The Western Highway essentially runs parallel with the existing rail line on the eastern side from Reynolds Road to the rail overpass. The rail line then heads off in the westerly direction and the Western Highway in the northerly direction. The road reserve is clear of treed vegetation from Reynolds Road to property No. 101 Robins Road, but then as it nears the overpass the road reserve is moderately vegetated with small to medium sized trees. There is a length of Wire Rope Safety Barrier (WRSB) present on the western side of the road (south of Wail-Nursery Road) and there are barriers provided both sides of the road on approach to, across and on departure from the rail overpass.

While formal checking and assessment of the Western Highway alignment and sight-lines aren't in the scope of this report, the overall feel is that the curves are tight and the sight distance is minimal for the existing speed limit of 100km/hr, particularly on the curves immediately preceding the rail overpass and in the vicinity of the intersecting local roads.



Photo 3 – Western Hwy: Looking south at Reynolds Rd Int.



Photo 4 – Western Hwy: Looking south at Wail-Kalkee Rd towards rail overpass

4.2.1. Existing Traffic Volumes Western Highway

Traffic data for the Western Highway between Reynolds Road and Wail-Kalkee Road was obtained from the *VicRoads Open Data* website and is as follows:

Table 2 – Summary of Average Daily Traffic Volumes

	Date	AADT	% Heavy Vehicles	Posted Speed Limit (km/h) at the time of Traffic Count	% Below Speed Limit	% Above Speed Limit	85% Speed (km/h)	Max Speed Exceed Speed Limit (km/h)
Western Highway – North-bound	2020	2,700	33	100	N/A	N/A	N/A	N/A
Western Highway – South-bound	2020	2,500	31	100	N/A	N/A	N/A	N/A

4.3. Wail-Dooen Road

Wail-Dooen Road is an unsealed gravel road that begins at the intersection of Wail-Kalkee Road and continues in a south-east direction towards Dooen. A typical photo is included below in *Photo 5*. It is noted that another formed-only (i.e. earthen road) runs parallel on the western side of the unsealed gravel road.



Photo 5 – Wail-Dooen Rd: Looking south-east

In accordance with HRCC’s Road Registry, Wail-Dooen Road is classed as an “Access Rural” road. Typically, the width of the gravel unsealed section is 3.5m and the width of the formed-only section is 4.0m. There are formed table drains on both sides of the road and the road reserve is typically free from treed vegetation.

4.3.1. Existing Traffic Volumes Wail-Dooen Road

A traffic count was undertaken by HRCC from Wednesday 16th November 2022 to Wednesday 23rd November 2022 (i.e. over approximately 7 days). The traffic count was undertaken along the gravel unsealed section of Wail-Dooen Road, to the south-east of the intersection with Wail-Kalkee Road. A summary of the traffic count data is provided below in *Table 3*.

Table 3 – Summary of Average Daily Traffic Volumes

	Date	AADT	% Heavy Vehicles	Posted Speed Limit (km/h) at the time of Traffic Count	% Below Speed Limit	% Above Speed Limit	85% Speed (km/h)	Max Speed Exceed Speed Limit (km/h)
Wail-Dooen Rd: Gravel unsealed section south-east of intersection with Wail-Kalkee Rd	2022	13	50	60	93	7	53.7	68.8

The following traffic movements were observed during the site visit:

- 12:55pm to 1:55pm on 01/06/2023:
 - o 2 No. Class 1 vehicles (utes or cars) travelling south-east & north-west along the unsealed gravel section.

A total of 2 vehicles observed utilising this section of Wail-Dooen Road over a period of 1 hour. The traffic count data provided above indicates that the traffic volumes along this section of Wail-Dooen Road are very low. The site observations confirm the traffic count data presented in *Table 3*.

4.4. Wail-Kalkee Road

Wail-Kalkee Road is a sealed two-way, two-lane rural road that provides an east-west link between the Western Highway (A8) and Blue Ribbon Road (C231). Typical photos along Wail-Kalkee Road are provided below in *Photo 6 & 7*.



Photo 6 – Wail-Kalkee Rd: Looking west towards Robins Rd Int.



Photo 7 – Wail-Kalkee Rd: Looking west towards the Western Hwy

In accordance with HRCC's Road Registry, Wail-Kalkee Road is classed as an "Access Rural" road. Typically, the width of seal is between 6.2m and 6.4m with 1.2m to 1.5m wide unsealed gravel shoulders. There are formed table drains on both sides of the road and it is noted that the section on approach to and through the intersection with Robins Road is relatively new in comparison with the remainder of the road (i.e. recently constructed). It is also noted that there is a significant horizontal curve in the road alignment just west of the intersection with Robins Road. This, together with a crest and long grass just west of the intersection reduces the available sight-distance from the intersection to the west.

4.4.1. Existing Traffic Volumes Wail-Kalkee Road

A traffic count was undertaken by HRCC from Wednesday 16th November 2022 to Wednesday 23rd November 2022 (i.e. over approximately 7 days). The traffic count was undertaken to the west of the intersection with Robins Road. A summary of the traffic count data is provided below in *Table 4*.

Table 4 – Summary of Average Daily Traffic Volumes

	Date	AADT	% Heavy Vehicles	Posted Speed Limit (km/h) at the time of Traffic Count	% Below Speed Limit	% Above Speed Limit	85% Speed (km/h)	Max Speed Exceed Speed Limit (km/h)
Wail-Kalkee Rd: west of intersection with Robins Rd	2022	89	40	100	75	25	102.33	130.2

The following traffic movements were observed during the site visit:

- 12:55pm to 1:55pm on 01/06/2023:
 - o 7 vehicles (28% HV i.e. 2 trucks).

A total of 7 vehicles were observed utilising Wail-Kalkee Road over a period of 1 hour. The traffic count data provided above indicates that the traffic volumes along this section of Wail-Kalkee Road are very low. The site observations confirm the traffic count data presented above in *Table 4*.

4.5. Katyil-Wail Road (Katyil Road)

Katyil-Wail Road is an unsealed gravel rural road that runs north-south from Wail-Kalkee Road to Wail-East Road. Typical photos along Katyil-Wail Road are provided below in *Photo 8 & 9*.



Photo 8 – Katyl-Wail Rd: Looking north



Photo 9 – Katyl-Wail Rd: Looking south towards the intersection with Wail-Kalkee Rd

In accordance with HRCC's Road Registry, Segment 1 of Katyl-Wail Road (i.e. between Wail-Kalkee Rd and the residence) is classed as an "Access Rural" road and Segment 2 (i.e. between the residence and Wail East Road) is classed as a "Minor Rural" road. The width of Katyl-Wail Road is typically 6.0m just north of the intersection with Wail-Kalkee Road. There are formed table drains on both sides of the road and some underground drainage infrastructure present at the intersection with Wail-Kalkee Road (i.e. catch pit and culvert).

4.5.1. Existing Traffic Volumes Katyl-Wail Road

A traffic count was undertaken by HRCC from Wednesday 16th November 2022 to Wednesday 23rd November 2022 (i.e. over approximately 7 days). The traffic count was undertaken to the north of the intersection with Wail-Kalkee Road. A summary of the traffic count data is provided below in *Table 5*.

Table 5 – Summary of Average Daily Traffic Volumes

	Date	AADT	% Heavy Vehicles	Posted Speed Limit (km/h) at the time of Traffic Count	% Below Speed Limit	% Above Speed Limit	85% Speed (km/h)	Max Speed Exceed Speed Limit (km/h)
Katyl-Wail Rd: north of intersection with Wail-Kalkee Rd	2022	12	35 (ave.)	N/A	N/A	N/A	92.45	120.5

The following traffic movements were observed during the site visit:

- 12:55pm to 1:55pm on 01/06/2023:
 - o 1 vehicle (ute) travelling north-bound.

The traffic count data provided above indicates that the traffic volumes along this section of Katyl-Wail Road are very low. The site observations confirm the traffic count data presented above in *Table 5*.

5. CRASH HISTORY

5.1. Intersection of Reynolds/Riggs Road & Western Highway

According to the current Crash Stats database there have not been any recorded casualty crashes at the intersection of Riggs/Reynolds Road and the Western Highway in the period from 2014 to 2019.

No further crash data has been provided.

5.2. Intersection of Wail-Kalkee Road & Western Highway

According to the current Crash Stats database there have not been any recorded casualty crashes at the intersection of Wail-Kalkee Road and the Western Highway in the period from 2014 to 2019.

No further crash data has been provided.

5.3. Intersection of Wail-Kalkee Road & Robins Road

According to the current Crash Stats database there have not been any recorded casualty crashes at the intersection of Wail-Kalkee Road and Robins Road in the period from 2014 to 2019.

No further crash data has been provided.

6. INTERSECTION ANALYSIS

A site analysis and desktop analysis of the intersection of the Western Highway & Reynolds/Riggs Road and the intersection of the Western Highway and Wail-Kalkee Road was undertaken as part of the Road Safety Assessment and Investigation works. The findings are discussed below.

6.1. Intersection of Reynolds/Riggs Road, Robins Road & Western Highway

The intersection of Reynolds/Riggs Road, Robins Road and the Western Highway is a rural four-way (crossroad) arrangement. Reynolds/Riggs Road being in the east-west direction, the Western Highway being in the north-south direction and Robins Road in the north-south direction on the eastern side of the rail line. See below aerial image in *Figure 2* for the typical intersection arrangement.

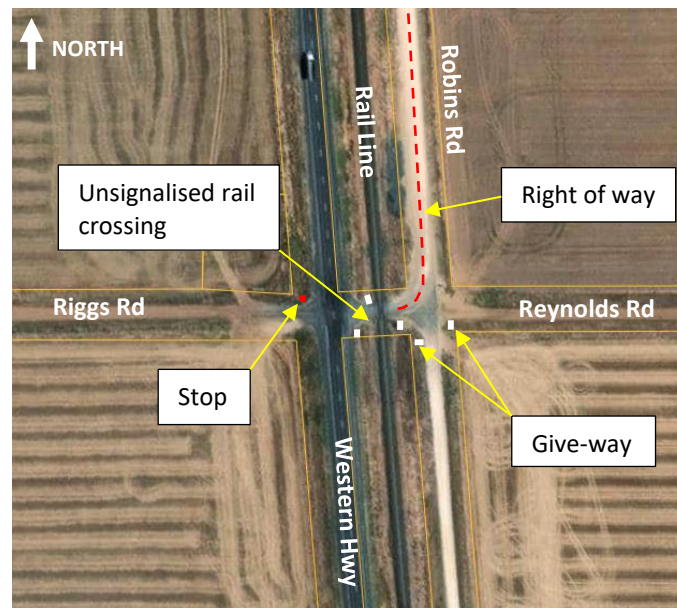


Figure 2 - Existing Intersection Arrangement

It is noted that there is an existing railway line that runs parallel to the Western Highway on the eastern side, the railway crossing is unsignalised. The approximate distance between the edge of shoulder on the Western Highway and the railway crossing is 14.0m.

6.1.1. Safe Intersection Sight Distance (SISD) Assessment

For the purposes of undertaking a SISD assessment, a design speed of 10km/hr above the speed limit is adopted due to the Western Highway being a main arterial highway. Therefore, the design speed adopted is 110km/hr.

There were no sight-distance issues recorded on-site. SISD is adequate to the north and the south from both Riggs Road and Reynolds Road. SISD greater than 300m was observed, refer to Photo 10 & 11 below. *Table 3.2 of AGRD Pt 4A* requires a minimum sight distance of 300m for a reaction time of 2.5 seconds and a speed of 110km/hr.



Photo 10 – Reynolds Rd: Looking north at 7.0m offset from centre of the south-bound traffic lane



Photo 11 – Reynolds Rd: Looking south at 7.0m offset from centre of the north-bound traffic lane

6.1.2. Intersection Operation

At the intersection, right-of way is given to vehicles utilising the north section of Robins Road and vehicles utilising the section of Reynolds Road between Robins Road and the railway line (the railway line has priority over traffic on Reynolds Road) and then between the railway line and the Western Highway. There are giveaway signs controlling vehicles on Robins Road south of Reynolds Road and there are giveaway signs controlling vehicles on Reynolds Road to the east of the property fencelines. Refer to *Figure 2* for layout. There are also giveaway signs to control vehicles at the level rail crossing and at the Western Highway.

During the site visit it was noted that the operation of the intersection appeared to be adequate, however there were only 2 vehicles observed in the hour, 1 travelling south-bound on Robins Road and continuing south, and 1 garbage truck travelling south-bound on Robins Road, crossing the railway line and continuing south along the Western Highway towards Horsham.

Short Stacking (at the unsignalised railway crossing)

It was noted on-site that the distance between the existing unsignalised railway crossing and the Western Highway is approximately 14.0m. This doesn't allow enough space for a medium-rigid, semi-trailer or a b-double truck to stand between the railway crossing and the Western Highway. This is commonly referred to as short stacking and may cause potential problems for:

- Long, heavy vehicles crossing the railway track and approaching the arterial road.
- Motor vehicle drivers turning from an adjacent road and approaching the level crossing potentially being unaware of approaching trains.

It should be noted that locations where short stacking is a risk are prevalent along the Western Highway and this is not an isolated case. It should also be noted that this railway crossing is **not gazetted** for use by b-double trucks.

Typical remedial treatments to remove the potential for conflict in locations where short stacking is of concern are provided in *AGTM Pt 6* and include the following:

- Widening and/or realignment of the parallel road to increase separation between the rail crossing and the holding line.
- Provision of permanent or train actuated signals on the road parallel to the railway.
- Prohibit long-vehicles from using the crossing and deviate them to a suitable route that may also require some remedial works.
- Provision of an escape area in the verge between the railway and the road (generally not the preferred treatment due to subsequent difficulty for the long-vehicle in safely resuming its journey from a confined location).

The current risk associated with short stacking is discussed below:

1. The existing traffic volumes along Riggs Road, Reynolds Road and Robins Road are extremely low at the present time. However, during times when the northern section of Robins Road (i.e. the formed-

-
- only section) is impassable due to inclement weather conditions, the traffic volumes at the intersection of Reynolds Road may increase. This in-turn would increase the level of risk associated with long vehicles being exposed to the short stacking issue at the railway crossing.
2. To avoid short stacking, long vehicles may be required to stop and prop in the north-bound lane of the Western Highway to give way to an approaching train. This may increase the risk of a rear end crash due to the lack of turning facilities at the intersection (i.e. lack of right-turn facilities such as a Basic right-turn BAR or channelised right-turn CHR).

Turn Treatments on the Major Road (Western Highway)

With regards to item number 2 above, if a north-bound vehicle must give way to an approaching south-bound vehicle or train and is stopped and propped on the Western Highway, this may create a situation where the risk of a rear-end crash is increased. Warrants provided in *AGTM Pt 6* indicate that a rural basic right-turn treatment (BAR) and rural basic left-turn treatment (BAL) on the major road (Western Highway) are applicable at this intersection as follows:

- Rural basic right-turn treatment (BAR):
 - Through traffic in the peak hour along the Western Highway, $Q_M = (\text{Annual Average Daily Traffic (AADT) two-way}) \times 10\% = 5,200 \times 10\% = 520$ vehicles per hour (two-way).
 - Q_R : The two-way AADT for Robins Road is 15 vehicles per day. The peak hourly volume can be estimated to be 10% of the AADT volume. Therefore, the peak hourly volume = $15 \times 10\% = 1.5$ vehicles per hour (two-way). Breaking this down into one-way, Q_R is approximated to equal $1.5/2 = 0.75$, say 1 vehicle per hour. This assumes that all the Robins Road traffic for calculation of Q_R comes from the south.
 - As per below *Figure 3* from *AGTM Pt 6*, the warrants provided indicate that a BAR is applicable for right-turning traffic into Reynolds Road.
 - *Figure 4* below shows the typical treatment for a rural BAR.
 - **It is recommended to investigate the opportunity to provide a BAR with a sealed widened shoulder.**
- Rural basic left-turn treatment (BAL):
 - $Q_M = 520$ vehicles per hour (two-way), as calculated above.
 - Q_L : The two-way AADT for Robins Road is 15 vehicles per day. The peak hourly volume can be estimated to be 10% of the AADT volume. Therefore, the peak hourly volume = $15 \times 10\% = 1.5$ vehicles per hour (two-way). Breaking this down into one-way, Q_L is approximated to equal $1.5/2 = 0.75$, say 1 vehicle per hour. This assumes that all the Robins Road traffic for calculation of Q_L comes from the north.
 - As per below *Figure 3* from *AGTM Pt 6*, the warrants provided indicate that a BAL is applicable for left-turning traffic into Reynolds Road.
 - *Figure 5* below shows the typical treatment for a rural BAL.
 - It is noted that adequate width for a left-turn treatment is provided on-site (i.e. 3.6m through lane + 2.5m sealed shoulder = 6.1m). **It is recommended to check the length and bell-mouth radius to ensure compliance with *Figure 5*.**

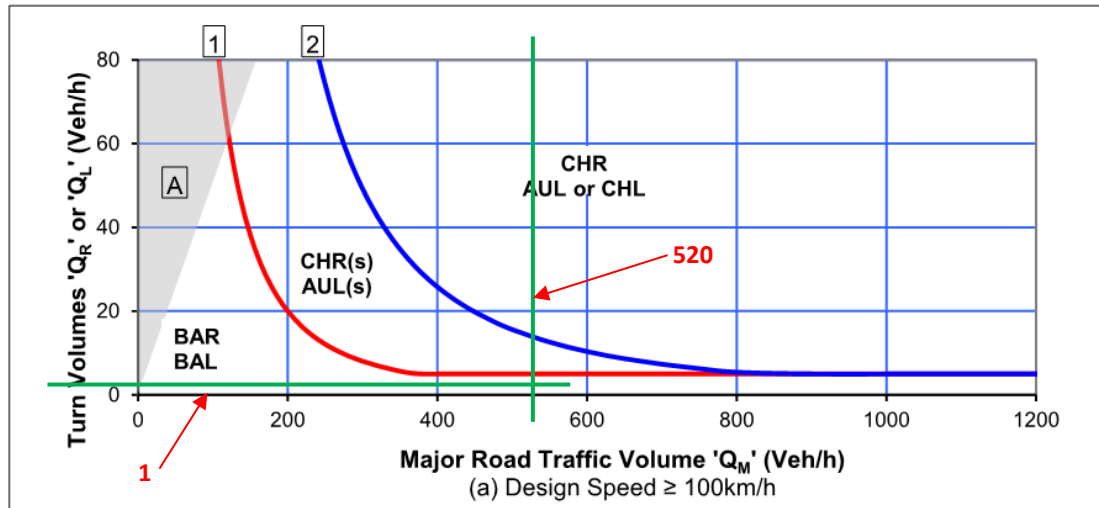


Figure 3 – Warrants for turn treatments on major roads at unsignalised intersections (AGTM Part 6)

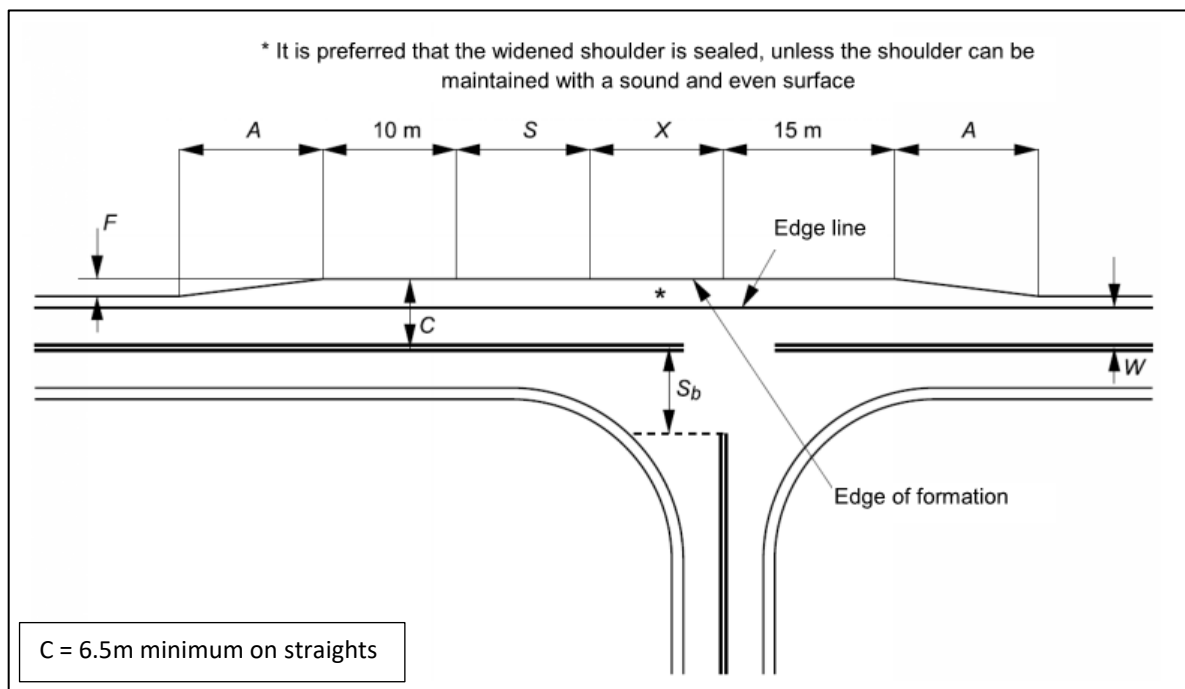


Figure 4 – Basic right (BAR) turn treatment on a two-lane rural road (AGRD Part 4A)

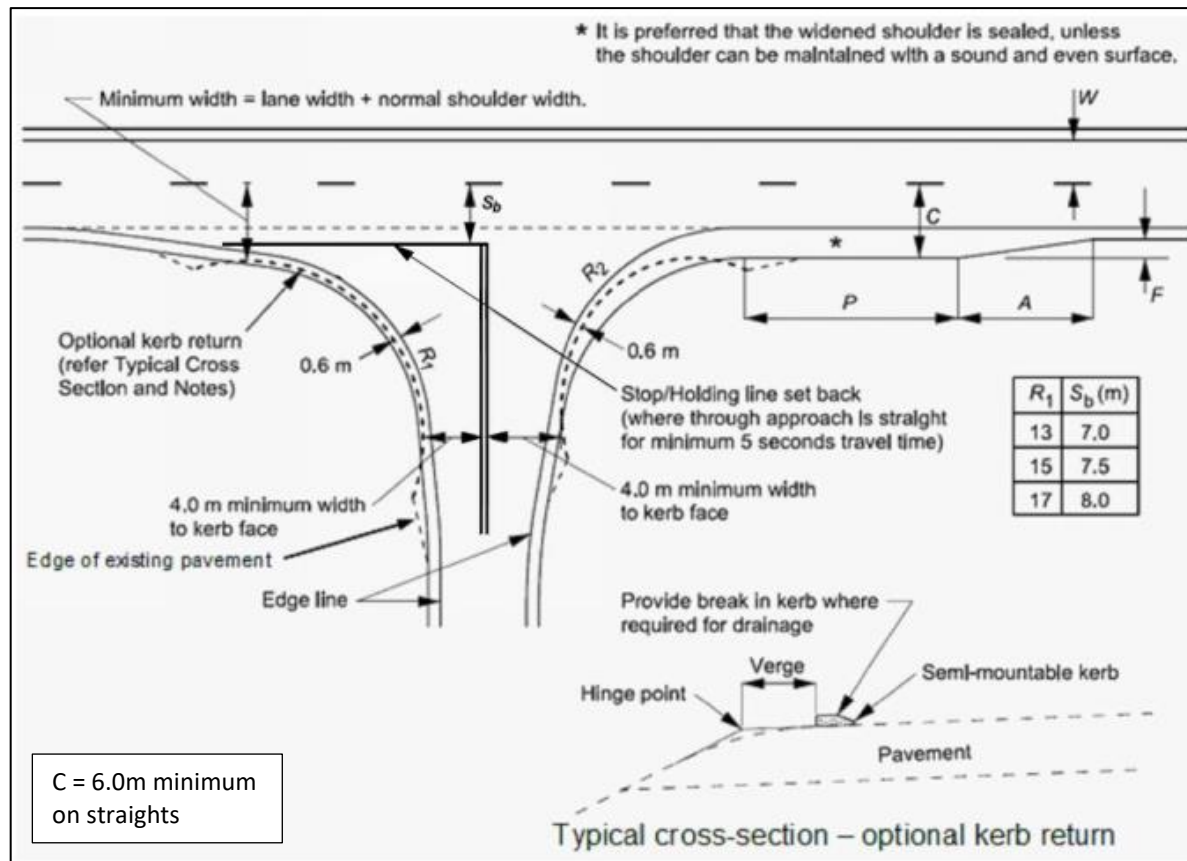


Figure 5 – Rural basic left-turn treatment (BAL) (AGRD Part 4A)

6.1.3. Other Identified Issues

Other minor intersection issues picked up on-site during the site inspection include the following:

- **Loose Gravel:** There is quite a bit of loose gravel present on the sealed surface of the bell-mouth of Reynolds Road between the railway line and the Western Highway. Loose gravel should be swept from the surface to ensure adequate traction for entering and exiting vehicles.
- **Potholing:** Some areas of minor potholing were noted within the sealed bell-mouth of Reynolds Road. Potholes should be repaired.
- **Signage:**
 - o The giveway sign at the Western Highway is leaning and the sign face has been damaged. Install a new giveway sign in a location where it won't be damaged.
 - o Railway crossing and giveway signage is faded and worn. Consider replacing signage to improve conspicuity.

6.2. Intersection of Wail-Kalkee Road & Western Highway

The intersection of Wail-Kalkee Road and the Western Highway is a four-way intersection with the major road being the Western Highway and the minor roads being Patterson Road on the western side and Wail-Kalkee Road on the eastern side. The horizontal alignment of the intersection isn't ideal, with the Western Highway being in an east-to-west curve and the Wail-Kalkee Rd approaching the Western Highway at an acute 22° angle (from parallel with the Western Highway) and then squaring up immediately at the intersection. See below aerial image in *Figure 6* for the typical intersection arrangement.

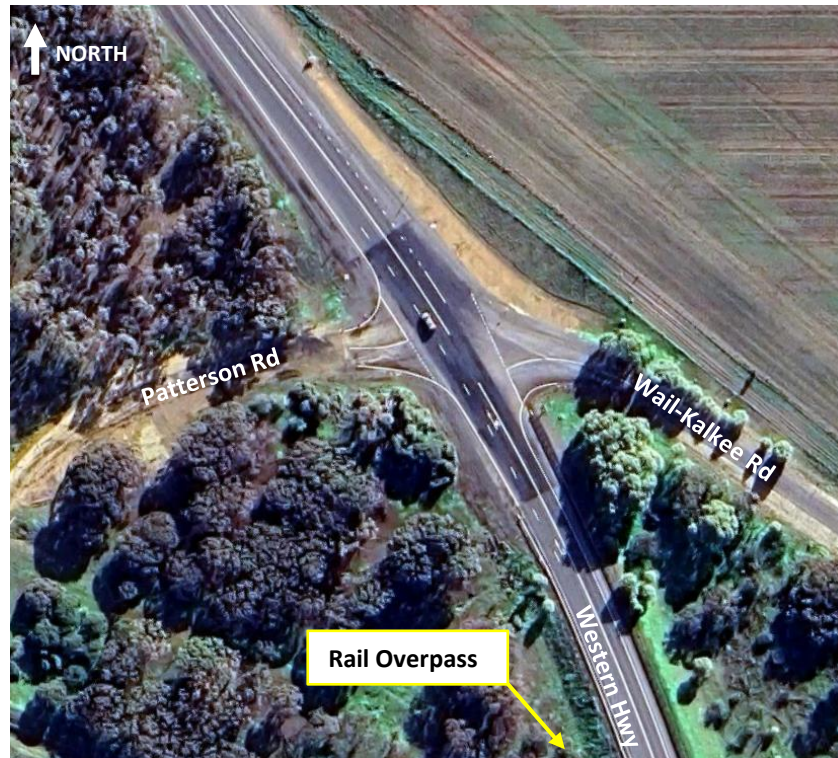


Figure 6 – Existing Intersection Arrangement

The current turn treatments present on the Western Highway include what is effectively a BAR for right-turning vehicles into Wail-Kalkee Road and a BAL for left-turning vehicles into Wail-Kalkee Road.

The general feel to the intersection is that it is constrained due to the rail overpass, horizontal curve and vertical curve to the south of the intersection up and over the rail overpass. When a vehicle is stopped and propped waiting to enter the Western Highway from Wail-Kalkee Road, north-bound vehicles approaching the intersection along the Western Highway seem to appear very quickly from behind the safety barrier railing of the overpass.

Discussions surrounding available sight distance and turn treatments are provided below.

6.2.1. Safe Intersection Sight Distance (SISD) Assessment

For the purposes of undertaking a SISD assessment, a design speed of 10km/hr above the speed limit is adopted due to the Western Highway being a main arterial road. Therefore, the design speed adopted is 110km/hr.

SISD Towards the North

At a 3.0m offset from the edgeline of the Western Highway (approximately 10.0m from the conflict point) there is over 300m of sight distance towards the north; in accordance with *AGRD Pt 4A* this is sufficient for design speed of 110km/hr and a reaction time of 2.5 seconds. Refer to *Photo 13* below.

SISD Towards the South (i.e. towards the rail overpass)

The SISD towards the south was measured to be approximately 265m when assessing for a sedan, measured from 3.0m offset from the edgeline (approximately 10.0m from the conflict point). The limiting factor being the existing railing on the western side of the rail overpass. When assessed for a larger truck or bus the SISD was increased to beyond 300m. In accordance with *AGRD Pt 4A, Table 3.2*, the minimum sight distance required for a speed limit of 110km/hr is 285m plus 12.5m (for 3% downgrade *Table 3.4, AGRD Pt 4a*) = 297.5m with a reaction time of 2.0 seconds. Therefore, SISD towards the south is considered to be substandard. Refer to *Photo 12* below. To increase the safety at this intersection the following treatments may be considered:

- Shift the intersection slightly north to improve SISD towards the south. It is assumed that land acquisition would be required on the eastern side of the road and major works would need to take place.
- Lower the speed limit across the overpass to 80km/hr. This will reduce the required SISD to the south to approximately 221m.



Photo 12 – Wail-Kalkee Rd: Looking south at 3.0m offset from edge line



Photo 13 – Wail-Kalkee Rd: Looking south at 3.0m offset from edge line

6.2.2. Intersection Operation

The Western Highway has priority through the intersection whilst both Wail-Kalkee Road and Patterson Road are controlled by stop signs and associated linemarking. During the site inspection from 2:30pm to 3:30pm there was 1 truck observed turning left into Wail-Kalkee Rd and 1 car observed turning right out onto the Western Highway from Wail-Kalkee Road. There were no vehicles observed utilising Patterson Road.

Turn Treatments on the Major Road (Western Highway)

As discussed above, the existing turn treatments on the Western Highway at the intersection of Wail-Kalkee Road include:

- A BAR turn treatment (widened and sealed pavement to allow vehicles to pass to the left-hand side of a stopped and propped right turning vehicle) for right turning vehicles into Wail-Kalkee Road.
- A BAL turn treatment (widened and sealed shoulder to allow a left-turning vehicle to leave the south-bound through lane) for left turning vehicles into Wail-Kalkee Road.

Warrants for turn treatments are provided in the *AGTM Pt 6* and are shown in the below *Figure 7*.

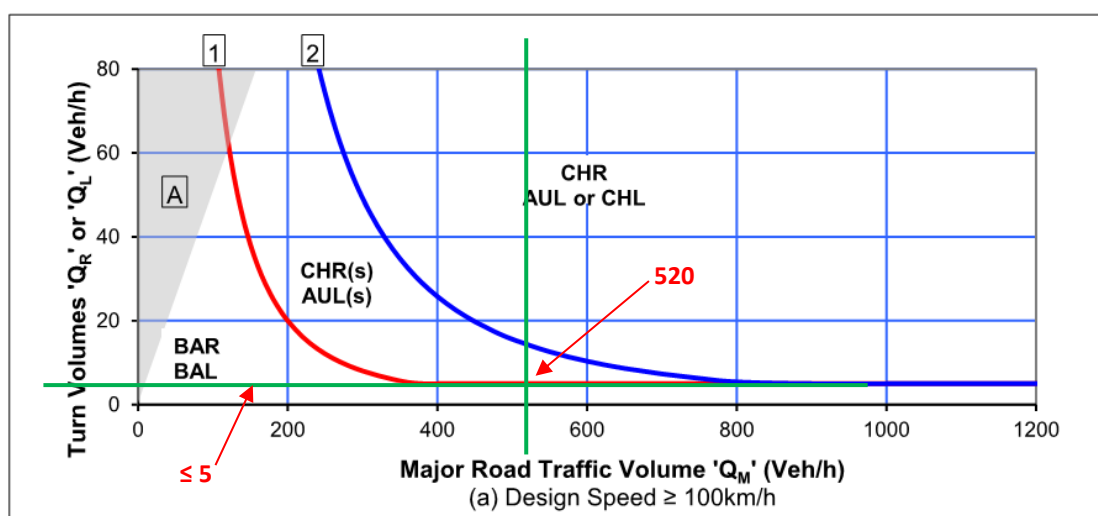


Figure 7 – Warrants for turn treatments on major roads at unsignalised intersections (AGTM Part 6)

As provided above in Section 6.1.2., $Q_M = 520$ vehicles per hour. Q_R & Q_L are not provided and therefore estimated as follows:

- Q_R : The two-way AADT for Wail-Kalkee Road is 89 vehicles per day. The peak hourly volume can be estimated to be 10% of the AADT volume. Therefore, the peak hourly volume = $89 \times 10\% = 8.9$ vehicles per hour (two-way). Breaking this down into one-way, Q_R is approximated to equal $8.9/2 = 4.45$, say ≤ 5 vehicles per hour.
- Q_L : as per Q_R can be approximated to equal ≤ 5 vehicles per hour.

As provided above in *Figure 7*, a Q_M of 520 veh/hr and a Q_R or Q_L of ≤ 5 veh/hr gives a point on the graph that sits between the warrants for a BAR/BAL and an AUL(S)/CHR(S). A slight increase in turning traffic would warrant the installation of an AUL(S)/CHR(S) to cater for the turning traffic. It is recommended to consider the provision of an AUL(S) and a CHR(S) along the Western Highway at the intersection of the Wail-Kalkee Road.

6.2.3. Other Identified Issues

Other minor intersection issues picked up on-site during the site inspection include the following:

- **Delineation:** It was noted that there was a distinct lack of delineation on approach to the intersection with the Western Highway along the Wail-Kalkee Road. The statcon and linemarking associated with the stop sign had faded and there wasn't a centreline marked on approach to the intersection. Linemarking, signage and delineation could all be improved on approach to the intersection. A centre splitter island should be considered (swept-paths would need to be checked).

7. ROAD NETWORK ANALYSIS & ROBINS ROAD UPGRADE IMPACT

As mentioned in Section 2, HRCC have received a petition to upgrade a short section of Robins Road from an earthen road (formed only road) to an all-weather surfaced road (gravel road) to facilitate better and safer access to the farming / grain business that operates at No. 101 Robins Road, Wail. See *Figure 1* for site locality map. The upgrade of this section of Robins Road and the potential impact to the immediate road network are discussed in detail below.

7.1. Existing Road Network

The existing road network in the vicinity of Robins Road is made up of a range of different roads including formed-only (earthen) minor rural roads, gravel unsealed rural access roads, sealed rural access roads and a major highway. The existing road network is shown in *Figure 1*. The existing roads, classification, responsibilities and surfacing in the immediate vicinity of Robins Road are summarised below:

- Western Highway
 - o Responsibility: Department of Transport & Planning
 - o Classification: Principal Arterial Route
 - o Surfacing: Sealed
 - o Speed Limit: 100 km/hr
 - o Traffic Volume: 5,200 AADT (two-way)
 - o Gazetted for B-double use: Yes
- Wail-Kalkee Road
 - o Responsibility: Horsham Rural City Council
 - o Classification: Access Rural Road
 - o Surfacing: Sealed
 - o Speed Limit: 100km/hr
 - o Traffic Volume: 89 AADT (two-way)
 - o Gazetted for B-double use: Yes
- Wail-Dooen Road
 - o Responsibility: Horsham Rural City Council
 - o Classification: Access Rural Road
 - o Surfacing: Gravel unsealed
 - o Speed Limit: 60km/hr
 - o Traffic Volume: 13 AADT (two-way)
 - o Gazetted for B-double use: Yes
- Robins Road
 - o Responsibility: Horsham Rural City Council
 - o Classification: Minor Rural Road & Access Rural Road
 - o Surfacing: Gravel unsealed (from Western Hwy to Property 101) & formed only (from Property 101 to Wail-Kalkee Road)
 - o Speed Limit: 60km/hr
 - o Traffic Volume: 15 AADT (two-way)
 - o Gazetted for B-double use: Yes
- Reynolds Road
 - o Responsibility: Horsham Rural City Council
 - o Classification: Minor Rural Road
 - o Surfacing: Formed only
 - o Speed Limit: 60km/hr
 - o Traffic Volume: unknown (assumed to be ≤ 15 AADT two-way)
 - o Gazetted for B-double use: **No**. See *Figure 8*.
- Riggs Road
 - o Responsibility: Horsham Rural City Council
 - o Classification: Minor Rural Road
 - o Surfacing: Formed only
 - o Speed Limit: 60km/hr
 - o Traffic Volume: unknown (assumed to be ≤ 15 AADT two-way)

- Gazetted for B-double use: Yes
- Katyl-Wail Road
 - Responsibility: Horsham Rural City Council
 - Classification: Access Rural Road
 - Surfacing: Unsealed gravel
 - Speed Limit: 60km/hr
 - Traffic Volume: 12 AADT (two-way)
 - Gazetted for B-double use: Yes

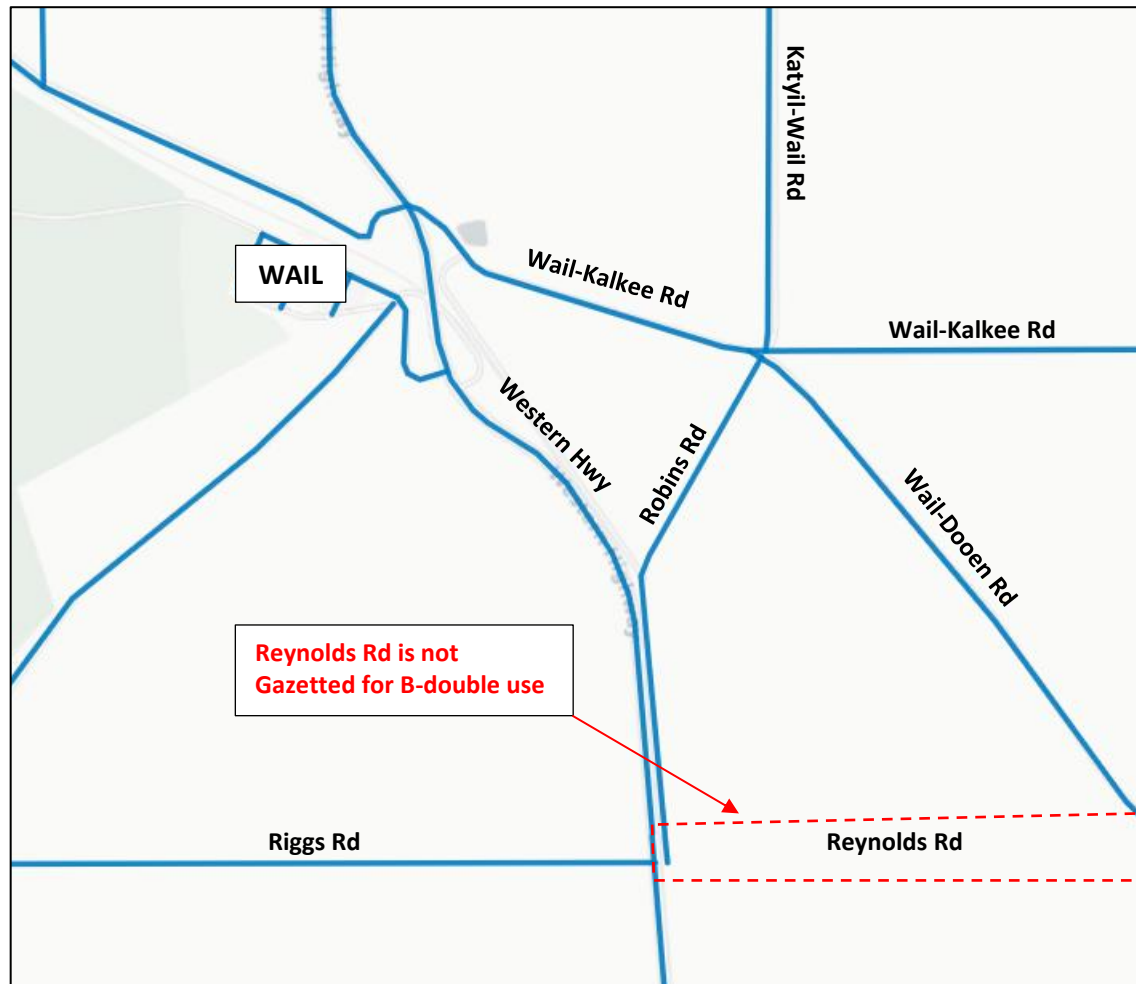


Figure 8 - Gazetted B-double Roads (VicRoads Open Data)

Figure 8 above shows that Reynolds Road (a formed-only rural access road) is not currently gazetted for b-double use, hence b-doubles are **not authorised** to travel along Reynolds Road or cross the railway line at the intersection of the Western Highway.

Preferred Traffic Route Discussion

Based on the traffic data provided by HRCC and the observations made on-site, the routes with any significant traffic are along the Wail-Kalkee Road and the Western Highway. All other roads carry less than or equal to 15 vehicles per day.

For vehicles wanting the access the Western Highway from the east, it appears as though the preferred route is along the Wail-Kalkee Road to the intersection at D (refer to *Figure 9* for A, B, C & D locations). And for vehicles wanting to access the Wail-Kalkee Road (& ultimately Blue Ribbon Road) from the Western Highway, the preferred route also appears to be via the intersection at D. There wasn't any "short-cutting" along Robins Road observed during the site visit.

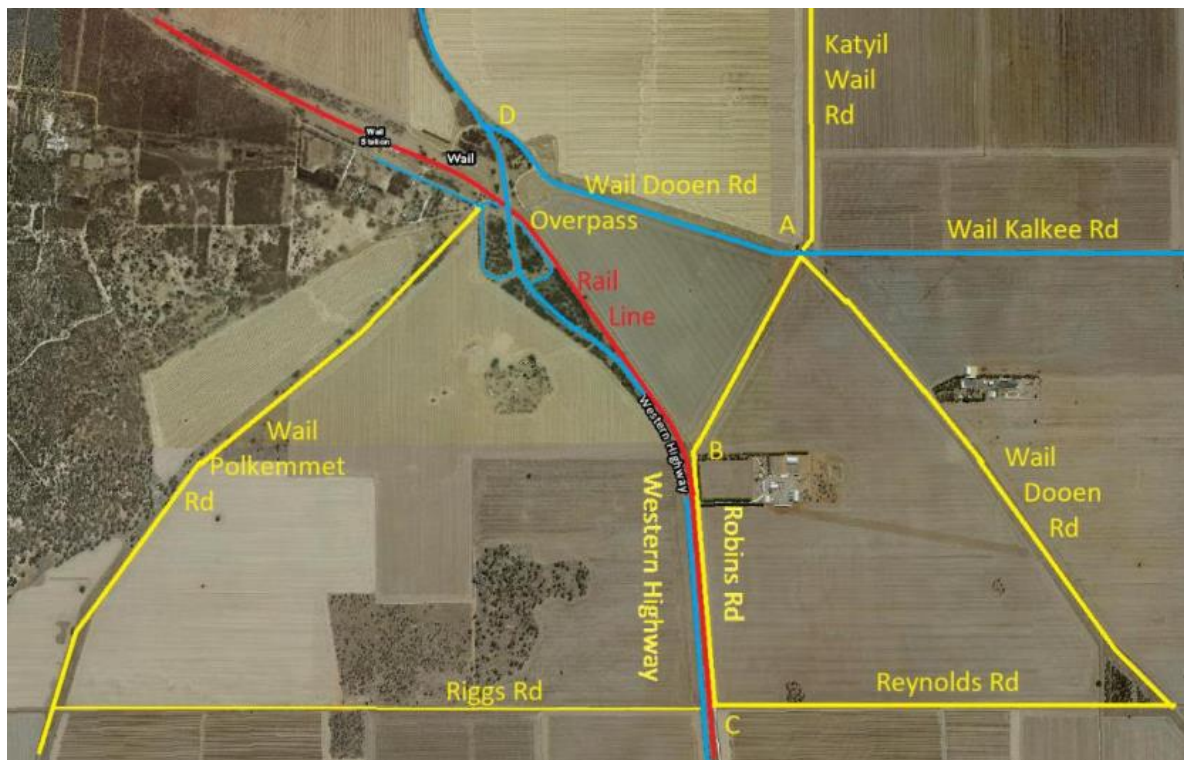


Figure 9 - Locality Map with Intersection Labels (Source: HRCC)

Travel Time Difference between Route ADC & ABC:

- Route ADC
 - The distance to travel to get from point A to point C along route ADC is approximately 4.3kms along sealed roads with speed limits of 100km/hr.
 - The travel time along route ADB is estimated to be 3 minutes.
- Route ABC
 - The distance to travel to get from point A to point C along route ABC is approximately 2.1kms along an unsealed road with a speed limit of 60km/hr.
 - The travel time along route ADB is estimated to be 2 minutes and 30 seconds.

The difference in travel time between routes ADC and ABC is estimated to be about 30 seconds.

A list of Pros and Cons relating to each route are provided below:

- **Route ABC**
 - Pros
 - Shorter and slightly faster.
 - Avoids the intersection at D with the related sight-distance issues and steep climb to the south over the rail overpass.
 - Cons
 - Slower speed i.e. 60km/hr.
 - Reynolds Road is not gazetted for use by b-doubles.
 - Medium-rigids, semi-trailers and b-doubles will have issues with short stacking at the existing unsignalized railway crossing / intersection of Reynolds Road.
 - The road is unsealed and therefore the road surface condition may be poor i.e. rutting and potholing will be more common.
 - User vehicles will become far dirtier on an unsealed road than a sealed road.
- **Route ADC**
 - Pros
 - The entire route is sealed and 100km/hr.

- Issues with short stacking are avoided/minimised.
- Road surface condition generally far better than an unsealed road.
- Better delineation.
- Cons
 - Slightly longer in distance and travel time, approximately 30 seconds.
 - Required to use intersection at D where there are sight-distance issues to the south and where there is a steep vertical climb up and over the rail overpass.

Even though route ABC is slightly shorter and faster it is assumed that a majority of vehicles would rather stay on the sealed, high-speed, route of ADC to avoid slower speeds, avoid the potential of encountering a poor road surface condition along the unsealed road (Robins Road) and to avoid any potential issues with short stacking at the existing railway crossing at Reynolds Road.

7.2. Impact of Upgrading Robins Road

Robins Road is currently a formed-only (earthen) road with a trafficable width of approximately 4.5m to 5.0m. It is currently open to public use all year round, however during wet weather it becomes impassable due to the earthen material becoming sticky and boggy, therefore forcing all traffic associated with Property No. 101 to utilise the intersection at C and the gravel unsealed section of Robins Road between Reynolds Road and Property No. 101 Robins Road.

HRCC is considering the opportunity to upgrade the section of Robins Road to an all-weather gravel unsealed road with a width of 4.0m.

The upgrade of Robins Road is supported due to the following reasons:

- Given that Robins Road is currently accessible for all traffic for most of the year during dry periods, the traffic increase following the upgrade is assumed to be negligible.
- When Robins Road is impassable due to inclement weather conditions, all traffic is likely to utilise the intersection at C and therefore cross the unsignalized rail crossing at C. This presents the following issues:
 - B-doubles are not gazetted to utilise Reynolds Road or the existing unsignalized rail crossing.
 - Safety issues associated with 'short-stacking' are increased due to there being only 14.0m length available between the Western Highway and the railway crossing.
- It will enable to Council/Department of Transport and Planning to ban trucks from utilising the intersection at C via the installation of "No Trucks" signage and "No Trucks On Side Road" signage and increase the overall safety at the intersection by reducing the risk associated with short stacking.

In conjunction with the upgrade of Robins Road, works recommended on the immediate road network to improve safety include the following:

- Intersection A (Intersection of Robins Road and Wail-Kalkee Road)
 - Ensure the intersection caters for b-double use (i.e. undertake intersection analysis utilising swept path templates and ensure intersection pavement depth and surfacing is sufficient for b-double use).
 - SISD to the west from Robins Road was noted as being approximately 245m. SISD is limited due to the presence of tall grass on the inside of the curve. The tall grass should be removed / trimmed to enable a minimum SISD of 248m (for a 100km/hr speed limit) is provided in accordance with *AGRD Pt 4A*. Refer to *Photo No. 14*.
- Intersection C (Western Highway & Reynolds/Riggs Road)
 - Investigate the opportunity to provide a basic right-turn facility with a sealed widened shoulder along the Western Highway to decrease the risk of a rear-end crash.
 - Confirm the length and width and bell-mouth radius of the existing basic left-turn facility along the Western Highway to ensure compliance with *AGRD Pt 4A*.
 - Ban trucks from utilising the intersection by installing "No Trucks" signage and "No Trucks on Side Road" signage.
- Intersection D (Intersection of the Western Highway and Wail-Kalkee Road)
 - Consider installing a Channelised Right-Turn (CHR) treatment for north-bound vehicles turning right into Wail-Kalkee Road.

-
- Consider installing a, Auxiliary Left-Turn (AUL) treatment for south-bound vehicles turning left into Wail-Kalkee Road.
 - Consider reducing the speed over the existing rail overpass and past the adjacent intersections to 80km/hr to increase safety for and increase visibility to exiting/entering vehicles.



Photo 14 – Wail-Kalkee Rd: Looking west from the intersection of Wail-Dooen Rd

8. FINDINGS AND RECOMMENDATIONS

The findings of the Road Safety Assessment and Investigation works contained above support the upgrade of the section of Robins Road between Property No. 101 and the Wail-Kalkee Road in conjunction with other recommended supportive safety improvements to the immediate road network. The upgrade of Robins Road is supported due to the following reasons:

- Given that Robins Road is currently accessible for all traffic for most of the year during dry periods, the traffic increase following the upgrade is assumed to be negligible.
- When Robins Road is impassable due to inclement weather conditions, all traffic is likely to utilise the intersection at C and therefore cross the unsignalized rail crossing at C. This presents the following issues:
 - o B-doubles are not gazetted to utilise Reynolds Road or the existing unsignalized rail crossing.
 - o Safety issues associated with 'short-stacking' are increased due to there being only 14.0m length available between the Western Highway and the railway crossing.
- Upgrading Robins Road will enable to Council/Department of Transport and Planning to ban trucks from utilising the intersection at C via the installation of "No Trucks" signage and "No Trucks On Side Road" signage and increase the overall safety at the intersection by reducing the risk associated with short stacking.

Summary of Recommended Supportive Safety Improvements

A summary of the recommended safety improvements, in conjunction with the upgrade of Robins Road, to the immediate road network include the following:

1. Intersection A (Robins Road and Wail-Kalkee Road)
 - a. Ensure the intersection caters for b-double use (i.e. undertake intersection analysis utilising swept path templates and ensure intersection pavement depth and surfacing is sufficient for b-double use).
 - b. SISD to the west of Robins Road was noted as being approximately 245m due to the presence of tall grass on the inside of the curve. The tall grass should be removed / trimmed to enable a minimum SISD of 248m (for a 100km/hr speed limit) is provided in accordance with *AGRD Pt 4A*. SISD should be checked following removal of obscuring vegetation.
2. Intersection C (Western Highway & Reynolds/Riggs Road)
 - a. Investigate the opportunity to provide a basic right-turn facility with a sealed widened shoulder along the Western Highway to decrease the risk of a rear-end crash.
 - b. Confirm the length and width and bell-mouth radius of the existing basic left-turn facility along the Western Highway.
 - c. Ban trucks from utilising the intersection by installing "No Trucks" signage and "No Trucks on Side Road" signage.
 - d. Undertake minor maintenance works as identified in *Section 6.1.3*.
3. Intersection D (Western Highway & Wail-Kalkee Road)
 - a. Consider the provision of a channelised right-turn facility (CHR) along the Western Highway for right-turning vehicles into Wail-Kalkee Road.
 - b. Consider the provision of an auxiliary left-turn facility (AUL) along the Western Highway for left-turning vehicles into Wail-Kalkee Road.
 - c. Consider reducing the speed limit along the Western Highway to 80km/hr on approach to and across the rail overpass to reduce the required SISD towards the south from Wail-Kalkee Road and increase safety.
 - d. Consider undertaking works as identified in *Section 6.2.3* to improve delineation of the intersection.

9. RESPONDING TO THE ROAD SAFETY ASSESSMENT

Every effort has been made to identify all potential safety hazards; however, the writer/assessor expresses that no guarantee is made that every deficiency has been identified. Furthermore, if all the recommendations and suggestions made in this report are followed and/or implemented there is still no guarantee that the project is totally safe or risk free. It is considered however that the adoption and implementation of the recommendations and suggestions should improve the level of safety of the project.

Responsibility for the road works always rests with the project manager and not the writer/assessor. The Project Manager is under no obligation to accept the report recommendations and suggestions and furthermore it is not the role of the auditor to agree or approve of the Project Managers response to the report.

Prepared by

Josh Barker

M.Eng (Civil), RPEng (Vic)

RMG | Driscoll

Professional Engineer Registration No.: PE0006858

APPENDIX 1 – SITE PHOTOGRAPHS

Intersection of Western Highway & Reynolds/Riggs Road:

Photo 15 – Robins Rd: Looking south towards intersection with Reynolds Rd



Photo 16 – Robins Rd: Looking south at intersection with Reynolds Rd



Photo 17 – Robins Rd: Looking north towards intersection with Reynolds Rd



Photo 18 – Reynolds Rd: Looking west towards the unsignalized rail crossing



Photo 19 – Reynolds Rd: Typical view of rail crossing signage



Photo 20 – Reynolds Rd: Typical view to the south along the rail



Photo 21 – Reynolds Rd: Typical view to the north along the rail



Photo 22 – Reynolds Rd: Looking west at pavement of Western Hwy



Photo 23 – Reynolds Rd: Looking west at damaged giveaway sign at Western Hwy



Photo 24 – Riggs Rd: Looking east towards intersection of Western Hwy



Photo 25 – Riggs Rd: Looking east across Western Hwy toward rail crossing



Photo 26 – Reynolds Rd: Looking east at rail crossing from Western Hwy



Photo 27 – Western Hwy: Looking south along eastern shoulder towards intersection



Photo 28 – Western Hwy: Looking north along western edge towards intersection



Photo 29 – Reynolds Rd: Looking west towards intersection with Robins Rd



Photo 30 – Reynolds Rd: Looking west towards intersection of Robins Rd



Photo 31 – Robins Rd: Looking south towards Reynolds Rd



Photo 32 – Robins Rd: South of Robins Rd looking south

Intersection of Western Highway & Wail-Kalkee Road:

Photo 33 – Wail-Kalkee Rd: Looking north-west towards intersection with Western Hwy



Photo 34 – Wail-Kalkee Rd: Looking north-west towards intersection with Western Hwy



Photo 35 – Wail-Kalkee Rd: Looking south towards rail overpass along Western Hwy



Photo 36 – Wail-Kalkee Rd: Looking north along Western Hwy



Photo 37 – Wail-Kalkee Rd: Looking west at intersection with Western Hwy



Photo 38 – Western Hwy: Looking north towards Wail-Kalkee Rd intersection

APPENDIX 9.5A

Road Safety Assessment & Investigation Report
Robins Road, Wail – Ver. 1



Photo 39 – Western Hwy: Looking south along eastern shoulder towards intersection



Photo 40 – Western Hwy: Looking south along eastern edge towards intersection



Photo 41 – Western Hwy: Looking south across Wail-Kalkee Rd intersection



Photo 42 – Patterson Rd: Looking west towards Western Hwy



Photo 43 – Patterson Rd: Looking north along Western Hwy



Photo 44 – Patterson Rd: Looking south along Western Hwy

Intersection of Wail-Kalkee Road & Robins Rd:

Photo 45 – Wail-Kalkee Rd: Looking west towards intersection with Robins Rd



Photo 46 – Wail-Kalkee Rd: Looking west towards intersection with Robins Rd



Photo 47 – Wail-Kalkee Rd: Looking west at intersection with Robins Rd



Photo 48 – Wail-Kalkee Rd: Looking south-west at intersection with Robins Rd



Photo 49 – Wail-Kalkee Rd: Looking north-west at intersection with Katyil-Wail Rd



Photo 50 – Wail-Kalkee Rd: Looking south at intersection with Robins Rd



Photo 51 – Wail-Kalkee Rd: Looking north at intersection with Katyii-Wail Rd



Photo 52 – Wail-Kalkee Rd: Looking east towards intersection



Photo 53 – Robins Rd: Looking north towards Wail-Kalkee Rd



Photo 54 – Robins Rd: Looking north towards Wail-Kalkee Rd



Photo 55 – Wail-Dooen Rd: Looking north-west towards Wail-Kalkee Rd



Photo 56 – Wail-Dooen Rd: Looking north-west towards Wail-Kalkee Rd





ADVOCACY PRIORITIES

Horsham Rural City Council priority
capital works projects for government
and private sector investment





Welcome to Horsham Rural City

A vibrant, inclusive community to live, work, play and invest.

Horsham Rural City Council (HRCC) is pleased to present this investment prospectus.

We welcome the opportunity to partner with the public sector and private industry to help achieve our vision for a vibrant, inclusive community.

Horsham Rural City Council, working with our community seek to develop the municipality through strong leadership, vision, good governance, responsive services and quality infrastructure, whilst enhancing our economy, our liveability and natural environment.

This prospectus highlights a range of projects, from ‘shovel ready’ through to those in early stages of planning. These projects represent Council’s long-term planning in action, recognising what Horsham Rural City needs now and into the future.

Help us change ‘what is’ into ‘what could be’.

Acknowledgement of Country

Horsham Rural City Council acknowledges the five Traditional Owner groups of this land; the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagulk people.

We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

Photo left Chris O’Connell, cover photo Ayesha Sedgman

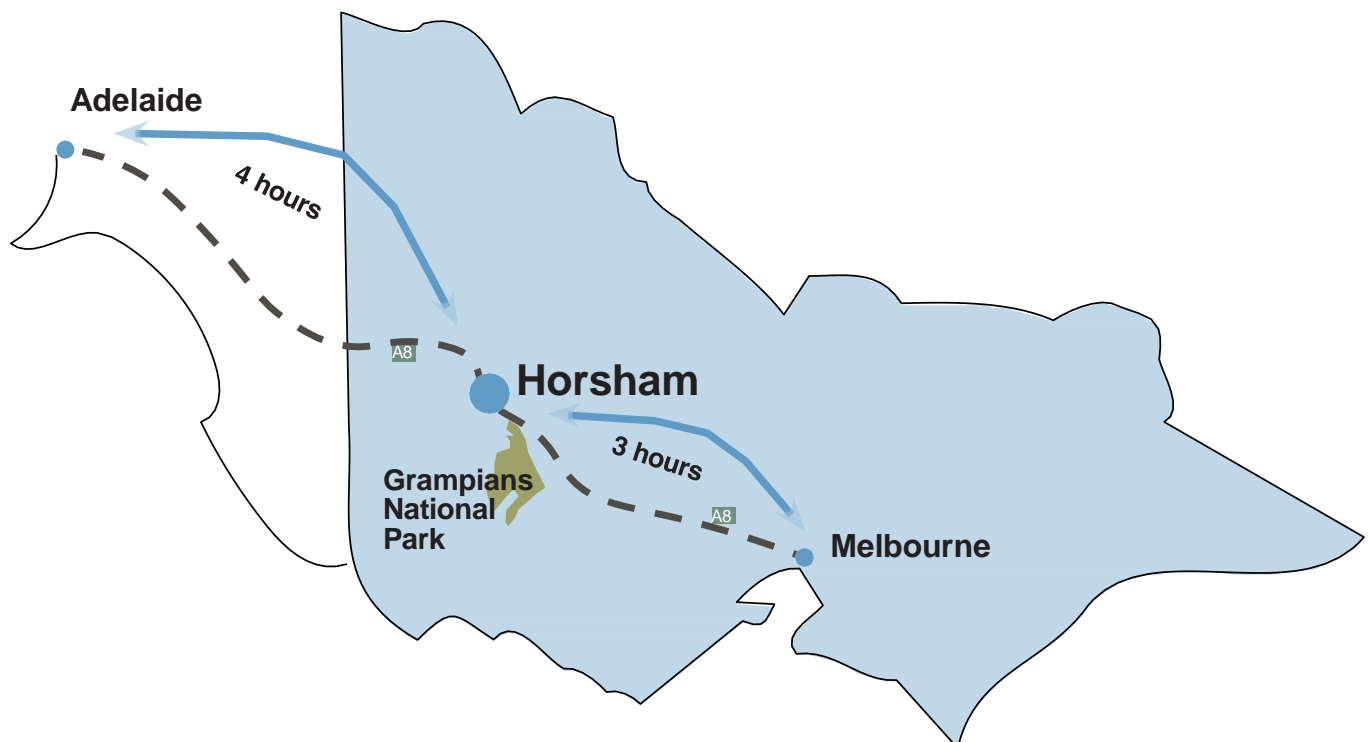


Who are we?

Horsham Rural City is a vibrant, diverse community situated approximately 300 kilometres north-west of Melbourne and north-west of the Grampians National Park, in the heart of the Wimmera region of Victoria. Horsham Rural City Council has a population of 20,429 (2021) and covers an area of 4,267 square kilometres. Almost three-quarters of residents live in the urban area of Horsham.

Horsham is the major provider of retail, community and government services in

the Wimmera, with dryland and broadacre agriculture being our major industry. The Grains Innovation Park, a nationally acclaimed agricultural research centre, is based in Horsham. There are a range of quality educational and health care facilities including secondary colleges, a university and an agricultural college. We also have a diverse array of natural assets including recreational lakes, wetlands, the Wimmera River, Mount Arapiles, Wartook Valley and the Grampians National Park is nearby.





Our vision

We want to make Horsham Rural City a vibrant, inclusive community to live, work, play and invest.

We aim to do this by developing responsive services and quality infrastructure that enhance our economy, livability and natural environment.

Horsham is the heart of the Wimmera and supports the region's economy and communities. A strong and vibrant regional

city will support a strong and vibrant Wimmera region. The success of the City is linked to its rich history, strong community and resilient economy.

The major projects outlined in this strategy focus on improvements which support livability and economic resilience. Each project will promote the attraction and retention of population and investment preserving the City's critical role for Horsham and the Wimmera region.

Key project themes

Future Horsham

Activating our natural assets

Making connections

Active Horsham

Supporting industry

Making Places

Visit Horsham

Future Horsham

Objective

To improve the amenity of the Central Activity District and the diversity of land uses to strengthen the existing business environment, attract more visitors and accommodate greater housing, hospitality, open space and events.

The City to River Masterplan (2019) provides a vision for the centre of Horsham as a thriving commercial, cultural, civic and recreation hub that will continue to evolve over time to meet the needs of the community, support and grow business activity and visitors to the region. The Central Activity District will be better connected to highly accessible and quality open spaces, will incorporate substantially more shade and active transport opportunities and will accommodate more housing.



Central Activity District Revitalisation

Improving streetscapes and pedestrian/ cycling connections in central Horsham with attractive linkages to the riverfront precinct. Establish a series of meeting places in the Central Activity District (CAD), which link with other key public spaces including the Town Hall, May Park and the riverfront

Benefit

Will provide an attractive, modern Central Activity District with facilities and public amenities that encourage people to visit, shop, attend events, stay longer and enjoy central Horsham

Master Plan

CAD Revitalisation Streetscape Plan completed August 2022

Project Value

To be determined following detailed design

Key Projects

1. **O'Callaghans Parade arrival corridor**
Status – Schematic Design
2. **Town Square**
Status – Planning
3. **Children's Park**
Status - Planning



Horsham Urban Shade

Project to enhance Horsham streetscapes with increase from 11 percent to 40 percent tree canopy cover by 2040. This project involves the planting and ongoing maintenance of 5000 trees

Status

Progressive implementation

Project Value

\$2 million

Benefit

Increasing the shade cover in Horsham will help to cool our streetscapes and open spaces, offering protection from the sun as tree canopy reflects, rather than absorbs the heat of the sun. An increased canopy cover will reduce energy usage in Horsham and also provide health benefits for the community with greater connection to nature through the increased presence of trees, now and for future generations



Government Facilities Renewal

At present there are a range of ageing, non-compliant buildings that support the operations of government agencies co-located within the Central Activity District. These include the municipal offices, State Government Departments, GWM Water, Horsham Police Station and the Horsham Magistrates Court. Council and project partners seek funding from State Government to investigate a new Gov Hub for Horsham, along the lines of the Ballarat Gov Hub

Benefit

A regional Government Hub will secure long term economic and service provision benefits to the Wimmera region; increase the quality of public service provision; support the attraction and retention of professional staff, and provide cost efficiencies for all agencies

Status

Investigation

Project Value

To be determined following detailed design



Activating our natural assets

Objective

To activate, connect and add value to the Riverfront Precinct to establish an iconic community, recreation and tourist destination.



River-edge cafe and function centre

The 2019 City to River Master Plan identifies the potential for a riverfront café and function centre

A pop-up café site was completed at the end of Firebrace street in 2023

The development of a riverfront café/function centre is strongly supported by Council and our community

Benefit

The facility will support Horsham's café culture, tourism growth, and provide an attractive function venue for Horsham and the wider Wimmera region

Status

Investment ready for a project at a key location on the Wimmera Riverfront

Council welcomes expressions of interest

Project Value

\$3million+



Making connections

Objective

To better integrate and improve connectivity for pedestrians, cyclists and vehicles in urban areas of Horsham; leading to positive transport outcomes across the wider region.

Horsham lies at a junction point of three regional highways including the Western Highway (A8). Over 6,000 vehicles per day travel through the city, including heavy vehicles.



Alternative truck route

Detailed route alignment planning to take trucks traveling through Horsham on the Western Highway, Wimmera Highway and Henty Highway out of Horsham's Central Activity District. A feasibility study is being undertaken to investigate possible alternative truck routes using the existing arterial road network around Horsham

Status

Planning

Project Value

\$250,000

Council commitment

\$100,000

Benefit

Safety and amenity benefits within the Horsham urban area for residents and businesses, providing safer access to the retail/entertainment precinct

Freight efficiency for heavy vehicles currently negotiating multiple traffic lights through central Horsham



Western Highway Duplication

The Western Highway is the major road link between Melbourne and Adelaide. Farming, grain production, manufacturing services, regional tourism, and access to specialist medical services and education rely heavily on this highway

More than 6,000 vehicles per day travel the Western highway west of Ballarat, including 1500 trucks

Duplication of the highway west of Ararat is a high priority of Council

Benefit

Over the 10 years to August 2022 there were 163 crashes on the Western Highway between Ballarat and Stawell. The duplication of the Western Highway will vastly improve safety for people in Victoria's west, and those that travel through our region

Status

Planning
(part of Victoria's Big Build)

Project Value

To be funded by State and Federal Governments



Passenger rail to Horsham

Horsham currently connects to passenger rail services in Ararat and Ballarat via daily bus services. This does not support fair and accessible public transport for the Wimmera region

Horsham Rural City Council is seeking updated cost estimates for the provision of shuttle train services to replace buses and run on standard gauge track between Horsham and Ararat. The new passenger train service will ultimately connect the towns of Horsham, Murtoa and Stawell with Ararat to Melbourne broad gauge V/Line services

Status

Planning

Benefit

Our community has consistently told us that the return of passenger rail is the highest priority for public transport in the Wimmera region

A passenger rail service will provide fair and equitable access to specialist health services in Ballarat and Melbourne. We are seeking what is already available in other regional and rural parts of Victoria

Project Value

To be determined



Upgrade of key freight routes

Horsham is an agriculture and grain producing hub. As a result, many large trucks, B Doubles and other specialised heavy vehicles travel on key freight routes identified in Council's local road network. Planned upgrades to key link roads are identified in Council's capital expenditure budget each year

Leveraged funding from State and Federal Governments is a critical funding component

Benefit

Heavily used local link roads upgraded 6m wide seals means B Double trucks can pass each other without moving on to gravel shoulders. This improves safety for all road users and reduces maintenance costs for vehicles and roads

Status

Shovel ready

Project Value

\$2.5million per year



Active Horsham

Objective

To adopt a strategic approach to developing sporting infrastructure that meets contemporary standards, promotes participation, accommodates regional events, makes efficient use of public land and integrates with urban and river areas.



Upgrade Horsham City Oval

The upgrade of facilities at Horsham's premier sporting precinct has commenced following the completion of the Precinct Plan in 2021

Stage One includes the following components:

1. New netball facilities including a second netball court and compliant netball pavilion
\$3million – fully funded
To be completed 2024
2. Outdoor events stage to provide for large scale, regional events
\$3million – fully funded
To be completed 2024
3. New multi-purpose community pavilion and AFL compliant change rooms, food kiosk, ticket boxes and landscaping of main precinct entrance
\$9.6million – requires funding

Benefit

The redevelopment of City Oval to a regional standard will enable regional AFL and cricket sporting events and other non-sporting events to be hosted. Upgrades will support growth in male and female sports including football, cricket and netball

Status

Tender documentation complete
Shovel ready

Project Value

\$9.6million

Council Commitment

\$9.6million



Regional Sports Stadium – Dimboola Road

Development of a regional level indoor/outdoor sports precinct to be used for a range of sports, including netball, basketball, volleyball and hockey

Benefit

Create a modern, compliant, accessible sporting precinct to support increased participation in a range of sports and to attract regional and state level sporting events

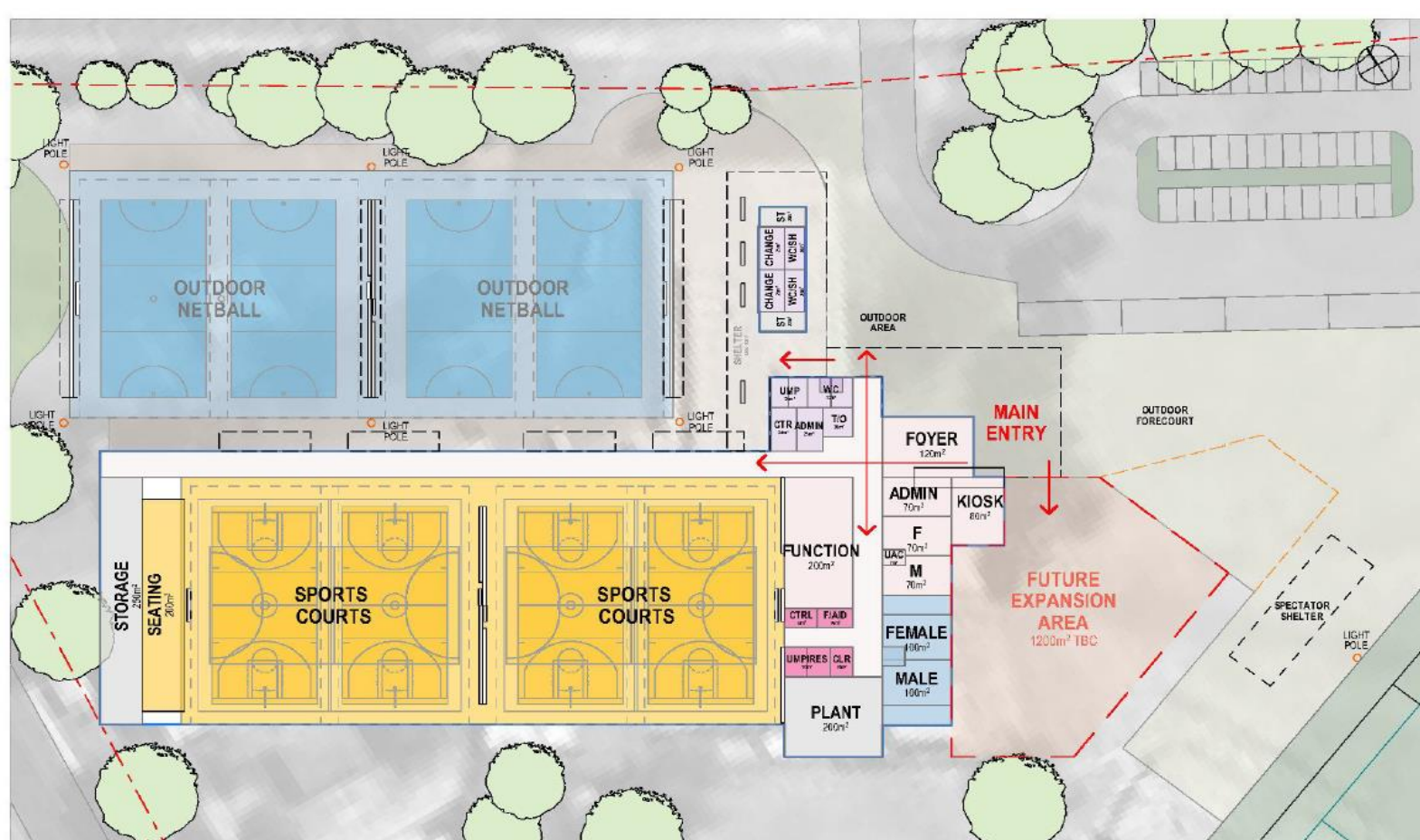
Status

Feasibility Study complete
Design stage

Project Value

\$36.6million

Preliminary site plan (Feasibility Study 2023)



Horsham Aquatic Centre

Progression of the Aquatic Centre Masterplan to ensure the continued development of Horsham's regional indoor/outdoor aquatic facility

The next stage of the Masterplan to be delivered:

Hydrotherapy Pool

To construct a public access hydrotherapy pool with associated equipment for rehabilitation and exercise programs

Benefit

A publically accessible hydrotherapy pool will provide important health and well-being outcomes for all ages, with hydrotherapy used in pain relief and treatments for a range of illnesses and conditions

Status

Schematic design and tender documentation

Project Value

\$1.4million



Supporting industry

Objective

To build on Horsham's strong economic base, whilst diversifying the economy through facilitating investment and business attraction in existing and emerging industry sectors



Expansion of the Wimmera Intermodal Freight Terminal (WIFT)

Construction of 2 x 200 m pad extensions to increase the capacity of the WIFT hardstand area, extensions to rail and road capacity on-site, weighbridge, security upgrades, lighting, internal roads, and drainage

Benefit

Increased through-put. The WIFT is currently constrained during peak periods which results in reduced efficiency

Status

Shovel ready

Project Value

> \$8 million



Industrial Estate Development

The Horsham region has emerging agricultural innovation, education and technology opportunities. Affordable and available industrial land is the key to leveraging a strong agricultural base and significant freight and logistics terminal to grow our regional economy.

Benefit

Increased economic output for the Wimmera region.

Horsham has three sites ready for industrial development:

1. WAL HUB

75 hectare, three stage multi-lot subdivision that has been zoned to support and align with the Wimmera Intermodal Terminal at Doon.

Status

Investment ready

Project Value

\$8million

2. Enterprise Estate

This estate is located 2.5km south-west of the city centre with 50 hectares of land zoned Industrial 1

Status

Investment ready

Project Value

\$5.3million

Council commitment \$1.2million

3. Burnt Creek

The Burnt Creek estate plans to become one of the greenest industrial estates in Victoria and has 182 hectares of Council owned land zoned Industrial 1 available for development

Status

Investment ready

Project Value

\$2.4million



Rail freight to Portland

The Maroona to Portland rail line is 172kms long and connects the western half of Victoria to the national rail grid and the Port of Portland. The line links Portland to Ararat and is essential for the efficient rail transport of industry exports from the Wimmera region to Portland and overseas markets. This is particularly needed to meet the future demand for mineral sands exports

The condition of the current line has deteriorated to a point where speed is limited to 40km/hr

The rail line needs to be upgraded to achieve a minimum 80km speed limit at 23 TAL (in line with the rest of the Australian Rail Track Corporation network)

Benefit

- Efficient and safe transportation of regional produce to the Port of Portland
- Remove heavy truck movement from regional roads
- Reduce carbon impact of road freight emissions
- Reduce truck damage to regional highways

Status

Business case

Project Value

\$206million



Making Places

Objective

To support our diverse community by developing an environment that aims to cater to the shifting needs of our residents. Our projects support 'place-making' that encourage people to connect and develop our municipality as a great place to live.



The Wesley

The historic Wesley centre was a much loved regional performing arts venue until is closed in 2017 due to non-compliance with fire safety standards

This project will redevelop, re-open and re-imagine The Wesley, providing a vibrant, modern, multi-purpose venue that meets all contemporary standards of safety, accessibility and inclusion

Benefit

- The re-opened Wesley facility will welcome at least 8,000 patrons annually
- Add an extra \$1.5million to the regional economy and boost annual visitor numbers by 2000+ people
- Enhances the livability, health and well-being of our community

Status

Detailed design complete.
Tender ready when funding is confirmed

Project Value

\$1.8million

Council and Community Commitment

\$500,000



Laharum Oval: New community Facility

Replacement of ageing community infrastructure at the Laharum sporting precinct to support local AFL football, cricket, tennis, school and general community use. New 350 sqm multi-purpose facility (AFL compliant) with solar panels

Status

Shovel ready

Project Value

\$900,000+

Benefit

- Enhances community social cohesion, supports a disadvantaged rural community increasingly impacted by bushfires and flood events
- Supports social inclusion for the growing Karen refugee community
- Encourages gender equity and female participation
- Strengthens community volunteering
- Incorporates universal design for greater accessibility
- Provides improved emergency management capability (response and recovery).



Horsham Railway Corridor

The revitalisation of this unattractive parcel of open space in central Horsham is a high priority of Council and our community

The project includes the following elements:

- Rehabilitation of previously contaminated land along the rail corridor
- Landscaping, recreation and open space improvements
- Construction of a new fully compliant and accessible underpass
- Provision of further public parking and access to the Silo Art project



Benefit

Improve perception of Horsham North.
Re-integration of Horsham North into the wider Horsham community through improved pedestrian and bicycle links

Status

Development of landscape plan currently underway including details of proposed underpass

Project Value

To be determined following detailed design

Visit Horsham

Objective

Our vision is to increase visitation, economic growth and sustainability through the provision of quality tourism products and event support, regional marketing and customer service to visitors, businesses and community. Horsham Rural City is a fantastic base for regional tourism and exploring the Wimmera Southern Mallee. Our region provides a wide tourism offering including arts and cultural experiences and nature based tourism that attracts intrastate, interstate and overseas visitors.



Wimmera River Discovery Trail

The Wimmera River Discovery Trail is a two-stage bike trail that follows the Wimmera River, travelling from Horsham to Lake Hindmarsh

Stage 1 – Dimboola to Lake Hindmarsh (being delivered by Hindmarsh Council)

Stage 2 – Horsham to Dimboola (being delivered by Horsham Rural City Council)

Benefit

Increased visitation through provision of a safe, accessible and well maintained trail. Improved health and wellbeing through use of the trail for active recreation

Status

Planning

Concept and feasibility studies to identify route options and design of trail

Project Value

\$100,000 for feasibility study



Horsham Golf Club Resort

This project will create a true destination holiday park for Horsham located at the superb Horsham Golf Club

The concept plans for the Holiday Park include:

- 60-100 room hotel
- 15-25 high quality eco-cabins
- 50-70 powered camping and caravan/RV sites

Supporting family friendly recreation facilities to be provided including a high rope course, mini-pump track, swimming/splash pad facility, and mini-golf

Benefit

A new destination holiday park will offer the potential for new visitors to Horsham and for these visitors to stay longer using the holiday park as a base from which to explore the tourism offerings of the wider region

Status

Concept design

Project Value

\$45million





Want to learn more?

Speak to the following people

Sunil Bhalla

Chief Executive Officer

sunil.bhalla@hrcc.vic.gov.au | 03 5382 9777

Susan Surridge

Co-ordinator Advocacy

susan.surridge@hrcc.vic.gov.au | 03 5382 9777





INVESTMENT READY PRIORITIES

Horsham Rural City Council priority
capital works projects for government
and private sector investment

Upgrade of key freight routes

Horsham is an agriculture and grain producing hub. As a result, many large trucks, B Doubles and other specialised heavy vehicles travel on key freight routes identified in Council's local road network. Planned upgrades to key link roads are identified in Council's capital expenditure budget each year

Leveraged funding from State and Federal Governments is a critical funding component

Benefit

Heavily used local link roads upgraded 6m wide seals means B Double trucks can pass each other without moving on to gravel shoulders. This improves safety for all road users and reduces maintenance costs for vehicles and roads

Status

Investment ready

Project Value

\$2.5million per year



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Stage One includes the following components:

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3. New multi-purpose community pavilion and AFL compliant change rooms, food kiosk, ticket boxes and landscaping of main precinct entrance
\$9.6million – requires funding

Benefit

The redevelopment of City Oval to a regional standard will enable regional AFL and cricket sporting events and other non-sporting events to be hosted. Upgrades will support growth in male and female sports including football, cricket and netball

Status

Tender documentation complete
Shovel ready

Project Value

\$9.6million

Council Commitment

\$9.6million



Horsham Aquatic Centre

Progression of the Aquatic Centre Masterplan to ensure the continued development of Horsham's regional indoor/outdoor aquatic facility

The next stage of the Masterplan to be delivered:

Hydrotherapy Pool

To construct a public access hydrotherapy pool with associated equipment for rehabilitation and exercise programs

Benefit

A publically accessible hydrotherapy pool will provide important health and well-being outcomes for all ages, with hydrotherapy used in pain relief and treatments for a range of illnesses and conditions

Status

Schematic design and tender documentation

Project Value

\$1.4million



Industrial Estate Development

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Benefit

Increased economic output for the Wimmera region.

Horsham has three sites ready for industrial development:

1. WAL HUB

75 hectare, three stage multi-lot subdivision that has been zoned to support and align with the Wimmera Intermodal Terminal at Dooen.

Status

Investment ready

Project Value

\$8million

2. Enterprise Estate

This estate is located 2.5km south-west of the city centre with 50 hectares of land zoned Industrial 1

Status

Investment ready

Project Value

\$5.3million

Council commitment \$1.2million

3. Burnt Creek

The Burnt Creek estate plans to become one of the greenest industrial estates in Victoria and has 182 hectares of Council owned land zoned Industrial 1 available for development

Status

Investment ready

Project Value

\$2.4million



Rail freight to Portland

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- Remove heavy truck movement from regional roads
- Reduce carbon impact of road freight emissions
- Reduce truck damage to regional highways

Status

Business case

Project Value

\$206million



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This project will redevelop, re-open and re-imagine The Wesley, providing a vibrant, modern, multi-purpose venue that meets all contemporary standards of safety, accessibility and inclusion

Benefit

- The re-opened Wesley facility will welcome at least 8,000 patrons annually
- Add an extra \$1.5million to the regional economy and boost annual visitor numbers by 2000+ people
- Enhances the livability, health and well-being of our community

Status

Detailed design complete.
Tender ready when funding is confirmed

Project Value

\$1.8million

Council and Community Commitment

\$500,000



Laharum Oval: New community Facility

Replacement of ageing community infrastructure at the Laharum sporting precinct to support local AFL football, cricket, tennis, school and general community use. New 350 sqm multi-purpose facility (AFL compliant) with solar panels

Status

Shovel ready

Project Value

\$900,000+

Benefit

- Enhances community social cohesion, supports a disadvantaged rural community increasingly impacted by bushfires and flood events
- Supports social inclusion for the growing Karen refugee community
- Encourages gender equity and female participation
- Strengthens community volunteering
- Incorporates universal design for greater accessibility
- Provides improved emergency management capability (response and recovery).





Want to learn more?

Speak to the following people

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Chief Executive Officer

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Susan Surridge

Co-ordinator Advocacy

susan.surridge@hrcc.vic.gov.au | 03 5382 9777



Road, Feature and Locality Naming Policy (Council)



1. PURPOSE

To inform the naming of geographic roads, features and localities within the Horsham Rural City Council (Council). The major emphasis of this policy is to maintain a standardised, consistent approach to geographic naming, to ensure public safety, manage the delivery of goods and services, preserve the municipality's identity and heritage and to recognise cultural diversity and gender equity.

2. INTRODUCTION

The policy is developed in accordance with the *Geographic Place Names Act 1998* (the Act) and the *Naming Rules for Places in Victoria, Statutory Requirements for Naming Roads, Features and Localities - 2022* (the *Naming Rules*) issued by the Geographic Names Victoria (GNV) formerly known as Office of Geographic Names (OGN).

Under the Act, Council is a naming authority and is therefore required to resolve all geographic names in the Municipality with the exception of geographic places of state or national significance.

The Act defines places as "any place or building that is, or likely to be, of public or historical interest and includes, but is not restricted to:

- a) Township, area, park, garden, reserve of land, suburb or locality;
- b) Topographical feature, including undersea feature; and
- c) Street, road, transport station, government school, hospital and government nursing home".

The *Naming Rules* are the statutory guidelines provided for under Section 5 of the Act and reflect step-by-step information on naming, renaming or changing the boundaries of roads, features and localities in Victoria.

Council is required to abide by the *Naming Rules* and notify the Registrar of Geographic Names of all new or altered names for inclusion in the Register for official mapping data and other purposes.

The *Naming Rules* reference several of the resolutions of the United Nations Group of Experts on Geographic names, the United Nations Sustainable Development Goals, and the Victorian Aboriginal Affairs Framework.

Council, subject to provisions of the *Local Government Act 1989 Schedule Ten* and the *Road Management Act 2004* is a road authority. The provisions of these acts state that road authorities must act in accordance of the *Naming Rules*.

3. SCOPE

The policy applies to all publicly owned roads, features and localities within the municipality for which Council is the naming authority as specified in *The Act* and where the *Naming Rules* apply. Council is not responsible for naming freeways or geographical places of regional, state and national significance.

4. PRINCIPLES

4.1 Council's naming priorities

Horsham Rural City Council is committed to addressing inequity and through naming opportunities seek to recognise the cultural diversity and heritage of the municipality. Council will consider naming proposals based on the following priorities identified from the Naming Principles as follows: (flexibility will be applied to respond to situations where broader considerations may be needed)

4.1.1 Recognition and use of Traditional Owner languages

To ensure the preservation of Traditional Owner place names and languages across Horsham Rural City Council, consultation will occur with the relevant Registered Aboriginal Party or Traditional Owner Group and there is agreement to the proposed name when proposed name is of Traditional Owner origin.

4.1.2 Gender Equality

Council supports and encourages the use of more female names in addressing gender equality by recognising more women in commemorative naming across the municipality as part of its duty to promote equality under the Gender Equality Act 2020. First names are permitted, allowing for more names and for easier recognition of female names.

4.1.3 Diversity

Names associated with diversity, equity, social justice or community leadership within our community (people with disability, LGBTQIA+ or leader for diversity, equity, social justice or disadvantage) to reflect Council's strong commitment to diversity, equity and social justice.

4.1.4 Heritage

Names reflecting the settlement and heritage of Horsham Rural City Council for example historical land use, cultural history and ANZAC commemorative names.

4.2 Naming Themes

In addition to meeting the principles of the *Naming Rules*, Council will preserve the heritage and identity of its localities and where possible will link the name to the place through the use of:

4.2.1 Names derived from Traditional Owner heritage and language

4.2.2 Cultural diversity

4.2.3 Location

4.2.4 Local flora and fauna

4.2.5 Social and historical events of the local area

4.2.6 Commemorative (notable residents who are deceased, all genders)

4.2.7 Former Veteran personnel (who are deceased, all genders)

4.2.8 ANZAC commemorative names

4.2.9 Historical explorations and uses of the land and the people associated with it

4.3 Council's Approved Street Naming list

Council has an approved names register which is available on Council's website. The register lists names that have been approved by Council for future use within the Municipality.

4.3.1 Any applicant requesting to have a new name placed on Council's Approved Street Naming list must submit an application to Council for approval with substantiating information to support their request.

4.3.2 For guidance, examples of name substantiation to recognise a person include:

4.3.2.1 Significant contributions to the local municipality

4.3.2.2 Linkages to the history of the municipality

4.3.2.3 Significant/notable achievements

4.4 Naming Rules

4.4.1 The *Naming Rules* provide a solid base for consistent and clear naming procedures across the state of Victoria and are based on national standards and policies.

4.4.2 The *Naming Rules* uphold the guidelines in the *Geographic Place Names Act 1998*. They are mandatory for naming authorities in Victoria including Horsham Rural City Council.

4.4.3 Where Council is the naming authority, it will apply the Naming Rules.

4.5 Naming Principles

4.5.1 The Naming Principles ensure names are enduring and there is no ambiguity, confusion, error or discrimination caused by the naming, renaming or locality boundary change process.

4.5.2 All principles are equally important, further details can be found: Section 2 Naming Principles.

4.6 Developers

4.6.1 New road names for plans of subdivision are the responsibility of the developer and will be considered as part of the planning process.

4.6.2 Prior to council certification, developers should consult Council when preparing plans of subdivision. This consultation may incorporate discussion of possible names for roads in the area and whether Council might suggest suitable themes (such as Traditional Owner heritage, ANZAC-related or other local historical events or figures) for the developer to consider.

4.6.3 Developers must ensure that road names included on plans of subdivision, for the purposes of certification, conform to the *Naming Rules* and this policy. Failure to comply with the statutory requirements may result in a name needing to be changed either prior to or after registration of the subdivision.

4.6.4 In the case of using names connected to traditional owner language and heritage (Principle E of the *Naming Rules*) developers are expected to seek written approval from the relevant Registered Aboriginal Party or Traditional Owner Group.

- 4.6.5 In the case of commemorative naming (Principle I of the *Naming Rules*) developers are expected to have sought written approval prior from family member/s of the person being commemorated.
- 4.6.6 Community consultation is not required for naming proposals within new subdivisions
- 4.6.7 New road names in new residential or commercial subdivisions are entered using Surveying and Planning through Electronic Applications and Referrals (SPEAR). The system allows registered users to process planning permits and subdivision applications online, including the submission of associated road names and addresses.
- 4.6.8 Names are checked by Council for compliance, however subdivisions may still be subject to a compliance audit by the Registrar of Geographic Names.

4.7 Naming features in new residential or commercial subdivisions

- 4.7.1 The naming of features (e.g. playgrounds, parks and reserves) on plans of residential or commercial subdivisions can be fast tracked by lodging plans via Vicmap editing service (VES). Road naming for subdivisions as per section 4.6 of this policy.

4.8 Naming Places

- 4.8.1 Any feature, locality or road (whether public or private) can be named, renamed or have its boundary changed.
- 4.8.2 Any person, community group, organisation, government department or naming authority can propose a new name, change to an existing name or boundary change.
- 4.8.3 Naming applications received from the public are assessed against pre-determined criteria outlined in the *Naming Rules* and Councils approved Street Name list.
- 4.8.4 Dual names can only be assigned to geographic features. Dual naming may be assigned where it is appropriate to give recognition to names drawn from different cultural backgrounds. It is also the preferred method as a transitional step toward the adoption of Traditional Owner names.
- 4.8.5 The *Local Government Act 2020* imparts no community consultation obligations on Council when considering the naming of places, however in accordance with this and other policies when a naming proposal is received community engagement principles are adhered to and consultation is undertaken with relevant parties as determined by Council.
 - Prior to undertaking consultation, a report will be presented to Council at a Scheduled Council Meeting requesting authorisation of the consultation process (with the exception of subdivisions).
 - Public consultation may include public notices, notice on Council Website, social media and written correspondence to affected and abutting property owners/residents.

Road, Feature and Locality Naming Policy (Council)



- Consultation on proposed names with immediate and/or extended community should only occur once Council is certain the proposed name conforms with the naming rules.
- If Council is uncertain a proposed name confirms to the *Naming Rules*, Council will contact GNV for further advice or consider lodging an in-principle support request using VES.
- Any submissions of support or objection to a proposal must be received by Council during [Council's](#) public consultation period as outlined in the public notice.
- In accordance with the *Naming Rules*, the minimum consultation period will be no less than 30 days.
- Naming proposals will commence as early as possible to enable all relevant stakeholders to be consulted and to accommodate any third party approval processes.

4.8.6 Any new road, public facility, feature or place name will:

4.8.6.1 Not conflict with existing names registered in Council's road register or elsewhere.

4.8.6.2 Comply with relevant legislation, policies and guidelines.

4.8.7 Council has no obligation to accept any name proposed by any group, entity, developer or individual.

4.8.8 Following a Council resolution in support of a name, the proposal will be submitted to the Registrar.

4.8.9 Council's administrative and notification process will be in accordance with the *Naming Rules*.

4.9 Objections and Submissions

4.9.1 Any submissions for support or objections must be received by Council during Council's public consultation period. All submissions will be considered by Council and included in an assessment report which includes the assessment and response to submissions.

4.9.2 Council will advise submitters of its decision in writing and in accordance with Section 8 of the *Naming Rules*. Objectors have 30 days within which to lodge an appeal to the Registrar of Geographic Names.

4.9.3 Council will include a report on its decision of a proposal which includes information about how the proposal conforms to the relevant principles and guidelines of the *Naming Rules* and discussion on and responses to any objection/submission received during Council's public consultation period.

4.10 Non-compliant names

4.10.1 If Council determines a risk to public safety due to a place's name or a name is deemed offensive or derogatory, Council will seek to rename it applying the *Naming Rules*.

Road, Feature and Locality Naming Policy (Council)



4.10.2 If a name is shown not to comply with the naming rules the Registrar can ask Council to change the name. If a public safety risk or offensive, Council has 90 days to act.

4.11 Implementation

Only after Council receives notification from the Registrar that an official naming or boundary change has been registered in VICNAMES can it notify the community and any other stakeholders and signage erected.

4.12 Signage

All signage for a road, feature or locality must be erected within 30 days of the name being gazetted and registered or within 30 days of being notified by GNV.

The size, font and colour of road signs are determined in AS 1743:2018 Road signs – Specifications, AS1742 Manual of uniform traffic control devices, AS 1744-1975 Forms of letters and numerals for road signs and AS/NZS 4819:2011 Rural and urban addressing and should be applied in all instances of road signage in Victoria.

If a road is under construction 30 days after the name is registered, temporary signs may be erected until the road is open to traffic.

4.12.1 New Roads

In the case of a new subdivision the Developer is responsible for provision, cost and installation of signage according to Council specifications and templates. Signage must be after certification and registration of the subdivision plans and within 30 days of commencement of infrastructure work in the event that emergency services may be required to respond to an incident.

4.12.2 Private Roads and features

The provision, cost and installation of signage on private roads, complex sites and private features is the responsibility of the property owner or developer. Any signage for private roads/features should include reference to the fact that they are private and not open for the general public's access.

5. COMMUNICATION

This policy will be available on the Horsham Rural City Council website and staff intranet. Specific training and awareness will be provided to key personnel with responsibilities under this policy. A copy will also be provided to developers as part of the planning process.

6. RESPONSIBILITY

Policy Owner: Director Corporate Services

This policy will be reviewed every 4 years or earlier as required by changed circumstances including changes to legislation and plans, strategies or policies of HRCC.

7. DEFINITIONS

Term	Meaning
Council	Refers to Horsham Rural City Council
Features	A unique public or private geographical place or attribute that is easily distinguished within the landscape. For example, a feature can be a mountain, watercourse, building, prominent structure, reserve, individual playing surfaces or park.
Gender Equality	Means equality of rights, opportunities, responsibilities and outcomes between persons of different genders
Geographic Place	Defined by law to cover features, localities and roads
GNV	Geographic Names Victoria
Localities	A geographical area that has identifiable community and/or landscape characteristics. In urban areas, a locality is commonly referred to as a 'suburb' and has officially recognised boundaries.
Naming Authorities	Municipal Councils, government departments or authorities and private organisations.
Naming Rules	Naming Rules for places in Victoria – Statutory requirements for naming roads, features and localities – 2022
Principles	Principles within the Naming Rules which a naming proposal must be met.
Registrar	Oversees Geographic Names Victoria.
Roads	For the purpose of The Naming Rules a road is considered to be any public or private land-based thoroughfare or course navigable by vehicle or foot. It can be used for assigning addresses or allowing access between points or to a feature. Examples of roads include alleyways, streets, highways, fire tracks, bike paths and walking tracks.
The Naming Rules	Naming Rules for Places in Victoria Statutory Requirements for Naming Roads, Features and Localities – 2022.
The Act	Geographic Place Names Act 1998.
VES	Vicmap Editing Service – online facility for submission and tracking of naming proposals to the Registrar of Geographic Names
VICNAMES	Means the Register of Geographic Names established under Section 9 of the Act, which is the official record of place names within Victoria

8. SUPPORTING DOCUMENTS

HRCC Documents	Location
Approved Suggested Horsham Rural City Council Street Naming List	Website
Street Name Application Form	Website
Street Name History Summary	Website

Legislation (legislation listed not exclusive) <i>Aboriginal Heritage Act 2006</i> <i>Aboriginal Heritage Regulations 2018</i> <i>Charter of Human Rights Act 2007</i> <i>Gender equality Act 2020</i> <i>Geographic Place Names Act 1998</i> <i>Local Government Act 1989</i> <i>Local Government Act 2020</i> <i>Road Management Act 2004</i> <i>Subdivision (procedures) Regulations 2011</i> <i>Survey Co-ordination Act 1958</i> United Nations Group of Experts on Geographic Names (UNGEGN) Resolutions (see 1.3.1 of the Naming Rules for the applicable resolutions) United Nations Sustainable Development Goals (SDGs)	<p>Internet</p> <p><i>Note: this list is not exclusive. Legislation, regulations and policies relevant to geographic naming may change over time including before the next review date</i></p>
Standards Guidelines and Reports Naming Rules for Places in Victoria – Statutory Requirements for Naming Roads, Features and Localities 2022 (the Naming Rules)	<p>Internet</p>

9. DOCUMENT CONTROL

Version Number	Approval Date	Approval By	Amendment	Review Date
01	5 April 2004	Council	<ul style="list-style-type: none">• New Policy	
02	24 July 2023	Council	<ul style="list-style-type: none">• Update relevant legislation and requirements in line with revised Naming Rules• Policy template updated	24 July 2027



AUDIT AND RISK COMMITTEE

BIANNUAL REPORT

For the Period 1 January 2023 to 30 June 2023

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PURPOSE OF THIS REPORT

The purpose of this report is to provide to Council a biannual report on the activities of Council's Audit and Risk Committee in accordance with the *Local Government Act 2020*.

BACKGROUND

Section 53(1) of the *Local Government Act 2020* (the Act) states that "a Council must establish an Audit and Risk Committee (ARC)". Section 54(1) of the Act states "a Council must prepare and approve an Audit and Risk Committee Charter." A Charter has been developed in response to the Act requirements and outlines the roles and responsibilities. An annual work plan is developed to ensure these responsibilities are met throughout the year.

Section 54(5) of the *Local Government Act 2020* (the Act) requires Council's Audit and Risk Committee to:

"Prepare a Biannual Audit and Risk Report that describes the activities of the Audit and Risk Committee and includes its findings and recommendations". Council's Audit and Risk Committee was established pre December 2004, and was reviewed on 24 August 2020 when Council resolved to adopt the Audit and Risk Committee Charter 2020 in accordance with the Act

This report covers the Audit and Risk committee meetings held on 16 March 2023 and 08 June 2023 and meets the Committee's requirements under the Act to report to Council twice each year.

MEMBERSHIP

The Audit and Risk Committee comprises two appointed Councillors (one of whom is the Mayor) and three independent members with technical expertise and industry experience.

Members over the previous six months were:

- Richard Trigg –Chair/ Independent member
- Mark Knights – Independent member
- Marilyn Kearney – Independent member (first meeting in June)
- Cr Robyn Gulline – Councillor representative/Mayor
- Cr Les Power – Councillor representative

Ex-Officio Members:

- Horsham Rural City Council: CEO - Sunil Bhalla
- Director Corporate Services – Kim Hargreaves
- Internal Auditor – RSD Audit
- External Auditor - Victorian Auditor General's agent Crowe Australasia

Attendance Report Table

Two meetings were held between 1 January 2023 and 30 June 2023 with member attendance as follows:

Name	16 March 2023 Meeting		08 June 2023 Meeting	
	In Attendance	Online / In Person	In Attendance	Online / In Person
Richard Trigg (Chair)	Yes	In person	Yes	In person
Mark Knights	Yes	In person	Yes	In person
Marilyn Kearney	n/a	n/a	Yes	In person
Cr Robyn Gulline	Yes	In person	Yes	In person
Cr Les Power	Yes	In person	Yes	In person

KEY ACTIVITIES DURING THE REPORTING PERIOD

The Annual Work Plan controls a timely completion of all tasks required under legislation and good governance for the reporting period.

Work undertaken by the Committee included consideration of a wide range of reports that indicated Council managements continued improvements and monitoring of developments. In general the Committee has:

1. Followed a schedule of work activity that reflects requirements of Council as outlined in the Audit and Risk Charter
2. Continued close oversight of Council's risk management, controls, compliance and processes
3. Monitor Council's implementation of responses to audits
4. Address specific risk identified in the strategic risk register

The Committee was pleased to see Council's overall progress in respect of a wide number of matters, indicating significant progress and/or achievement.

Council has addressed a number of outstanding audit actions and implemented a revised reporting format providing the Committee with greater oversight on the progress of audit actions, scheduled annual work plan reports, and internal assessment with respect to recent reports and publications by government agencies and other sources that may impact on Council.

Council is supporting the development of a robust risk, control and compliance framework as evidenced by the work developed and implemented such as;

- Fraud and Corruption Control Policy and Framework
 - Outlining Council's commitment to the prevention, deterrence and investigation of all forms of fraud and corruption
- Strategic Risk Review
 - Work plan developed for Executive Management Team to review each strategic risk in detail during 2023
- Business Continuity Management Policy
 - Including a draft framework to support a Business Continuity Management Systems (BCMS) has been included in the policy and outlines key elements of the system currently in development
- Employee Code of Conduct
 - Sets out the standards of behaviour expected of HRCC employees so that Council as an organisation, can continue to meet and exceed organisational values and compliance with all applicable legislation, regulations, policies, codes, service and corporate standards.

The Committee looks forward to further development in this area to ensure risk is managed effectively and efficiently.

ITEMS OF KEY INTEREST

INTERNAL AUDIT

- Horsham Rural City Council, Community Engagement Project Scope (Draft-V2)
 - This update includes the intended scope of the audit in key areas of stakeholder and community engagement processes.
- Horsham Rural City Council, Strategic Internal Audit Plan 2024-2026 (Draft-V2)
 - This update includes project scopes for internal audits to be undertaken within the 2023-2024 financial year and a three-year Strategic Internal Audit Plan.

- Horsham Rural City Council Emergency Management
 - This report represents the findings of the Emergency Management Internal Audit.
 - There are four recommendations which Management have accepted, three (3) with low risk and one (1) medium risk.

EXTERNAL AUDIT

- Audit Strategy memorandum for the financial year ending 30 June 2023
- Interim management letter with no issues to report

COMPLIANCE

- Council's Employee Code of Conduct

REPORTING

- Quarterly Performance Report (including financial reporting) January to March 2023
- Quarterly Performance Report (including financial reporting) July to December 2022

GOVERNANCE

- Annual Work Program review
- 2022 Gifts, Benefits and Hospitality report
- Organisational governance checklist actions update

RISK MANAGEMENT, FRAUD MANAGEMENT & OTHER

- Insurance Report to February 2023
- Insurance Report to May 2023
- Risk Management Committee update
- Strategic Risk Register report
- Business Continuity Management Policy and update on the review of Council's Business Continuity Management System (BCMS).

POLICIES REPORTING

- Seven policies and procedures adopted or reviewed, including Records Management Policy, Procurement Policy and Procedure and Outside Work Policy (16 Mar 2023)
- Six policies and procedures adopted or reviewed including Investment Attraction Policy, Fraud and Corruption Control Policy, and Electronic Signature Procedure (08 Jun 2023)

CEO BRIEFING

- Flood recovery
- Municipal Monitor report
- Staff culture improvement plan
- Back payment of availability/standby allowance
- Draft budget
- Electoral structure review
- EB Agreement
- Minor misuse of a credit card resulting from administrative procedures not followed correctly. There was no financial loss and the matter has been closed

MINUTES OF THE AUDIT AND RISK COMMITTEE

In accordance with Section 54(6) of the *Local Government Act 2020* the Chief Executive Officer must ensure the preparation and maintenance of agendas, minutes and reports of the Audit and Risk Committee. The Chief Executive Officer must also table reports and annual assessments of the Audit and Risk Committee at Council meetings when required and when

requested by the Chairperson of the Audit and Risk Committee. Accordingly, all minutes of the Audit and Risk Committee are presented to the next available Council meeting.

CONCLUSION

This report provides the sixth biannual update on the activities and recommendations from Council's Audit and Risk Committee for the six-month period from 1 January 2023 to 30 June 2023 in accordance with the requirements of Section 54(5) of the Act. It is the view of the Audit and Risk Committee that it has discharged its responsibilities under the Audit and Risk Committee Charter.

The Committee will continue to review Council's governance, accountability, risk and internal controls to reduce the risk to the organisation and recommend improvements where identified.

This report has been reviewed and approved by all members of the Committee.

Richard Trigg FCPA
Chair
Horsham Rural City Council Audit and Risk Committee

CATEGORY:	Finance
SUBJECT:	Tourism Events and Festivals Promotional Sponsorship Policy
NO:	8

Council at its meeting on 3rd July, 2006 adopted the following policy:-

POLICY:

That Council adopt as policy

1. PURPOSE

The Horsham Rural City Council approves an annual Tourism Events and Festival budget allocation for promotional sponsorship. This sponsorship allocation is made to the Promotions Advisory Committee (P.A.C.) under a Section 86 Instrument of Delegation.

Council is committed to supporting tourism within the Horsham Rural City Council Municipality and recognises the value of events to the tourism industry and the Region's wider economy. Major events can provide an economic injection into the community by increasing visitation to the region, increasing awareness of the region, reducing seasonality gaps and engendering community spirit and pride.

The purpose of this policy is to provide principles under which Council, through the P.A.C. may provide support for tourism events held within the Horsham Rural City Council Municipality. Council will consider provision of funds for Festivals & Events in the annual budget for tourism industry related events and festivals where no other funds have been provided by Council for this purpose.

A tourism event is defined as an event of regional, state or national significance that can provide tangible tourism and economic benefits to the Horsham Rural City Council Municipality. For example, events that attract visitation from outside the Municipality, increase overnight stays in accommodation houses, and provide opportunities to showcase the Horsham Rural City Council Municipality as a region in which to visit, live, work and invest.

The Horsham Rural City Council encourages events to grow and to become self sustaining. Events and Festivals that are unique to this area and build on local features, products, environments and Council's strategic direction are encouraged.

The Horsham Rural City Council may provide the following support to an event:

- Matched sponsorship is provided on a \$ for \$ basis to cover costs associated with the promotion of an event, outside the Region defined as being the Horsham Rural City Council Municipality. A maximum of 20% of the local contribution is allowed as a matching in-kind contribution.
- In-kind sponsorship for event related services

- Assistance with the preparation and presentation of formal bid documents
- Support in determining appropriate venues and negotiating venue use
- Assistance in promoting the event through media channels including Council's website
- Supply of promotional material such as local visitor guides
- Assistance in obtaining other Public Sector Funding
- Other support as may be necessary to achieve the desired outcomes
- Provision of Council's Event Planning Manual

Council routinely provides Tourism Events and Festivals funding towards these activities in its annual budget.

2. CRITERIA

Applications for sponsorship support will be assessed in accordance with the following criteria:

2.1 Economic impact of the event

Ability of the event to attract significant numbers of visitors from outside the Horsham Rural City Council Municipality, preferably for one or more overnight stays.

2.2 Capacity to host the event

Event organisers must demonstrate the necessary physical and technical capacity to manage the event. This includes the provision of appropriate venues, availability of experienced personnel to run the event and availability of accommodation and other infrastructure to support the event.

2.3 Financial viability

Event organisers must demonstrate sufficient revenue opportunities to match the projected expenditure. Events will be assessed on their capacity to attract sponsorship (cash and in-kind) from private and relevant public sector bodies and to maximise earnings from tickets sales and merchandising. Where appropriate, assessment will also be made on the event's ability to become self-sufficient and sustainable within a period of three years. Applications for sponsorship must be accompanied by an itemised event promotion budget.

2.4 Marketing & promotional strategy

A marketing strategy must be provided to indicate how the event will be promoted and how it will attract the expected number of visitors.

2.5 Event management expertise

The event organiser(s) must provide details of event management expertise and experience including details of the legal status of the responsible organisation and appropriate insurances. A sound and documented management structure must be in place.

2.6 Event program

Full program details must be provided.

2.7 Profile of the event

Consideration will be given to the ability of the event to attract media attention at a local, state and interstate level

2.8 Timing of the event

Consideration will be given to the timing of the event in terms of availability of accommodation and in terms of complementary or opposing events.

2.9 Method of Evaluation

Details the criteria that will be used by the event organiser(s) to assess the success (or otherwise) of the event, at its conclusion.

3. CONDITIONS OF SPONSORSHIP

3.1 Applications for sponsorship must include:

A fully completed copy of the *Horsham Rural City Council Tourism Events & Festivals Funding Application* (T.E.F.F.A.) form including the following details to satisfy the assessment criteria:

- Legal status of organisation
- Evidence of appropriate insurances
- Proposed event promotion budget – itemised and with as much detail as possible.
- Event program details
- Proposed marketing & promotional strategy
- Details of proposed event evaluation criteria

3.2 Events that are successful in attracting Council sponsorship must lodge an Event Registration Form and may be required to complete a *Horsham Rural City Council Event Plan* including evidence of:

- Risk management planning
- An Emergency Management Plan
- Security & crowd control procedures
- First aid and public health provisions
- Food and Environmental Health considerations
- Responsible Serving of Alcohol and liquor licence planning
- Traffic Management Plan

3.3 Financial accountability and post-event reporting procedures

For events sponsored for amounts under \$1,000, payment can be made on receipt of the following:

- An event tax invoice.

For events sponsored for amounts \$1,000 and over payment will be made on receipt of the following:

- An event tax invoice.
- Proof of expenditure that includes a copy of a suppliers paid tax invoice (s).
- Council may pay 50% of a supplier's unpaid invoice(s) if requested.

Post-Event reporting:

The following is to be lodged with Council:

- A statement of actual income and expenditure in relation to the event that is to be certified by the organisations Chairperson and principal accounting officer.
- Copies of all relevant promotional tax invoices.
- A full post-event report including details of numbers in attendance (and origin) and economic impact of the event.
- Evaluation surveys, as required as a condition of sponsorship

The above are required within 12 weeks of the conclusion of the sponsored event or promotion.

3.4 Publicity & Acknowledgement

Events that are successful in attracting Council sponsorship will be required to include the Council's Promotional logo (and use it in accordance with Council's policy and conditions) and specifically acknowledge the assistance of the Horsham Rural City Council in relevant event-related activities, publications and advertising material, wherever possible and appropriate.

4. ELIGIBILITY

Applications for event sponsorship and support can be made by event organisers. Sponsorship will generally only be available to an incorporated non-profit organisation that is registered for GST or holds an ABN at the time of application (individuals are not eligible for funding).

5. WHAT WILL NOT BE SUPPORTED

- Local community events
- Events that do not meet part or all of the above criteria
- Events where there is no positive economic impact on the Horsham Rural City Council Municipality
- Funds for capital works associated with an event or the purchase of equipment
- Events that generate direct financial profits for commercial companies and/or individuals
- Events held outside the boundaries of the Horsham Rural City Council Municipality (unless it can be demonstrated that the event will provide a significant economic benefit for the Horsham Rural City Council Municipality)
- Duplication or replacement of other sources of funding for existing activities

- Retrospective funding of activities undertaken before approval of the sponsorship by Council. Promotional activities conducted prior to formal approval of funding
- Applicants who have not satisfactorily completed previous funding activities or have not acquitted funds
- Funding for individual websites
- Applications submitted less than 3 months prior to the event.

6. SPONSORSHIP TERMS

Events will be sponsored and supported on a one-off basis.

Events, Festival and Promotions need to demonstrate that the purpose of funding is different from previous years to attract funding.

In general, sponsorship will only be permitted for a maximum of three consecutive years.

7. LEVEL OF SUPPORT

Events may apply for cash sponsorship up to a maximum of \$5,000 per annum. Consideration may be given to sponsorship amounts above \$5,000 on a case by case basis.

Small Event Assistance Sponsorship: (S.E.A.S.) Unmatched sponsorship is available to a maximum amount of \$500 per applicant in recognition of events that bring visitors into the municipality and to encourage event expansion.

8. SPONSORSHIP APPLICATION ROUNDS

Applications will be called for twice per year.

It is generally anticipated that the annual allocation for Tourism Events, Festivals and Promotions will be split between the two funding rounds.

9. COMMUNICATION OF THE PROGRAM

Council will give Public Notice in the Wimmera Mail-Times, by mail out to Community Groups, on Council's Website and by community consultation communication.

10. EVALUATION OF PROJECTS/ APPLICATIONS

Applications will be evaluated against the stated program criteria.

11. APPROVAL PROCESS

Applications will be assessed and approved by the Promotions Advisory Committee within 30 days of the closing date for applications. Once successful applications have been determined, Council's Promotions Department will notify applicants in writing of the outcome of their application. The approved applications will be reported to Council.

Spendmapp Monthly Report

Local Government Area: Horsham Rural City Council

Spendmapp cleans and analyses bank transaction data by time, geography, Expenditure Category and Type allowing continuous monitoring and analysis of local economic activity.

For the month of May 2023:

- Resident Local Spend was \$24.2M. This is a 6.21% increase from the same time last year.
- Visitor Local Spend was \$11.7M. This is a 9.12% increase from the same time last year.
- Total Local Spend was \$36.0M. This is a 7.15% increase from the same time last year.
- Resident Escape Spend was \$9.3M. This is a 4.21% increase from the same time last year.
- Resident Online Spend was \$11.9M. This is a -3.98% decrease from the same time last year.

The 9.12 % increase in Visitor Local Spend suggests a relatively healthy growth in visitor economy activity.

Expenditure by Expenditure Type

These expenditure charts show the long-term pattern of expenditure activity by Expenditure Type across the Horsham Rural City Council LGA. Typically, we see spending spikes at Easter and Christmas; dips in the post-Christmas period; and a steady climb through winter.

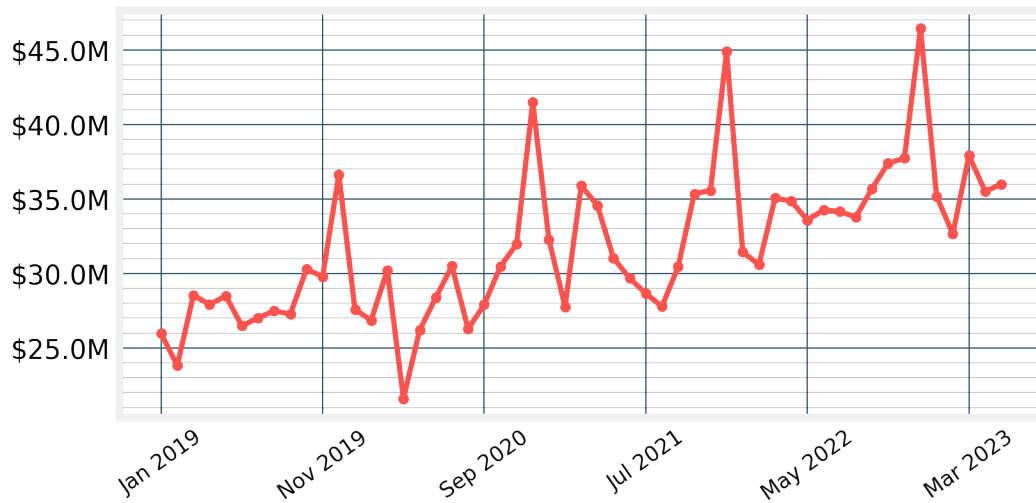
By way of a benchmark, the mean ratio of Resident Online Spend to all resident spending is 0.22. That is, for every dollar spent by resident cardholders anywhere, 22c goes online. Another 34c is in Escape Expenditure and the rest is spent locally.

Over the last few years across most of Australia, total expenditure has been relatively flat, even in fast growing municipalities. The exception to this has often been in Resident Online Spend, which continues to grow relative to Total Local Spend.



Total Local Spend

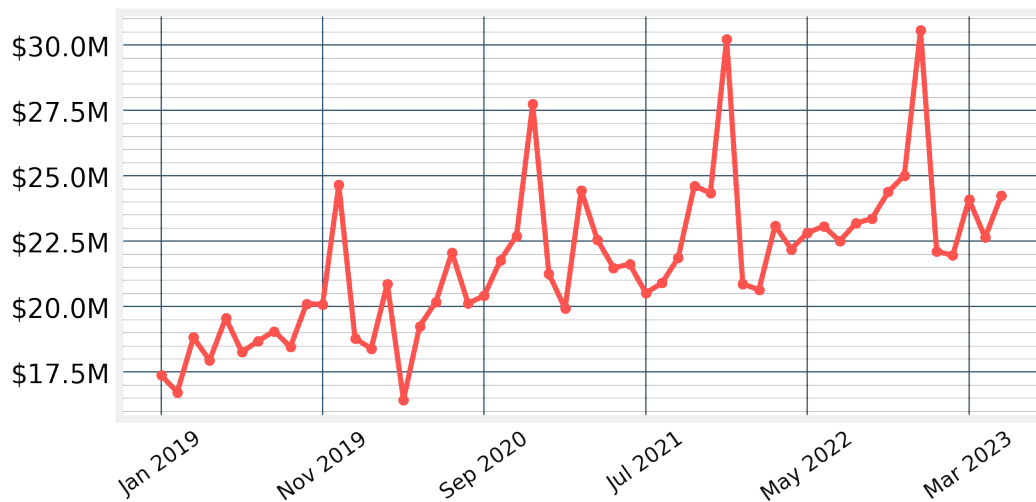
The total amount spent with merchants within the Horsham Rural City Council LGA.



Over the last 53 months, the spending trend (as shown by the trendline in the Spendmapp app) for Total Local Spend has been upwards.

Resident Local Spend

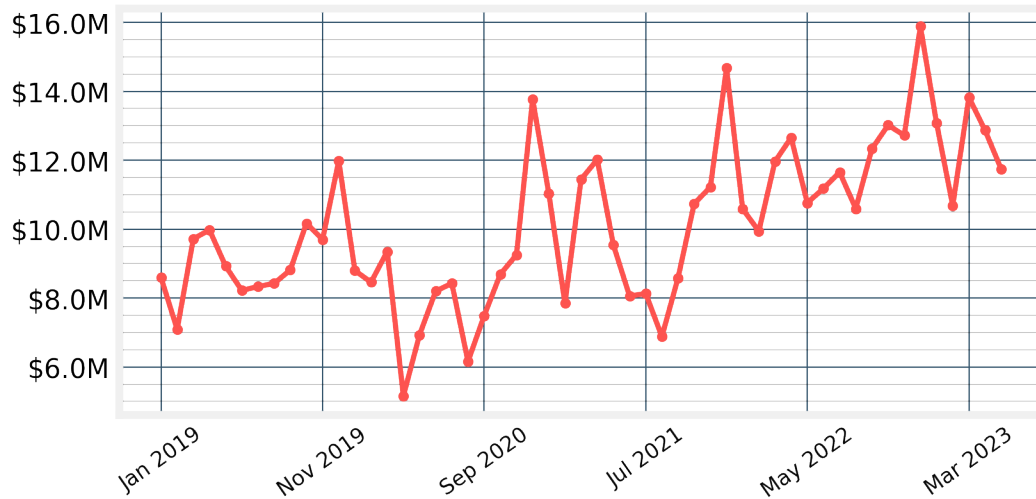
The amount spent by residents and local businesses with merchants inside the Horsham Rural City Council LGA.



Over the last 53 months, the spending trend (as shown by the trendline in the Spendmapp app) for Resident Local Spend has been upwards.

Visitor Local Spend

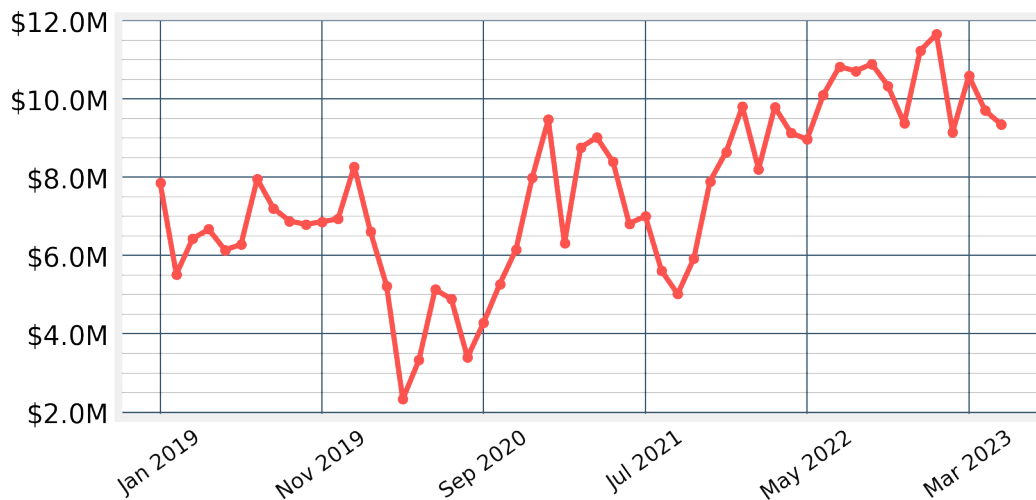
The amount spent by non-residents and non-local businesses with merchants inside the Horsham Rural City Council LGA.



Over the last 53 months, the spending trend (as shown by the trendline in the Spendmapp app) for Visitor Local Spend has been upwards.

Resident Escape Spend

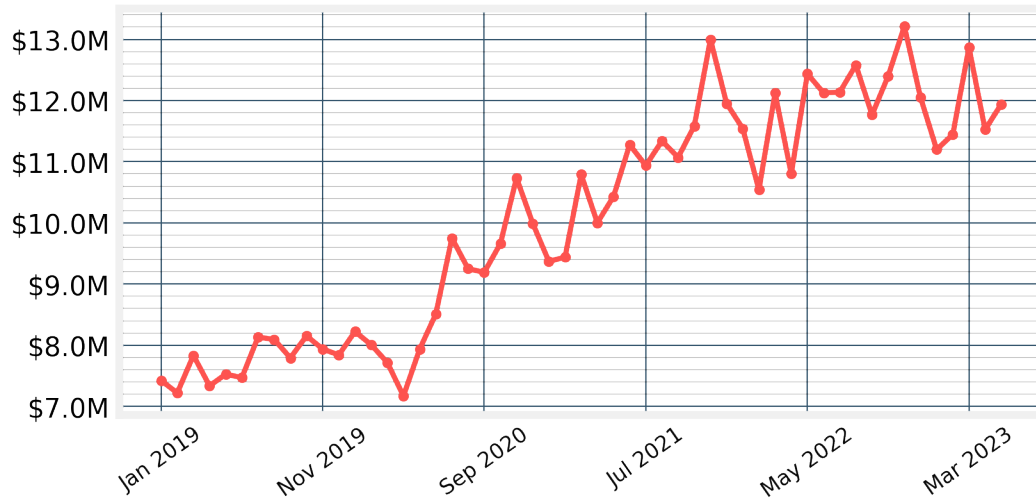
The amount spent by residents and local businesses outside the Horsham Rural City Council LGA.



Over the last 53 months, the spending trend (as shown by the trendline in the Spendmapp app) for Resident Escape Spend has been upwards.

Resident Online Spend

The amount spent by Horsham Rural City Council LGA residents and local businesses with online merchants.

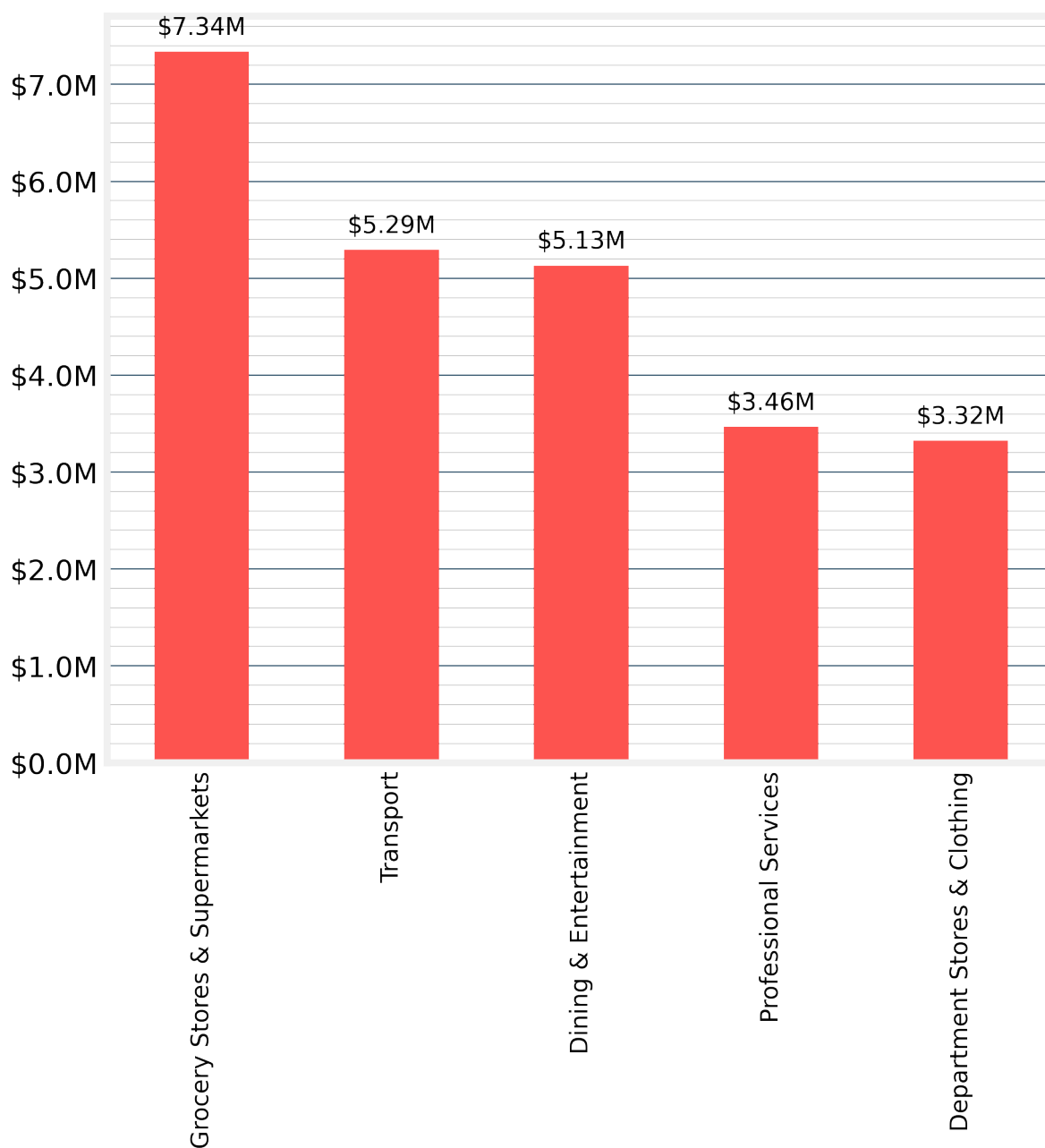


Over the last 53 months, the spending trend (as shown by the trendline in the Spendmapp app) for Resident Online Spend has been upwards.

Expenditure by Expenditure Category

The Top 5 Spending Categories for May 2023

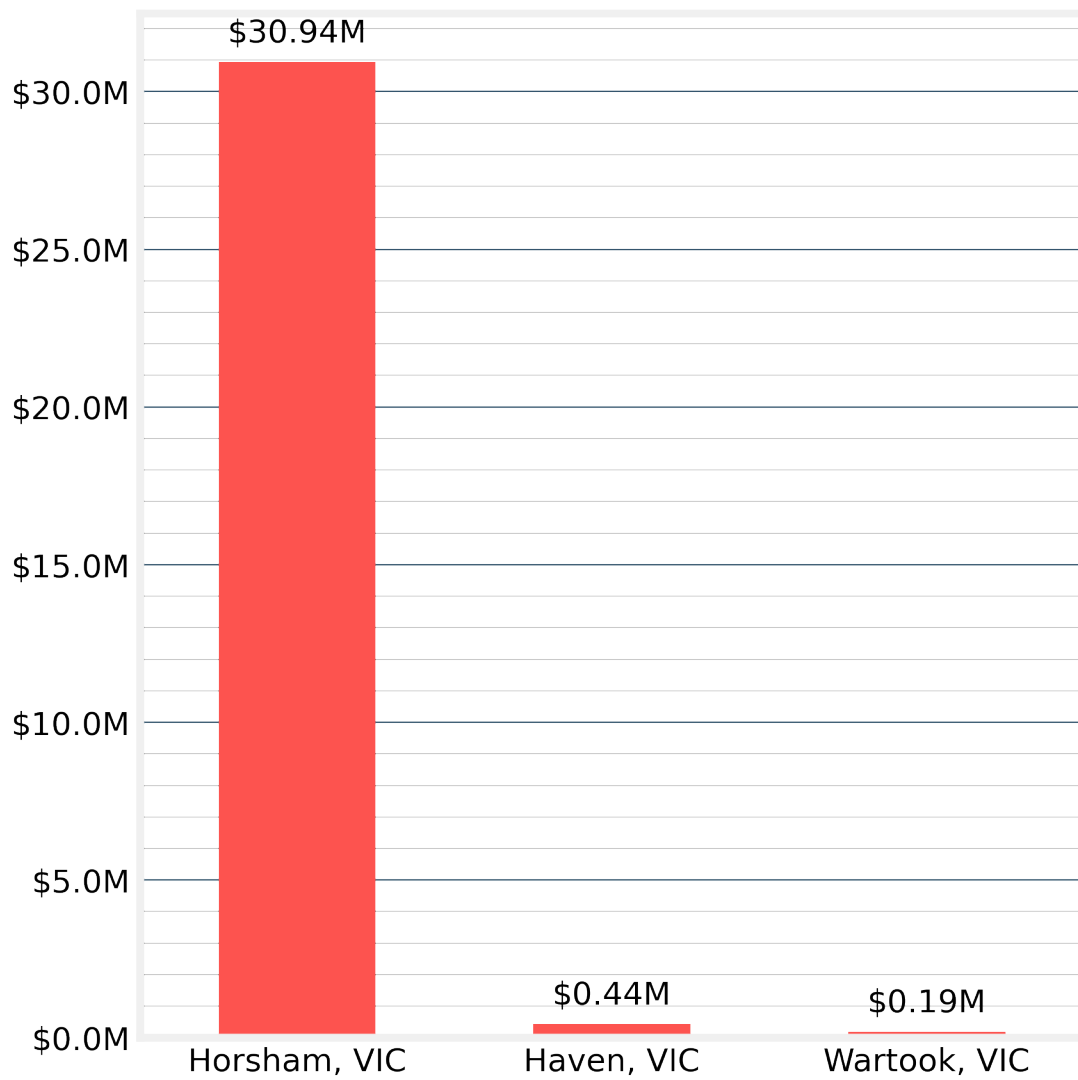
Total Local Spend split by the top 5 Expenditure Categories.



Spend by Origin and Destination

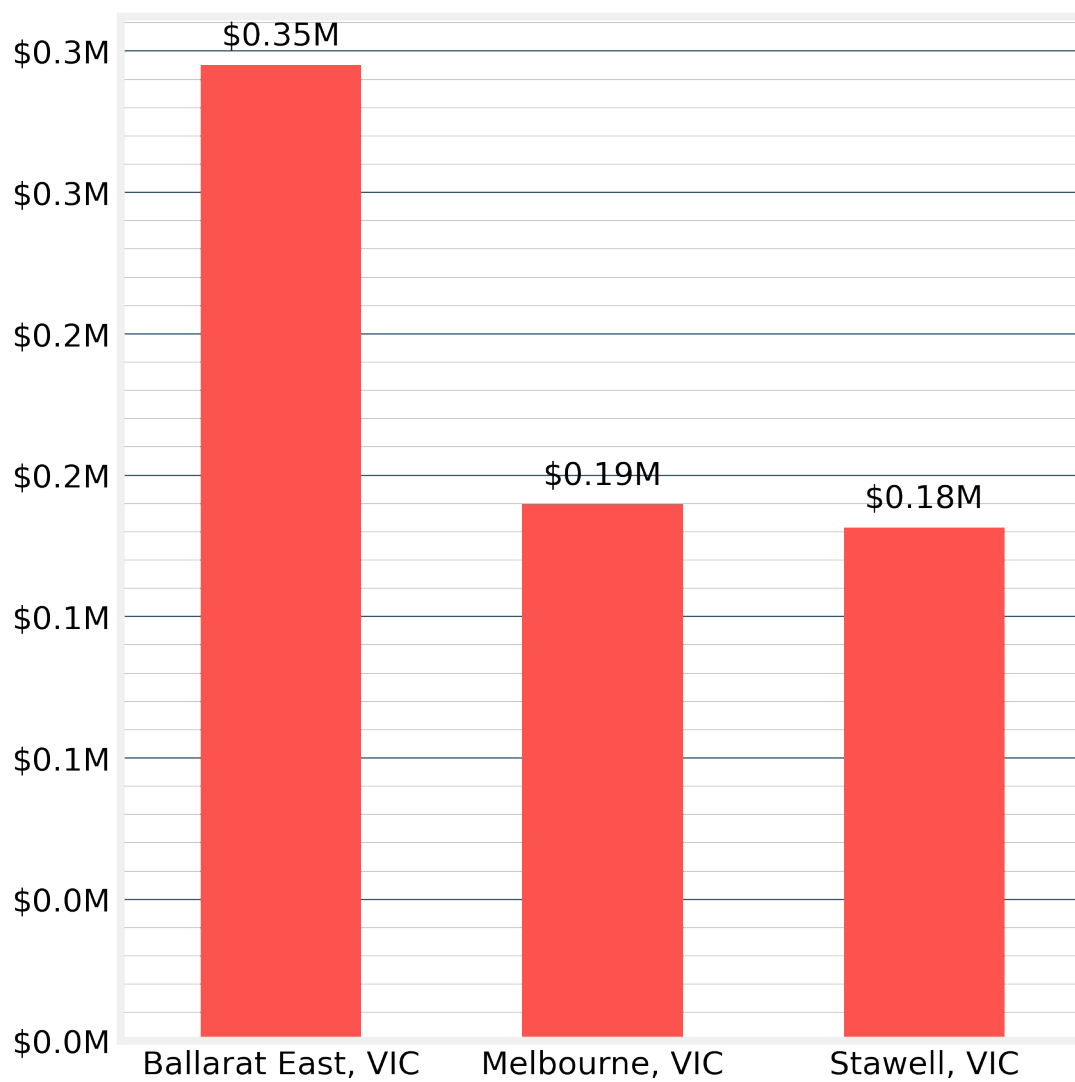
The Top 3 Suburbs by Total Local Spend for May 2023

Total Local Spend by Suburbs of destination (i.e. where the spending occurs)



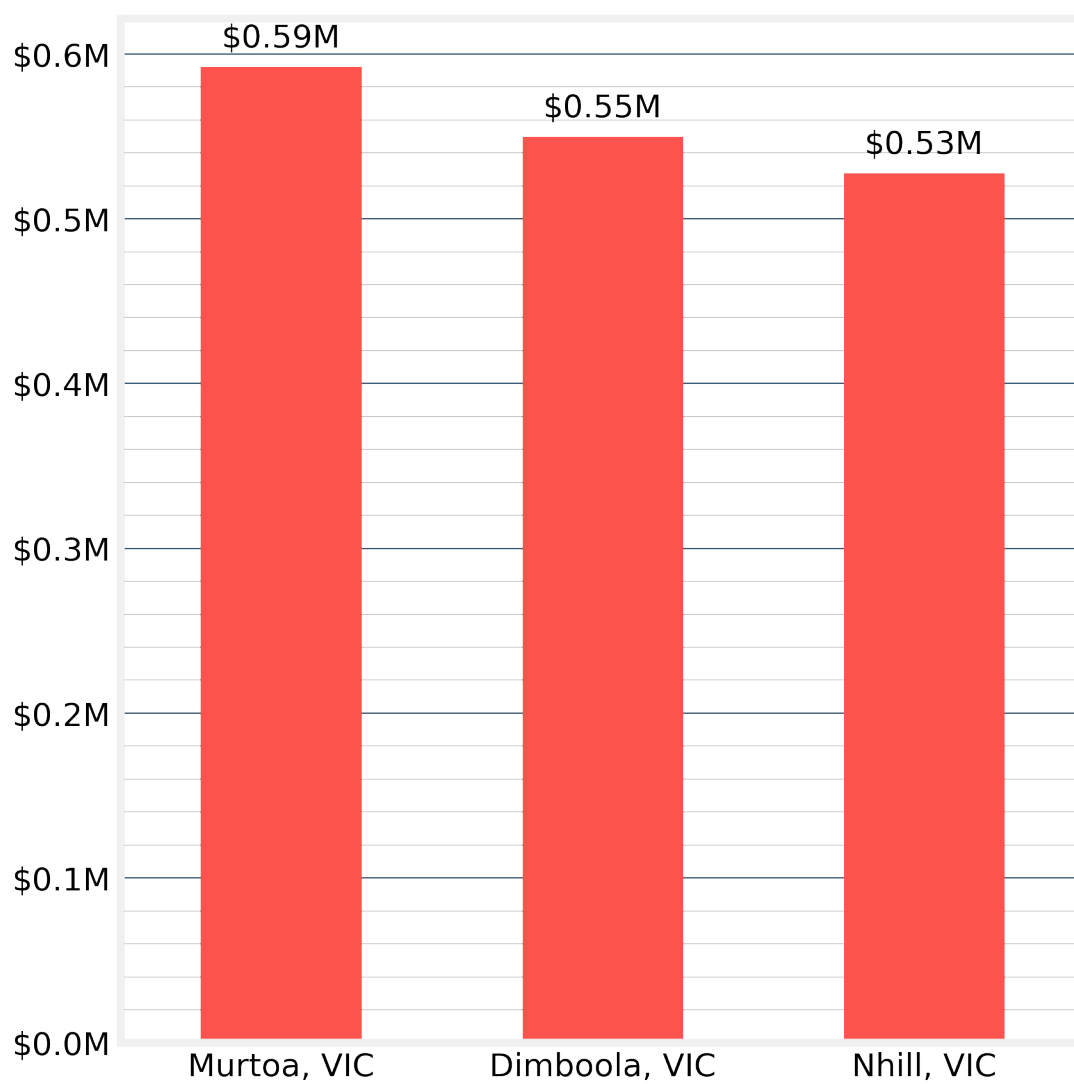
The Top 3 Suburbs by Resident Escape Spend for May 2023

Resident Escape Spend by destination Suburbs (i.e. where the spending goes to).



The Top 3 Suburbs by Visitor Local Spend for May 2023

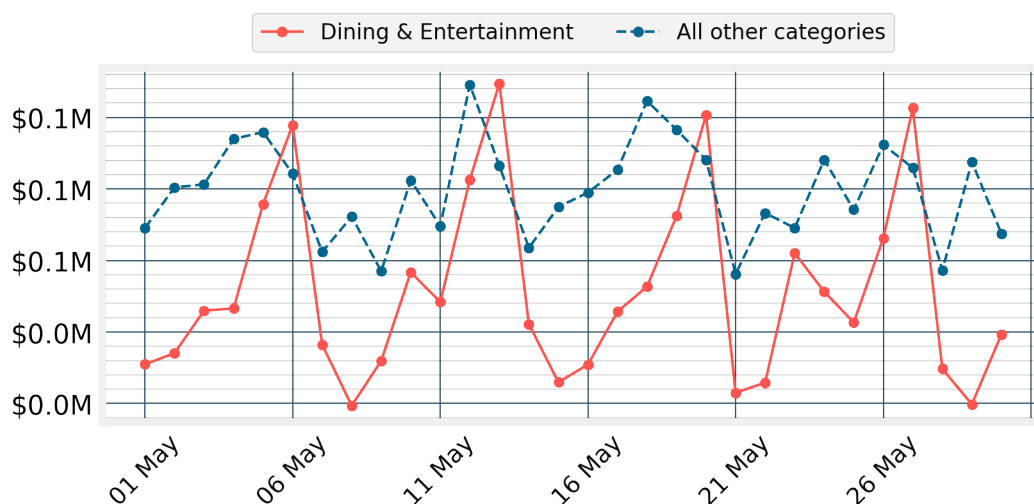
Visitor Local Spend by Suburbs of origin (i.e. where the visitors originate).



Night Time Economy

Night Time Economy for May 2023

The biggest spending night of the month of May 2023 was Saturday 13 May with Total Local Spend of \$0.2M. This was made up of \$0.1M in Dining and Entertainment spending and \$0.1M spending in all other categories.



Disclaimer

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**MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
MONDAY 3 JULY 2023 AT 5:01PM**

TO ATTEND: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel
Cr L Power, Cr B Redden, Cr I Ross, , Sunil Bhalla, Chief Executive Officer;
Kim Hargreaves, Director Corporate Services; Kevin O'Brien, Director
Communities and Place; Krishna Shrestha, Acting Director Infrastructure

ATTENDED: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel
Cr L Power, Cr B Redden, Cr I Ross (joined at 6:21pm), Sunil Bhalla, Chief
Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin
O'Brien, Director Communities and Place; Krishna Shrestha, Acting Director
Infrastructure

APOLOGIES: Nil

1. WELCOME AND INTRODUCTION

**2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020
AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES**

Nil

3. PRESENTATIONS

3.1 Customer Satisfaction Survey (JWS Research) (Kim) **5:00pm – 5:30pm**

4. VERBAL REPORTS

4.1 Audit & Risk Committee Biannual Report (Kim) **Appendix 4.1** **5:30pm – 6:00pm**

Attending: Richard Trigg (virtually)

4.2 IAP2/HRCC Community Engagement Approach (Kim) **6:00pm – 6:20pm**

Attending: Martin Bride

5. CONFIDENTIAL ITEMS

5.1 Audit & Risk Committee Minutes (Kim) **Appendix 5.1** **6:20pm – 6:30pm**

6. COUNCIL MEETING REPORTS FOR DISCUSSION

6.1 Road Feature & Locality Naming Policy (Kim) **Appendix 6.1** **6:30pm – 6:45pm**

Attending: Andrea Coxon

6.2 Long Term Financial Plan (Kim) **Appendix 6.2** **6:45pm – 7:05pm**

Attending: Gian Rimbaud

6.3 Tourism, Events & Festivals Promotional Sponsorships Policy (Kevin) **7:05pm – 7:20pm**

Appendix 6.3

Attending: Fiona Gormann and Annie Mintern

6.4 Monitor's Recommendations (Kim) **7:20pm – 7:35pm**

6.5 Councillor Code of Conduct Review (Kim) **Appendix 6.5** **7:35pm – 7:50pm**

7. GENERAL DISCUSSION (Sunil Bhalla)

- Submission to Avonbank EES
- WSM Development – Northern Grampians Shire Council withdrawal

8. CLOSE

The meeting closed at 8:17pm

DINNER

SUNIL BHALLA
Chief Executive Officer

**MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
MONDAY 10 JULY 2023 AT 5:00PM**

TO ATTEND: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel, Cr L Power, Cr B Redden, Cr I Ross, Sunil Bhalla, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O'Brien, Director Communities and Place; Krishna Shrestha, Acting Director Infrastructure

ATTENDED: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr L Power, Cr B Redden, , Cr I Ross, Sunil Bhalla, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O'Brien, Director Communities and Place; Krishna Shrestha, Acting Director Infrastructure

APOLOGIES: Cr C Haenel

1. WELCOME AND INTRODUCTION

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

Cr Flynn noted that GWM has made a submission in relation to Item 3.1, but she doesn't have a Conflict of Interest as the matter is not in her area of work and is being managed in a different part of GWM

3. PRESENTATIONS

3.1 Flood Planning Scheme Amendment (Kevin) **Appendix 3.1** **5:00pm – 5:30pm**

Attending: Fiona Gormann (virtual), Stephanie Harder (in person), Kirsten Miller (in person) & Mark Marsden (Virtual attendance) (Transact Planning)

3.2 Waste Treatment Facility Quantong (Kevin) **Appendix 3.2** **5:30pm – 6:00pm**

Attending: Fiona Gormann and Joel Hastings (virtual)

3.3 IAP2/HRCC Community Engagement Presentation (Kim) **6:00pm – 6:20pm**

Attending: Martin Bride and Jacqui Parker (in person)

4. COUNCIL MEETING REPORTS FOR DISCUSSION

4.1 Investment Attraction & Growth Report (Kevin) **Appendix 4.1** **6:20pm – 6:35pm**

Attending: Fiona Gormann (virtual)

4.2 Review of Strategic Advocacy Priorities Prospectus **Appendix 4.2** **6:35pm – 6:50pm**

Attending: Susan Surridge and Jacqui Parker (in person)

4.3 Council Mid-Term Update Report (Kim) **Appendix 4.3** **6:50pm – 7:00pm**

Attending: Robbie Somers and Jacqui Parker (in person)

4.4 Robins Road Wail Petition (Krishna) **Appendix 4.4** **7:00pm – 7:10pm**

4.5 **CONFIDENTIAL** Cleaning Contract (Krishna) **Appendix 4.5** **7:10pm – 7:20pm**

5. REPORTS FOR INFORMATION ONLY

- 5.1 Councillor Code of Conduct (Kim) **Appendix 5.1**
- 5.2 VCAT/Planning/Building Update (Kevin) **Appendix 5.2**

6. GENERAL DISCUSSION (Sunil Bhalla)

- Electoral Structure Review

7. CLOSE

The meeting closed at 8:36pm

DINNER

SUNIL BHALLA
Chief Executive Officer

MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COMMUNITY CONVERSATIONS HELD IN THE TAYLORS LAKE HALL
ON MONDAY 17 JULY 2023 AT 5:30PM

TO ATTEND: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel, Cr L Power, Cr B Redden, Cr I Ross, Sunil Bhalla, CEO; Kim Hargreaves, Director Corporate Services; John Martin, Director Infrastructure, Kevin O'Brien, Director Communities & Place

ATTENDED: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel, Cr B Redden, Kim Hargreaves, Director Corporate Services; John Martin, Director Infrastructure; Krishna Shrestha, Manager Strategic Asset Management; Melanie Janetzki, Co-ordinator Customer Service; Susan Surridge, Co-ordinator Community Relations and Advocacy Unit

OTHER ATTENDEES: Libby Peucker, Keith Fischer, Sebastian Girgent, Graeme & Nerida Oliver, Catherine Fischer, Sheryl Lowe, Peter Hill, Noel Flanagan, Greg Eagle, Bruce & Marita Punchard

APOLOGIES: Cr I Ross, Cr L Power

1. WELCOME AND INTRODUCTION

5:30pm – 5:50pm

The Mayor welcomed everyone to the meeting.

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

Nil

3. GENERAL QUESTIONS/ISSUES

- **Sunil Bhalla** – provided a short overview of: the recently completed multi-sport feasibility study; mineral sands (Avonbank EES currently on exhibition); and the Electoral Structure Review.
- **John Martin/Krishna Shrestha** – provided an overview of: rural waste services, glass drop off points; State Government container deposit scheme; roads update including flood recovery process and presentation on Council's road maintenance and upgrade program.
- **Kevin O'Brien** provided an overview of: Flood Planning Scheme amendment process, including key issues to mitigate future impacts of flood events; and multi-sport feasibility study including details of the three facilities to be upgraded.

Questions from the community added to the discussion throughout. These questions related to waste, roads, quality of roads materials, suitability of roads and bridges for B-Double and A-Double vehicles, and improved signage for 'Wet Weather Only'.

4. TEA/COFFEE/SUPPER AND INFORMATION DISCUSSIONS

The meeting closed at 7.25 pm

**MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
MONDAY 18 JULY 2023 AT 5:00PM**

The purpose of this meeting is to hear from the developer and objectors in regards to PA2200431 Waste Treatment Facility Quantong.

TO ATTEND: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel, Cr L Power, Cr B Redden, Cr I Ross, Sunil Bhalla, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O'Brien, Director Communities and Place; John Martin, Director Infrastructure

ATTENDED: Cr Robyn Gulline, Mayor; Cr P Flynn, Deputy Mayor; Cr D Bowe, Cr C Haenel, Cr L Power, Cr B Redden, Sunil Bhalla, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O'Brien, Director Communities and Place; John Martin, Director Infrastructure

APOLOGIES: Cr Ian Ross

1. WELCOME AND INTRODUCTION

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

Nil

3. PRESENTATIONS

Applicant:

[REDACTED] 5:10pm -5.30pm

Objectors: 5:30pm

[REDACTED]

4. CLOSE

The meeting closed at 6:45pm

SUNIL BHALLA
Chief Executive Officer



Minutes

Horsham Regional Livestock Exchange Board Meeting
Held on Thursday, 18 May 2023 at 5.00pm
At the Canteen, HRLE

1. Welcome / Apologies

Present

David Grimble
 Mat McDonald
 Paul Christopher
 Kevin Pymer
 John Martin
 Ray Zippel

Apologies

Brittany Price
 Tim Martin
 Cr Ian Ross
 Richard Bansemer

2. Disclosure of Conflicts of Interest

Nil

3. Minutes of previous meeting – 16 March 2023

Motion: That the minutes of the meeting of 16 March 2023 be accepted. Moved: Mat McDonald / Kevin Pymer. Carried

4. Business arising from previous minutes

4.1 Burnt Creek developments – update if any changes

John advised that an imminent new tenant is a transport business

4.2 Letter to Nutrien regarding the benefits of our facility

Did not get sent due to a change of circumstance.
 Fee as proposed adopted in draft Council budget.

5. Correspondence

- 5.1** Millicent Saleyards upgrade delayed
- 5.2** PIRSA visit

Senior representatives of PIRSA visit was to enquire about electronic tags. Also in relation to footrot.

6. Reports

6.1 Chairman's Report – David Grimble

ABC has a good link to the Federal budget “winners and losers”. Of relevance

- Strengthening biosecurity - \$1B over four years. There will also be a levy on producers to help fund this, although the mechanism on how the charge will be raised is not clear, \$150 M over three years from agriculture, fisheries and forestry.
- Heavy vehicle road user charge is increasing substantially, 6% per year over 3 years. Will increase over that period to around \$0.32 per L.

Blaze Aid – Kevin Butler – has implemented an ear tag system to assist on-farm management, and could also assist with reducing stock theft.

6.2 Infrastructure Director Report

Finance – some areas of note highlighted in the report. End of year projections are:

- Expenditure is being well contained
- Income is still a challenge

Discussion of the cyclic nature of the livestock exchange market. Significant buoyancy in agriculture generally is likely to lead to return to closer to historic levels.

6.3 Operations of Exchange – Paul Christopher

- In March visited Corowa – Official opening of their new roof. Is smaller than Horsham's roof. The roof was \$5.5 m just for the roof. \$11 m total facility. Includes a truck wash, filtering system, office space including a training facility.
- Visited Swan Hill to do animal welfare training through AusMeat.
- Numbers had improved for much of autumn, although the latest sale was down.
- Water has been available to use for washing down, rather than sweeping.
- Have been putting out good numbers for agistment.
- Spraying has been ongoing.
- A new Gator has been obtained. This has been funded by renewal contribution in the hourly charge out rate, and is not a specific drain on the HRLE budget.
- The Model Aircraft club has left the site. They have removed their container, and have sold the hut that is still on the site.
- Daryl is currently on four weeks leave – including judging sheep shearing in Scotland.
- Then Paul will be taking six weeks leave after Daryl returns, from late-July.

6.4 Horsham Stock Agents Association – Mat McDonald

- Things have been running smoothly.
- Numbers were up for a while, but dropped recently with lower prices. Various views on the outlook of upcoming prices. Current lower prices relate to increased numbers available. This includes stock coming from WA.
- AGM changed to July, so likely to be a new representative shortly.

6.5 VFF Representative – Kevin Pymer

- Anticipating a positive season.
- Disappointment with current prices.
- Lambing percentages and survival are looking pretty good.

6.6 Transport – Vacant**6.7** DJPR – Brittany Price
Apology**6.8** Throughput

Graph to be circulated.

7. General Business**7.1** Election of Chair

David vacated the chair

John conducted the election.

Paul thanked David in his capacity as Chair and the support that he has given to Paul and the team in guiding the HRLE for many years.

Ray nominated David Grimble as Chair. David accepted the nomination.

John called for further nominations. There was none.

John declared David duly elected and congratulated him on his appointment and continued leadership of the Board.

David resumed the Chair.

Closed at 5.59pm

8. Next Meeting

20 July 2023

David Grimble

Chair

Horsham Regional Livestock Exchange Board

Minutes - Older Persons Advisory Committee

Wednesday 21 June, 2023

Attendees

Members - Rick Walker, Pamela Baker, Faye Smith, Shane Keenan, Elaine Cooper, Beryl Moloney, Kola Kennedy, Janet Hall, Laureen Sherriff and June Liddy.

HRCC - Daniel Rees (chairperson).

Apologies

Wes Hazelden and Cherie Ladlow.

Sub Committee: Seniors Festival Planning

- a) A sub-committee for planning the Seniors Festival will be formed and offered members the opportunity to be involved.
- b) Members need to notify Daniel by Friday 7 July if they want to participate.
- c) The sub-committee will provide advice around planning the Seniors Festival.

Upcoming Projects

- a) The chairperson outlined the purpose for the upcoming audit of accessible car parking spaces. An external access consultant will carry out the audit.
- b) HRCC will engage with a range of stakeholders during the planning phase for a crossings and pathways upgrade plan. Works will be undertaken each year to make improvements on prioritised crossings and pathways identified in the plan.
- c) The Age Friendly Communities Implementation Plan will be renewed and introduced in 2024. Engagement and development of the plan will begin this year.

Age Friendly Communities Implementation Plan

- a) The Chairperson provided an update on the progress of the Age Friendly Communities Implementation Plan.
- b) Progress updates are provided in the attached document (Progress – Age Friendly Communities Implementation Plan)
- c) Committee members provided their feedback regarding progress of some actions. Their comments are included in the Progress document.

Other business

- a) Horsham Library:
 - i. Horsham Rural City Council will take over operations of the library on July 1.
 - ii. No initial changes will occur.
 - iii. A future library masterplan is likely to occur.
- b) Town Square:
 - i. Shayne explained options for a town square in the CAD.
 - ii. Members individually voted on their preferred location for a town square.
- c) Managing the Twilight Years:
 - i. 188 people attended the event.
 - ii. Event might occur every two years.
 - iii. Next time there will be more in depth presentations and additional information.

12:00 - Meeting Close

Next Meeting

- September, 2023.

Action	Task	Responsibility	Status
5	Follow up caravan parking issue. This includes considering the instalment of	Annie Mintern	

	better signage / promotion of caravan parking spaces.		
6	Find out how many car parks will be lost by including wombat crossings.	Daniel Rees	Firebrace Street mid-block crossing will lose 6 car parking spaces.
7	Print and leave at Customer Service - Age Friendlies Cities Checklist	Daniel Rees	Complete
8	Include a future agenda item to discuss gofer safety.	Daniel Rees	
9	Include a future agenda item to provide an update on the Age Friendly Communities Implementation Plan.	Daniel Rees	Complete - Included in June meeting agenda
10	Summarise the WHO Age Friendly Communities Checklist feedback.	Daniel Rees	
11	Include a future agenda item to discuss seating developments in recent projects that are inappropriate for older people.	Daniel Rees	