



**Swan Hill Rural
City Council**

**SCHEDULED
COUNCIL
MEETING**

Held on Tuesday 15 August 2023
at 2:00 PM
Council Chambers
Swan Hill Town Hall
53 – 57 McCallum Street, Swan Hill.
VIC 3585

MINUTES

PUBLIC ACCESS
Open to the public and
Live streaming from Council's
website: www.swanhill.vic.gov.au

Confirmed 19 September 2023

Chairperson.....

Vision Statement

Built on strong foundations that embrace our rich History and natural environment, our region will be a place of progressions and possibility. We are a community that is happy, healthy and harmonious - we are empowered, we are respectful and we are proud.

Our Mission

We will lead, advocate, partner and provide efficient services and opportunities for growth and the wellbeing of our community, environment and economy.

Our Values

Council values our residents and community and will be responsive to their needs. In pursuing our objectives, we believe in, and are committed to, the following values:

Community engagement - We will ensure that our communities are consulted, listened to and informed.

Leadership - We will be at the centre of our community and by actively engaging our community we will form the collective view on strategic issues and will then express our views through strong advocacy and action.

Fairness - We will value and embrace the diversity of our community and ensure that all people are treated equally.

Accountability- We will be transparent and efficient in our activities and we will always value feedback.

Trust - We will act with integrity and earn the community's trust by being a reliable partner in delivering services, projects and providing facilities.

Table of Contents

1 Procedural Matters.....	5
1.1 Welcome	5
1.2 Acknowledgement Of Country	5
1.3 Prayer.....	5
1.4 Apologies / Leaves of Absence.....	5
1.5 Directors / Officers Present.....	5
1.6 Confirmation of Minutes	5
1.7 Disclosures of Conflict of Interest.....	6
1.8 Joint Letters and Reading of Petitions	6
1.9 Public Questions Time	6
1.10 Open Forum	8
2 Officer Reports for Decision	9
2.1 266-280 Murray Valley Highway Lake Boga Erection and Display of a Major Promotion Sign in the Commercial 1 Zone	9
2.2 5533 Murray Valley Highway Swan Hill (Service Station) - Planning Application.....	38
2.3 Refugee Working Group - Proposed establishment of an Official Settlement Location.....	153
2.4 School Crossing Program	159
2.5 Disaster Ready Fund Grant	166
2.6 Council Plan 4th quarter progress report (KSI's) June.....	189
2.7 Appointment of Two Councillors to Sign Annual Financial Statements	227
3 Officer Report for Noting.....	229
3.1 Audit and Risk Committee Meeting Minutes 8 June 2023	229
3.2 Major Project Plan End of Year Report.....	233
4 Decisions Which Need Action / Ratification.....	240
4.1 Sign and Seal.....	240

4.2 Councillor Assemblies - Record of Attendance and Agenda Items.....	242
5 Notices of Motion	247
5.1 Drainage.....	247
5.2 Takasuka Bank	249
6 Foreshadowed Items	252
7 Urgent Items Not Included In Agenda	252
8 To Consider and Order on Councillor Reports	252
9 In-Camera Items	254
9.1 Tender Approval - Butterworth Street Drainage and Road Reconstruction Project.....	255
10 Close of Meeting	256

1 Procedural Matters

1.1 Welcome

Mayor, Councillor Les McPhee assumed the chair and declared the meeting open at 2:01 pm

1.2 Acknowledgement Of Country

Mayor, Councillor Les McPhee read the Acknowledgement of Country.

"Swan Hill Rural City Council acknowledges the traditional custodians of the land on which we meet, and pays its respects to their elders, past and present."

1.3 Prayer

Cr King read the prayer.

We beseech you Lord, that we may be granted wisdom, understanding and sincerity of purpose, in the decisions we are called on to make for the welfare of the people of the Rural City of Swan Hill.

1.4 Apologies / Leaves of Absence

Nil

1.5 Directors / Officers Present

Scott Barber, Chief Executive Officer
Heather Green, Director Development and Planning
Bruce Myers, Director of Community and Cultural Services
Bhan Pratap, Director of Corporate Services
Leah Johnston, Director of Infrastructure
Kate Jewell, Development Manager
Peter Ross, Engineering and Strategic Projects Manager
Helen Morris, Organisational Development Manager
Kate Jewell, Development Manager
Warrick Fisher, Contractor Planning
Sharon Lindsay, Executive Assistant
Natalie Thomson, Executive Support

1.6 Confirmation of Minutes

1.6.1 Council Meeting 18 July 2023

Recommendation/s

That the minutes of the Council Meeting 18 July 2023 be confirmed.

CM 2023/16 Motion

MOVED Cr Kelly

That the minutes of the Council Meeting 18 July 2023 be confirmed.

SECONDED Cr Jeffery

The Motion was put and CARRIED 7 / 0

1.7 Disclosures of Conflict of Interest

Nil.

1.8 Joint Letters and Reading of Petitions

Nil.

1.9 Public Questions Time

CM 2023/17 MOTION

MOVED Cr Moar

That standing orders be suspended at 2:03 pm.

SECONDED Cr Jeffery

The Motion was put and CARRIED 7 / 0

Debbie & Danny White

QUESTION 1:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application - We are one of the objectors to this planning permit. The acoustic report recommended implementation of boundary fences around the perimeter. Referring to page 254 of the July 2023 Council Agenda - Do the fences on the West & North sides join to to reduce the received noise levels to neighbouring receivers as was recommended, as it appears there is a gap between them on the plan?

Answer: The gap is to allow for drainage to enter the retarding basin.

QUESTION 2:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application - We are one of the objectors to this planning applications.

On Page 254 of the July 2023 Council Agenda, it says there is a potential future service road egress point, pointing towards Lot 8 looking like it will go through the front of the property. As there is a house and person living in it on Lot 8, what are the plans for Lot 8?

Answer: This question is not relevant to the application under consideration. The question relates to the subdivision of the land, for which a planning permit has already been granted.

QUESTION 3:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application. We are one of the objectors to this planning permit.

On Page 254 of the July 2023 Council Agenda, it appears the front of the service station faces Bombardieri Lane (incorrectly called “road” on the map) As Bombardieri Lane is a no through lane, is a service station allowed to face the lane, or should it be facing the highway?

Answer: The site layout has been designed to manage flow of vehicles and pedestrians safely and efficiently across the site. The land has frontages to both the service road (Murray Valley Highway) and Bombardieri Lane – both or either can be used to serve the development of the site.

QUESTION 4:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application - We are one of the objectors to this planning permit.

As this is a proposed 24 hour, 7 day a week operation, Is there a Waste management plan to explain how waste will be managed on site or collected, otherwise waste collection could occur any time of the day or night disturbing residents?

Answer: A condition limiting waste removal times could be included.

QUESTION 5:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application - We are one of the objectors to this planning application.

As this is a proposed 24 hour, 7 day a week operation, Is there a Management Plan prepared otherwise is could be possible fuel tankers could arrive any time of the day or night disturbing the residents, as they do not need any further disturbance to the peaceful lifestyle they enjoy.

Answer: A condition limiting fuel delivery times could be included.

QUESTION 6:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application. We are one of the objectors to this planning permit and would like to know is there any public lights being installed along Bombardieri Lane?

Answer: The installation of street lighting is included in condition 21.

QUESTION 7:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application - As an objector we have expressed numerous times our concern with drainage and the impact it will have on the land and residents with only the partial sealing of Bombardieri Lane along the front of the proposed service station and not the rest of the way. We have been told the road will drain towards the highway, if this is the case where will the water at the highway go and will the road have to be built up for this to happen?

Answer: This will be considered when the stormwater management plan is undertaken, in accordance with condition 19.

QUESTION 8:

Re: 5533 Murray Valley Highway Swan Hill (Service Station) Planning Application - Can it be redesigned so the truck parking is not close to neighbouring residents for less noise impact during the night?

Answer: The internal layout has been designed to optimise safety of vehicles and pedestrians across the site.

QUESTION 9:

Re: 5533 Murray Valley Highway Swan Hill (service station) Planning Application - The applicant states there is a need for a service station on the South of Swan Hill and it has been mentioned by some councillors they also feel there is a need for it. As council is considering a future bypass along Aerodrome Rd, how can councillors believe this is the best location for a service station?

Answer: This is not considered to be a relevant consideration in the determination of the application on hand. The potential location of any future bypass routes is not under active consideration.

CM 2023/18 MOTION

MOVED Cr Kelly

That standing orders be suspended at 2:12 pm.

SECONDED Cr Jeffery

The Motion was put and CARRIED 7 / 0

1.10 Open Forum

Council received in writing a request from Debbie White to speak at Open Forum in relation to item 2.2 5533 Murray Valley Highway Swan Hill (Service Station) - Planning Application.

The Mayor, Cr Les McPhee invited Debbie White to speak to the Council at 2.13pm.

2 Officer Reports for Decision

2.1 266-280 Murray Valley Highway Lake Boga Erection and Display of a Major Promotion Sign in the Commercial 1 Zone

Directorate: Development and Planning
File Number: PLN2023010
Purpose: For Decision

Council Plan Strategy Addressed

1. Liveability - We will be a healthy, connected, and growing community supported by a range of infrastructure and services.

1.3 Building Healthy Communities

1.3.1 Encourage active healthy lifestyles for people of all ages, abilities, and interests

1.3.2 Spaces where people of all ages, abilities and backgrounds can flourish

Current Strategic documents

No strategic documents applicable.

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the subject of this report.

Summary

The planning application proposes the erection and display of an 'Illuminated Major Promotion Sign' ('Sign') on land known as 266-280 Murray Valley Highway, Lake Boga (Lot 2 on Plan of Subdivision 867436L).

The proposed sign is to be double sided with an 18.26m² static display face and is in the Commercial 1 Zone and abuts the Transport Zone 2. The land is currently used for farming purposes.

There were two (2) objections to the application.

Discussion

The original application was for an 'illuminated major promotion sign' and as a result of objections during the processing of the application, the applicant advised they will remove the sign illumination. The application was therefore assessed as being only a 'Major Promotion Sign'.

The application proposes the display of third-party advertising within the proposed advertising area.

The sign will primarily be viewed by east and westbound traffic on Murray Valley Hwy. It will also be visible to traffic entering and exiting Bael Bael Rd and Hayes Rd. The sign is proposed to be in the north-eastern corner of the allotment on the corner of the Murray Valley Highway and Bael Bael Road.

In addition to this static display face, there will be a permanent 0.27m² 'Gawk' business identification sign on the skirting board.

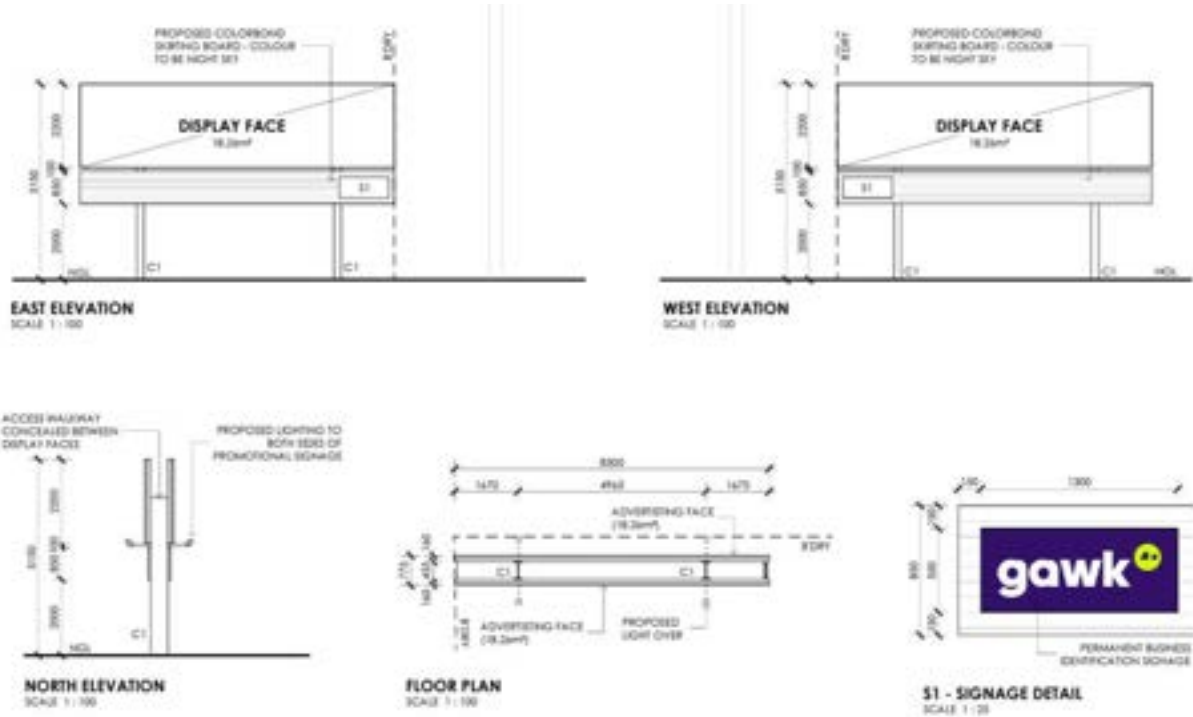


Figure 1: Proposed sign



Figure 2: Proposed development site plan



PROPOSED PERSPECTIVE VIEW #01 - WESTBOUND TRAFFIC



PROPOSED PERSPECTIVE VIEW #02 - EASTBOUND TRAFFIC

Figure 3: View along Murray Valley Highway (West and East bound traffic)

A 'Major Promotion Sign' is defined in accordance with the table to Clause 73.02 as:

'A sign which is 18 square metres or greater that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.'

The location of the sign is within a Commercial 1 Zone parcel of land along a main arterial road being Murray Valley Highway. The land is not developed for commercial use and is currently used for farming purposes.

The land is located at 266-280 Murray Valley Highway, Lake Boga. The land is formally known as Lot 2 on Plan of Subdivision 867436L.

The subject site does not contain any improvements and is used for horticultural purposes.

The land is in two (2) zones being the Commercial 1 Zone and the Farming Zone. The Commercial 1 Zone comprises the front half (approx.) section of the property abutting the Murray Valley Highway. The rear of the land is in the Farming Zone.

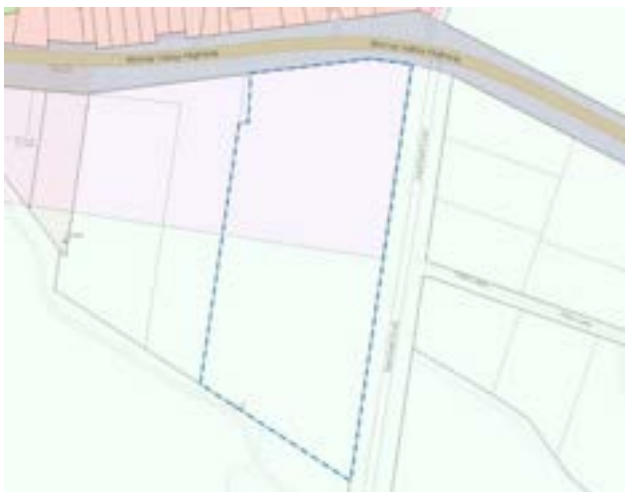


Figure 4: Zone Map



Figure 5: Aerial view of subject land

The land is irregular in shape and is 11.61 hectares. The land has frontage to the Murray Valley Highway and Bael Bael Road. The Murray Valley Highway is in the Transport 2 Zone (TRZ2) and Bael Bael Road is sealed.

The land is located approximately 2.1km east of the Lake Boga Central Activity District (CAD). Residential use exists on the opposite side of the Murray Valley Highway abutting the lake foreshore.

The abutting property to the west contains an existing commercial building and the remainder of the land is used for farming purposes.



Figure 6: Subject and surrounding land

The zoning of the land and any relevant overlay provisions and particular provision

As mentioned earlier in this report, the land is located in two (2) zones being the C1Z and the FZ. The proposed sign is to be located wholly within the C1Z and therefore the assessment of the application is against the C1Z and other relevant provisions.

Commercial 1 Zone

The purpose of the Commercial 1 Zone is to:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Clause 52.05 – Signs

The purpose of this Clause is:

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

The proposed sign is in the Commercial 1 Zone, therefore, in accordance with Clause 52.05-11, the proposed sign is a Category 1 – Commercial areas sign, and permit is required for a 'Major Promotion Sign'.

The proposed sign is double-sided, and each side totals an area of 18.26m². A 'Major Promotion Sign' is defined in accordance with the table to Clause 73.02 as:

'A sign which is 18 square metres or greater that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.'

In accordance with the decision guidelines at Clause 52.05-8, the following comments are made (applicable decision guidelines noted below):

All Signs (Decision guidelines) Clause 34.01-9 of the C1Z stipulates sign requirements are at Clause 52.05 and the Zone is in Category 1.

- The character of the area including:
 - The sensitivity of the area in terms of the natural environment, heritage values, waterways and open space, rural landscape or residential character.
 - The compatibility of the proposed sign with the existing or desired future character of the area in which it is proposed to be located.

- The current use of the land is horticulture, and the land is located within a strip Commercial 1 Zone area of land that extends from the subject property on the corner of the Murray Valley Highway and Bael Bael Road to the Lake Boga CAD approximately 2.1km from the subject land.
 - The rear 50% of the subject land is in the Farming Zone and is used for horticultural purposes but the sign is proposed to be located within the C1Z area of the land. h
 - There is a mix of uses and development along the C1Z land mentioned above. Many of the allotments are in two (2) zones like the subject land.
 - The C1Z land abutting the Murray Valley Highway consists of a mix of commercial uses such as a motel and service station. The strip C1Z land has been underutilised for many years and is designated for future commercial uses and development.
 - While the subject land is currently used for horticultural purposes, it is considered the C1Z section of the land will be used and development for commercial purposes in the future as the region grows.
 - It is considered signage of this type is generally appropriate in a C1Z and signs of this type are becoming more common in regional areas.
 - A C1Z parcel of land purpose is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. It is considered the sign meets the purpose of the Zone.
 - Due to the relatively slow uptake of using the C1Z land, there is still a large amount of land in strip C1Z area of land along the Murray Valley Highway in Lake Boga that is used for horticultural purposes. It is acknowledged the sign may not be appropriate in a FZ area that is primarily used for primary production, but this land is in a C1Z and the land will ultimately be used for a commercial use in the future and the land may be developed with a commercial building, car parking and the necessary elements that create a commercial enterprise. When this occurs, the sign will blend with the commercial purpose of the land.
- The cumulative impact of signs on the character of an area or route, including the need to avoid visual disorder or clutter of signs.
 - There are some signs on the existing commercial buildings between the subject land and the Lake Boga CAD. The signs are large but dispersed to avoid visual clutter.
 - The subject sign is not located in an area of clutter and the sign is well separated from any other sign in the area.
- Impacts on views and vistas:
 - The potential to obscure or compromise important views from the public realm.
 - There is not potential to obscure or compromise important views of the public realm. The land surrounding the sign is used for horticulture.

- The potential to dominate the skyline.
 - No potential. The sign is similar height to other signage along the strip C1Z area in Lake Boga.
- The potential to impede views to existing signs.
 - There are no signs that will be obscured given the distance to other signs.
- The relationship to the streetscape, setting or landscape:
 - The proportion, scale and form of the proposed sign relative to the streetscape, setting or landscape.
 - There are existing signs of similar height at existing commercial buildings along Murray Valley Highway between the subject site and the Lake Boga CAD.
 - The position of the sign, including the extent to which it protrudes above existing buildings or landscape and natural elements.
 - The position of the sign is on the corner of the Murray Valley Highway and Bael Bael Road. The sign does not protrude above any existing buildings but will be higher than the existing horticultural plantings on the land.
 - With respect to potential commercial development on the land in the future, the sign height would be considered reasonable and in keeping with standard commercial development and existing signs in the area.
 - The ability to include landscaping to reduce the visual impact of parts of the sign structure.
 - Given the land is currently used for horticultural purposes, there is potential to include some landscaping at the base of the sign to assist in blending the sign structure in with the current use of the land.
 - A condition can be included in the permit requesting amended plans detailing landscaping should a permit be granted for the sign.
- The relationship to the site and building:
 - The sign has no direct relationship with the land and there are no buildings on the land.
 - The sign location has been chosen due to being located in the Commercial 1 Zone area.
- The impact of structures associated with the sign:
 - The extent to which associated structures integrate with the sign.
 - The potential of associated structures to impact any important or significant features of the building, site, streetscape, setting or landscape, views and vistas or area.

- The sign structure is integrated with the sign face. Two (2) leg supports are required at the base of the sign.
- The sign will not impact any significant views as the land surrounding the sign is used for horticultural purposes.
- There is LDRZ style residential development across the Murray Valley Highway but no views will be affected to or from the residential land.
- The impact of any illumination:
 - The impact of glare and illumination on the safety of pedestrians and vehicles.
 - The impact of illumination on the amenity of nearby residents and the amenity of the area.
 - The potential to control illumination temporally or in terms of intensity.
 - The applicant advised Council on 03/04/2023 the sign will not be illuminated in response to objector concerns.
- The impact on road safety. A sign is a safety hazard if the sign:
 - Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property.
 - Obstructs a driver's view of a traffic control device or is likely to create a confusing or dominating background that may reduce the clarity or effectiveness of a traffic control device.
 - Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, reflective, animated or flashing.
 - Is at a location where particular concentration is required, such as a high pedestrian volume intersection.
 - Is likely to be mistaken for a traffic control device, because it contains red, green or yellow lighting, or has red circles, octagons, crosses, triangles or arrows.
 - Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic.
 - Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is no time to signal and turn safely.
 - Is within 100 metres of a rural railway crossing.
 - Has insufficient clearance from vehicles on the carriageway.
 - Could mislead drivers or be mistaken as an instruction to drivers.
 - The application was referred to DOT for comment and provided consent subject to conditions as follows:
 - a. *The proposed signage must not be installed in the road reserve.*
 - b. *The proposed signage does not obstruct a driver's line of sight and remains within the subject land.*
 - c. *The proposed signage does not obstruct a driver's view of a traffic control device or is likely to create a confusing or dominating background which might reduce the clarity of effectiveness of a traffic control device.*

- d. *The proposed signage must not dazzle or distract drivers due to size, design or colouring, or it being illuminated, reflective, animated or flashing.*
- e. *The signage does not mislead drivers or be mistaken as an instruction to drivers.*

Major Promotion Signs (Decision guidelines)

- The effect of the proposed major promotion sign on:
 - Significant streetscapes, buildings and skylines.
 - The visual appearance of a significant view corridor, viewline, gateway location or landmark site identified in a framework plan or local policy.
 - Residential areas and heritage places.
 - Open space and waterways.
 - There are no promotion or major promotion signs in the immediate area. Signage is limited to business identification signage for the existing commercial properties and signage relating to the lake at Lake Boga. There is existing large business identification signage on the existing commercial properties is generally a similar height to the proposed major promotion sign.
 - The location of the proposed sign could be considered a gateway location to Lake Boga. The land is in the Commercial 1 Zone but remains undeveloped for commercial use. The land remains planted for horticultural purposes.
 - The sign could be used for local events and business that would encourage visitors to stop in Lake Boga.
 - There are no significant views to or from the subject land.
 - The visual bulk is not considered inappropriate as commercial development will occur on the land in the future in accordance with the existing zoning of the land and the sign is no greater in height than other signage within the Commercial 1 Zone precinct along the Murray Valley Highway in Lake Boga.
 - The residential areas across the Murray Valley Highway are of a low-density nature and the focus of the residential area is the lake.
 - The sign is not to be illuminated ensuring there is no impact on the residential area at night.
- When determining the effect of a proposed major promotion sign, the following locational principles must be taken into account:
 - Major promotion signs are encouraged in commercial and industrial locations in a manner that complements or enhances the character of the area.
 - The location of the proposed sign is in a Commercial 1 Zone precinct abutting the Murray Valley Highway.

- There is mixed commercial development within the C1Z precinct along the Murray Valley Highway. There are a range of uses and built form and large signs are a predominant feature of the existing commercial buildings.
- Major promotion signs are discouraged along forest and tourist roads, scenic routes or landscaped sections of freeways.
 - The proposed sign is not located along a forest and tourist road, scenic route or on a freeway.
- Major promotion signs are discouraged within open space reserves or corridors and around waterways.
 - The sign is not located within an open space reserve or corridor and not around a waterway.
- Major promotion signs are discouraged where they will form a dominant visual element from residential areas, within a heritage place or where they will obstruct significant viewlines.
 - The sign will not form a dominant visual element to the low-density area located over the Murray Valley Highway. The nearest dwelling is over 100m from the proposal and separated by the highway.
 - The location is not in a heritage place and there are no significant viewlines that would be impaired.
- In areas with a strong built form character, major promotion signs are encouraged only where they are not a dominant element in the streetscape and except for transparent feature signs (such as neon signs), are discouraged from being erected on the roof of a building.
 - There is no strong built form character in the area. The area consists of a mix and sparse commercial development.

Municipal Planning Strategy (MPS)

Clause 02.03-1 Settlement

- *Lake Boga (about 750 people) is an attractive, lakeside village and tourist town within commuting distance of Swan Hill, providing a range of water-based and recreational activities as well as a diverse ecosystem. Growth is expected to continue at Lake Boga because of the added security of water in the lake and the potential of residential land with lake views.*

COMMENT: The proposed sign is to be located within a strip Commercial 1 Zone. The land is located on the eastern edge of the Lake Boga township on undeveloped commercial land. The Lake Boga area is expecting future growth which will see increased residential and commercial development in the area.

Planning Policy Framework (PPF)

Clause 15.01-6S – Design for rural areas

- Objective

‘To ensure development respects valued areas of rural character.’

- Strategies:
 - *Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.*

COMMENT: The location of the sign is located on Commercial 1 Zone land. It is acknowledged the land has not been developed for commercial purposes and remains being used for horticultural purposes. The location is unique as the C1Z land is part of a 2.0km (approx.) strip of C1Z land that has mixed and sparse commercial development. There is no existing commercial character of note.

The approach to the subject site from an easterly direction has a mix of rural uses and some vacant rural land containing vegetation. There is no consistent rural character to note. The Lake Boga township gateway entrance signs are located 175m (approx.) east of the subject site and the width the road reserve will ensure the sign is sympathetically located.

Clause 18.02-4S – Roads

- Objective

‘To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.’

- Strategies:

‘Ensure people are safe on and around roads.’

COMMENT: The location of the sign is well setback due to the width of the existing highway road reserve. The application was referred to DOT and they provided consent subject to conditions as outlined earlier in this report. DOT advised if the conditions imposed were not included in the permit should a permit be granted, they would object to the proposal. Ultimately the conditions imposed are to ensure road safety.

The decision guidelines of Clause 65

Clause 65.02 Approval of an application or plan

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

- The matters set out in section 60 of the Act.
 - All matters have been considered and outlined within this report.

- Any significant effects the environment, including the contamination of land, may have on the use or development.
 - The land has been used for horticultural purposes and there are no known contaminants or environmental issues affecting the proposal.
- The Municipal Planning Strategy and the Planning Policy Framework.
 - Refer to relevant section within this report.
- The purpose of the zone, overlay or other provision,
 - The purpose of the zone is to provide for commercial use.
 - The proposal is for a major promotion sign which is permitted subject to a planning permit.
 - It is considered signage is a normal aspect of commercial development.
- Any matter required to be considered in the zone, overlay or other provision.
 - All relevant matters have been considered in the assessment of the application.
- The orderly planning of the area.
 - The land is suitable for the proposed sign and is located within the Commercial 1 Zone.
 - The land is located in a strip commercial precinct with mixed and dispersed commercial developments.
 - The location is approximately 175m west of the Lake Boga town entrance signs.
 - DOT consented to the application subject to appropriate conditions.
- The effect on the environment, human health and amenity of the area.
 - There are no known detrimental effects the proposal will have on the environment, human health or amenity of the area.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
 - No known factors.
- The extent and character of native vegetation and the likelihood of its destruction.
 - There is no native vegetation on the land.
- 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.
 - There are no known hazards.
- The impact the use or development will have on the current and future development and operation of the transport system.
 - The application was referred to DOT and consent was granted subject to appropriate conditions to ensure road safety.

Referrals

External Referrals/Notices Required by the Planning Scheme:

Referrals/Notice	Advice/Response/Conditions
Section 52 Referrals	
DOT	<p>The referral was sent to DOT on 01/02/2023 and a response was received on 15/02/2023. DOT consented to the proposal subject to 5 conditions and a permit note. The conditions are as follows:</p> <ol style="list-style-type: none"> 1. The proposed signage must not be installed in the road reserve. 2. The proposed signage does not obstruct a driver's line of sight and remains within the subject land. 3. The proposed signage does not obstruct a driver's view of a traffic control device or is likely to create a confusing or dominating background which might reduce the clarity of effectiveness of a traffic control device. 4. The proposed signage must not dazzle or distract drivers due to size, design or colouring, or it being illuminated, reflective, animated or flashing. 5. The signage does not mislead drivers or be mistaken as an instruction to drivers. <p>Permit Note:</p> <ol style="list-style-type: none"> a. Any planning permit approval received in accordance with a municipal planning scheme does not constitute consent to conduct the works under the Road Management Act 2004. Any works in the arterial road reserve designated as Transport Zone 2 (TRZ2) require a Works Within Road Reserve Permit from the Department of Transport and Planning. Section 63 and clause 16 of Schedule 7 of the Road Management Act 2004 require any person proposing to carry out works in, on, under or over an arterial road in Transport Zone 2, to obtain the consent of the Department of Transport and Planning, except where exemptions under the Act, or its Regulations (Road Management (Works and Infrastructure) Regulations 2005), apply <p>DOT also advised that if the above conditions are not imposed, DOT would object to the permit application.</p>
Internal Council Referrals	Advice/Response/Conditions
Engineering	The referral was sent to Engineering on 01/02/2023 and responded on 02/02/2023. No conditions are required.
Building	The referral was sent to Building on 01/02/2023 and responded on 10/02/2023 advising standard building permit notes are to be included if a permit is granted.

Summary of Key Issues

The items addressed in this report have been considered in the assessment of the application. The application as detailed in this report has considered the key issues and the proposal should be supported by Council.

The objections submitted were considered in the assessment. The applicant addressed the objections and advised Council they would not illuminate the sign. Another aspect of the objections related to land values which is not considered a planning matter that is required to be considered. The gateway is also consisted approximately 175m to the east of the proposed

sign. It is considered the land is in the Commercial 1 Zone and a sign of this type is common in commercial areas.

The location has mixed and dispersed commercial development. Lake Boga is expected to grow in the future and commercial development will increase.

The application documentation considered the components required to erect the major promotion sign and it has been assessed to be adequate to enable a planning permit to be issued by Council.

Consultation

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

- Choose appropriate advertising methods. Delete others.
- Sending notices to the owners and occupiers of adjoining and surrounding land.
- Sign on site.
- Notice in the Guardian Newspaper dated 03/03/2023.

The notification has been carried out correctly commencing on 03/03/2023 and closed on 17/03/2023. The advertising officially concluded when the sign was erected up to 29/03/2023 by the applicant.

Two (2) objections were received. The objections are detailed below:

1. *The large floodlit billboard is proposed in the middle of a fruit paddock, one which has sensitive interfaces (FZ & LDRZ). This is not a commercial environment that can withstand large, metropolitan advertising. Subsequently, the proposed MAJOR billboard is incredibly inappropriate to the site and surrounding context and would negatively impact the pristine rural landscape character of the surrounding area and one we value.*
2. *Construction of this illuminated promotion sign will significantly reduce the quiet rural appeal of this part of Lake Boga and have a detrimental effect on the financial value of the surrounding houses and land. Our property will be directly affected by this financial loss. We dispute the sweeping statement in the Application that the Subject Site is "the most suitable in all of Lake Boga" as it is in fact the "gateway" to this country town. This suburban style illuminated promotion sign will give an unappealing visual and first impression to motorists and travellers to Lake Boga. It is totally inappropriate in this gateway location and will act as a turnoff to people wanting stay and spend money in an appealing country village setting.*

The objections were sent to the applicant. The applicant provided a written response to the objections and the written response was sent to the objectors for their information and to determine if they would like to do any form of mediation for the application. One (1) objector advised they wish to speak at the Council assembly scheduled for 25/07/2023. The objector did not attend the Council assembly dated 25/07/2023.

Financial Implications

Nil.

Social Implications

There are no known social implications resulting from the application.

Economic Implications

Nil.

Environmental Implications

Nil.

Risk Management Implications

There are no known risks.

Attachments:	1. Amended Plan showing sign not illuminated [2.1.1 - 4 pages]
	2. Objection-1- Redacted [2.1.2 - 2 pages]
	3. Objection-2- Redacted [2.1.3 - 3 pages]

Options

1. Issue a Notice of Refusal to Grant a Planning Permit
2. Issue a Notice of Decision to Grant a Planning Permit subject to relevant planning conditions

Recommendation/s

That Council:

1. having caused notice of Planning Application PLN2023010 to be given under Section 52 of the Planning and Environment Act 1987 and having considered all the matters required under Section 60 of *the Planning and Environment Act 1987* and objections, decides to issue a Notice of Decision to Grant a Planning Permit under the provisions of the Swan Hill Planning Scheme in respect of the land known and described as 266-280 Murray Valley Highway, Lake Boga (Lot 2 on Plan of Subdivision 867436L) for the Erection and Display of a Major Promotion Sign in the Commercial 1 Zone in accordance with the following conditions:

Conditions

Amended Plans

1. Prior to receiving endorsed plans, amended plans must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and generally in accordance with the plans submitted with the application but modified to show:

- a. Landscaping plan. The plan must include landscaping at the base of the sign.

Plans

2. The sign hereby approved must be constructed and installed in accordance with the endorsed plans to the satisfaction of the Responsible Authority.
3. The location and details of the sign, including those of the supporting structure, as shown on the approved plans must not be altered without the further written consent of the Responsible Authority.

Sign within lot boundary

4. The signage hereby permitted must be located wholly within the boundaries of the land.

Sign maintenance

5. All signage must be constructed and maintained to the satisfaction of the Responsible Authority.

No illumination

6. The sign must not be illuminated by external or internal light unless with the prior written consent of the Responsible Authority.

No flashing light or animation

7. The sign hereby permitted must not contain any flashing or intermittent flashing light or animation.

Amenity

8. The development must be managed so that the amenity of the area is not detrimentally affected to the satisfaction of the Responsible Authority.

Landscaping

9. The sign hereby approved must not be displayed with advertising until:
 - a. The landscaping shown on the endorsed plans has been completed to the satisfaction of the Responsible Authority
10. The landscaping shown on the endorsed plans must be planted, established and thereafter maintained to the satisfaction of the Responsible Authority.

Department of Transport and Planning Conditions

11. The proposed signage must not be installed in the road reserve.

12. The proposed signage does not obstruct a driver's line of sight and remains within the subject land.
13. The proposed signage does not obstruct a driver's view of a traffic control device or is likely to create a confusing or dominating background which might reduce the clarity of effectiveness of a traffic control device.
14. The proposed signage must not dazzle or distract drivers due to size, design or colouring, or it being illuminated, reflective, animated or flashing.

The signage does not mislead drivers or be mistaken as an instruction to drivers.

Permit Expiry

15. The signage approved by this permit expires 15 years from the date of issue. The sign must be removed, and the area reinstated to the satisfaction of the Responsible Authority by this date.

Permit Notes:

Responsible Authority:

- a. A building permit may be required for the building work associated with this development.
- b. Prior to any excavation works, it is recommended the applicant and/or their contractors undertake "Dial before you Dig" information for existing utility services locations. The contact phone number for this service is 1100 or via the website www.1100.com.au.

Department of Transport and Planning Note:

- a. Any planning permit approval received in accordance with a municipal planning scheme does not constitute consent to conduct the works under the Road Management Act 2004. Any works in the arterial road reserve designated as Transport Zone 2 (TRZ2) require a Works Within Road Reserve Permit from the Department of Transport and Planning. Section 63 and clause 16 of Schedule 7 of the Road Management Act 2004 require any person proposing to carry out works in, on, under or over an arterial road in Transport Zone 2, to obtain the consent of the Department of Transport and Planning, except where exemptions under the Act, or its Regulations (Road Management (Works and Infrastructure) Regulations 2005), apply.

CM 2023/19 Motion

MOVED Cr Young

That Council:

1. having caused notice of Planning Application PLN2023010 to be given under Section 52 of the Planning and Environment Act 1987 and having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* and objections, decides to issue a Notice of Decision to Grant a Planning Permit under the provisions of the Swan Hill Planning Scheme in respect of the land known and described as 266-280 Murray Valley Highway, Lake Boga (Lot 2 on Plan of Subdivision 867436L) for the Erection and Display of a Major Promotion Sign in the Commercial 1 Zone in accordance with the following conditions:

Conditions

Amended Plans

1. Prior to receiving endorsed plans, amended plans must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and generally in accordance with the plans submitted with the application but modified to show:
 - a. Landscaping plan. The plan must include landscaping at the base of the sign.

Plans

2. The sign hereby approved must be constructed and installed in accordance with the endorsed plans to the satisfaction of the Responsible Authority.
3. The location and details of the sign, including those of the supporting structure, as shown on the approved plans must not be altered without the further written consent of the Responsible Authority.

Sign within lot boundary

4. The signage hereby permitted must be located wholly within the boundaries of the land.

Sign maintenance

5. All signage must be constructed and maintained to the satisfaction of the Responsible Authority.

No illumination

6. The sign must not be illuminated by external or internal light unless with the prior written consent of the Responsible Authority.

No flashing light or animation

7. The sign hereby permitted must not contain any flashing or intermittent flashing light or animation.

Amenity

8. The development must be managed so that the amenity of the area is not detrimentally affected to the satisfaction of the Responsible Authority.

Landscaping

9. The sign hereby approved must not be displayed with advertising until:
 - a. The landscaping shown on the endorsed plans has been completed to the satisfaction of the Responsible Authority
10. The landscaping shown on the endorsed plans must be planted, established and thereafter maintained to the satisfaction of the Responsible Authority.

Department of Transport and Planning Conditions

11. The proposed signage must not be installed in the road reserve.
12. The proposed signage does not obstruct a driver's line of sight and remains within the subject land.
13. The proposed signage does not obstruct a driver's view of a traffic control device or is likely to create a confusing or dominating background which might reduce the clarity of effectiveness of a traffic control device.
14. The proposed signage must not dazzle or distract drivers due to size, design or colouring, or it being illuminated, reflective, animated or flashing.

The signage does not mislead drivers or be mistaken as an instruction to drivers.

Permit Expiry

15. The signage approved by this permit expires 15 years from the date of issue. The sign must be removed, and the area reinstated to the satisfaction of the Responsible Authority by this date.

Permit Notes:

Responsible Authority:

- a. A building permit may be required for the building work associated with this development.
- b. Prior to any excavation works, it is recommended the applicant and/or their contractors undertake "Dial before you Dig" information for existing utility services locations. The contact phone number for this service is 1100 or via the website www.1100.com.au.

Department of Transport and Planning Note:

- a. Any planning permit approval received in accordance with a municipal planning scheme does not constitute consent to conduct the works under the Road Management Act 2004. Any works in the arterial road reserve designated as Transport Zone 2 (TRZ2) require

a Works Within Road Reserve Permit from the Department of Transport and Planning. Section 63 and clause 16 of Schedule 7 of the Road Management Act 2004 require any person proposing to carry out works in, on, under or over an arterial road in Transport Zone 2, to obtain the consent of the Department of Transport and Planning, except where exemptions under the Act, or its Regulations (Road Management (Works and Infrastructure) Regulations 2005), apply.

SECONDED Cr Jeffery

The Motion was put and CARRIED 6 / 1

Cr McKay called for a division

For: Cr King, Cr Kelly, Cr McPhee, Cr Young, Cr Jeffery and Cr Moar

Against: Cr McKay

LAKE BOGA - PROPOSED DOUBLE SIDED, NON-ILLUMINATED, MAJOR PROMOTION SIGN

266-280 MURRAY VALLEY HWY.
LAKE BOGA, VIC 3584

TOWN PLANNING DRAWINGS

- A01 COVER PAGE
- A02 SITE PLAN
- A03 FLOOR PLAN & ELEVATIONS
- A04 PERSPECTIVE VIEWS



PHOTO 01



PHOTO 02



PHOTO 03



PHOTO 04



KEY PLAN
SCALE 1 : 4000

PHOTO LEGEND

NO.	DESCRIPTION
01	PHOTOGRAPHIC VIEW OF THE PROPOSED LOCATION FOR THE SIGN.
02	PHOTOGRAPHIC VIEW NORTH FROM THE PROPOSED LOCATION OF THE SIGN.
03	PHOTOGRAPHIC VIEW EAST FROM THE PROPOSED LOCATION OF THE SIGN.
04	PHOTOGRAPHIC VIEW WEST FROM THE PROPOSED LOCATION OF THE SIGN.

ISSUE/AMMENDMENTS SCHEDULE

- 01 26/12/2022
TOWN PLANNING ISSUE
- 02 18/07/2023
REMOVAL OF ILLUMINATION (STCA)

TOWN PLANNING

NOT FOR CONSTRUCTION



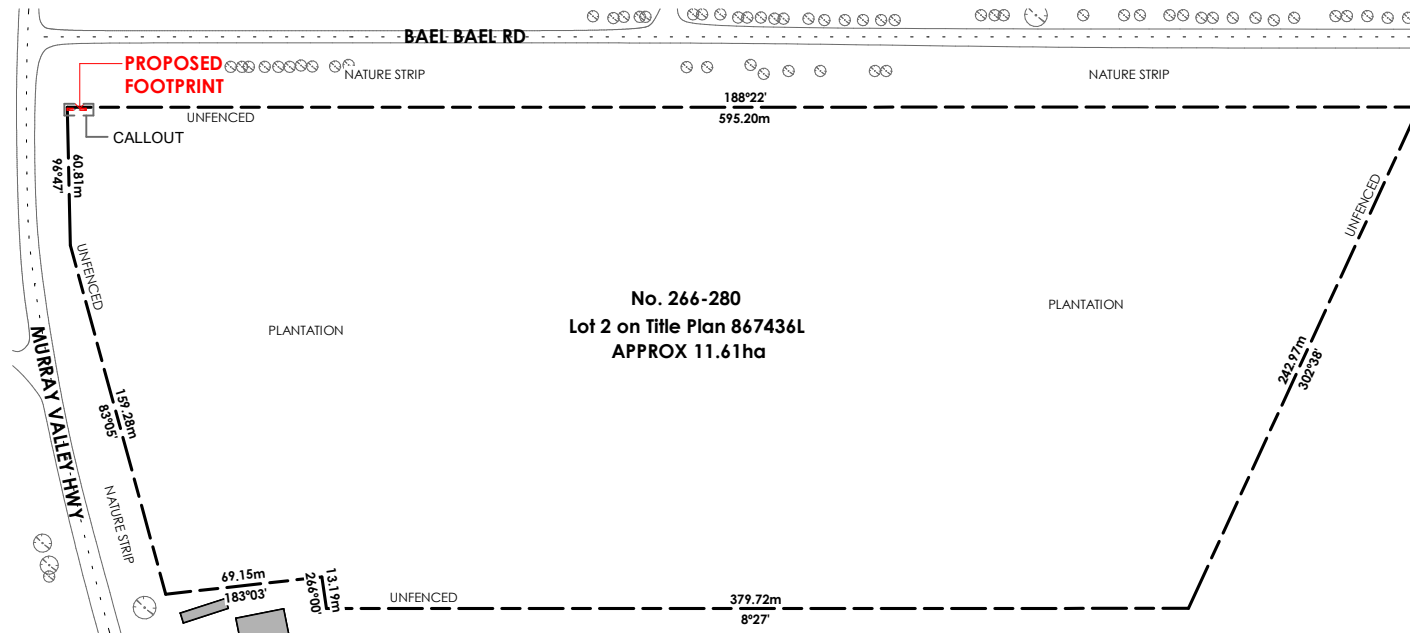
PROJECT
LAKE BOGA - PROPOSED DOUBLE SIDED,
NON-ILLUMINATED, MAJOR PROMOTION SIGN
ADDRESS
266-280 MURRAY VALLEY HWY.
LAKE BOGA, VIC 3584

NORTH POINT

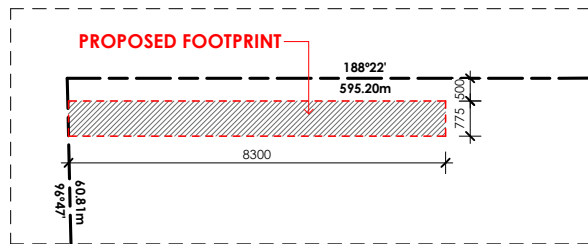


DATE
18/07/2023
DRAWING NO.
A01
DRAWN BY
AP
PROJECT NO.
22-045
PAGE SIZE
A3
ISSUE NO.
02

GAWK OUTDOOR
A 62 John Street, Eltham VIC 3095
E james@gawk.com.au
M 0400 096 182



SITE PLAN
SCALE 1 : 2000



CALLOUT
SCALE 1 : 100

LEGEND

- PROPERTY BOUNDARY
- EXISTING BUILDINGS ONSITE
- PROPOSED MAJOR PROMOTION SIGN FOOTPRINT

ISSUE/AMMENDMENTS SCHEDULE

- 01 26/12/2022 TOWN PLANNING ISSUE
- 02 18/07/2023 REMOVAL OF ILLUMINATION (STCA)

TOWN PLANNING

NOT FOR CONSTRUCTION



PROJECT
LAKE BOGA - PROPOSED DOUBLE SIDED, NON-ILLUMINATED, MAJOR PROMOTION SIGN
ADDRESS
266-280 MURRAY VALLEY HWY,
LAKE BOGA, VIC 3584

NORTH POINT



DATE
18/07/2023

DRAWING NO.
A02

DRAWN BY
AP

PROJECT NO.
22-045

PAGE SIZE
A3

ISSUE NO.
02

GAWK OUTDOOR

A 62 John Street, Eltham VIC 3095

E james@gawk.com.au

M 0400 096 182

MATERIALS BOARD



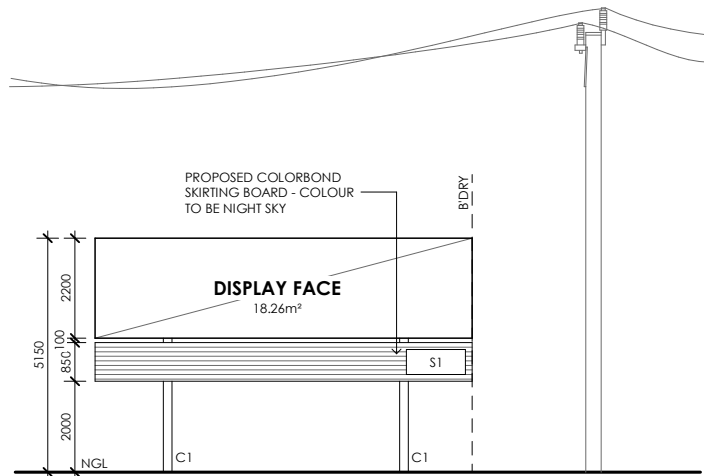
C1 PROPOSED COLUMN - POWDERCOAT BLACK FINISH



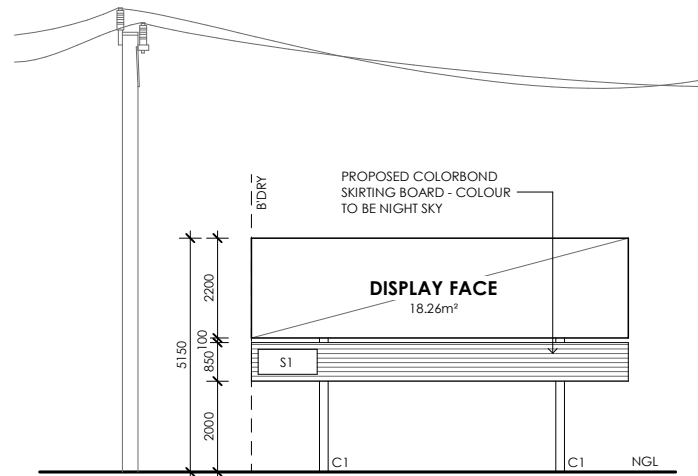
BLACK PAINT
PROPOSED BLACK PAINT FINISH TO ALL FEATURES, TRIMS AND LIGHTING



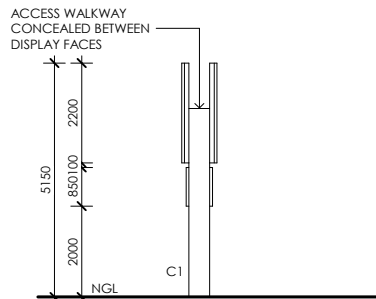
SKIRTING BOARD
PROPOSED COLORBOND SKIRTING BOARD WITH NIGHT SKY FINISH



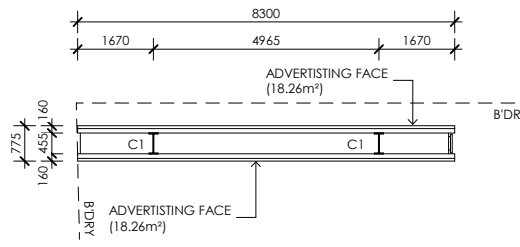
EAST ELEVATION
SCALE 1 : 100



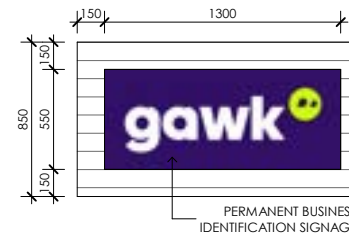
WEST ELEVATION
SCALE 1 : 100



NORTH ELEVATION
SCALE 1 : 100



FLOOR PLAN
SCALE 1 : 100



S1 - SIGNAGE DETAIL
SCALE 1 : 25

LEGEND

- C1 PROPOSED COLUMN - POWDERCOAT BLACK FINISH
- NGL NATURAL GROUND LINE
- S1 PERMANENT SIGN 1 - REFER TO DETAIL

ISSUE/AMMENDMENTS SCHEDULE

- 01 26/12/2022 TOWN PLANNING ISSUE
- 02 18/07/2023 REMOVAL OF ILLUMINATION (STCA)

TOWN PLANNING

NOT FOR CONSTRUCTION



PROJECT
LAKE BOGA - PROPOSED DOUBLE SIDED, NON-ILLUMINATED, MAJOR PROMOTION SIGN
ADDRESS
266-280 MURRAY VALLEY HWY.
LAKE BOGA, VIC 3584

NORTH POINT



DATE
18/07/2023
DRAWING NO.
A03
DRAWN BY
AP
PROJECT NO.
22-045
PAGE SIZE
A3
ISSUE NO.
01

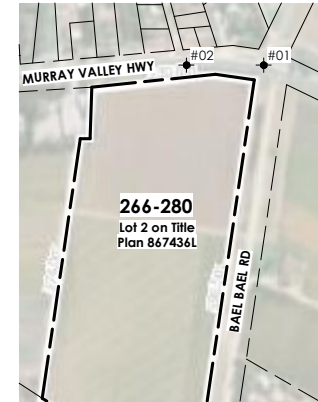
GAWK OUTDOOR
A 62 John Street, Eltham VIC 3095
E james@gawk.com.au
M 0400 096 182



EXISTING PERSPECTIVE VIEW #01 - WESTBOUND TRAFFIC



EXISTING PERSPECTIVE VIEW #02 - EASTBOUND TRAFFIC



PERSPECTIVE VIEW REFERENCE
SCALE 1 : 6000



PROPOSED PERSPECTIVE VIEW #01 - WESTBOUND TRAFFIC



PROPOSED PERSPECTIVE VIEW #02 - EASTBOUND TRAFFIC

GENERAL NOTES

PROPOSED PERSPECTIVE VIEW IS AN ARTIST'S IMPRESSION OF THE PROPOSAL ONLY. SIZE AND SCALE ARE REFERENCED ON THE FLOOR PLANS AND ELEVATIONS.

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH THE SUPPLIED TOWN PLANNING REPORT

REFER TO THE TOWN PLANNING REPORT FOR THE WRITTEN STATEMENT REGARDING THE METHODOLOGY DURING THE PREPARATION OF PERSPECTIVE VIEWS

LEGEND

#00 PERSPECTIVE VIEW - LOCATION IN WHICH PHOTOGRAPHIC VIEWS WERE TAKEN

ISSUE/AMMENDMENTS SCHEDULE

- 01 26/12/2022
TOWN PLANNING ISSUE
- 02 18/07/2023
REMOVAL OF ILLUMINATION (STCA)

TOWN PLANNING

NOT FOR CONSTRUCTION



PROJECT
LAKE BOGA - PROPOSED DOUBLE SIDED, NON-ILLUMINATED, MAJOR PROMOTION SIGN
ADDRESS
266-280 MURRAY VALLEY HWY,
LAKE BOGA, VIC 3584

NORTH POINT



DATE
18/07/2023

DRAWING NO.
A04

DRAWN BY
AP

PROJECT NO.
22-045

PAGE SIZE
A3

ISSUE NO.
02

GAWK OUTDOOR

A 62 John Street, Eltham VIC 3095

E james@gawk.com.au

M 0400 096 182



Objection to a Planning Permit

Note: A petition is considered as one objection under Section 57(3), (4a) and (4b) of the Planning and Environment Act 1987. The first person listed will receive correspondence from Council unless another contact is specifically provided.

Who is objecting?

Name: Bruce Sutherland

Address:

Phone:

Email:

What application do you object to?

Permit application No: PLN2023010

Address of proposed permit: 266-280 Murray Valley Highway Lake Boga VIC 3584

What is proposed: Installation of Major Promotional Signage in Commercial 1 Zone

The Objection:

Reasons for your objection

I object to this application for the following reasons:

- Construction of this illuminated promotion sign will significantly reduce the quiet rural appeal of this part of Lake Boga and have a detrimental effect on the financial value of the surrounding houses and land. Our property will be directly effected by this financial loss.
- We dispute the sweeping statement in the Application that the Subject Site is "the most suitable in all of Lake Boga " as it is in fact the "gateway " to this country town. This suburban style illuminated promotion sign will give an unappealing visual and first impression to motorists and travellers to Lake Boga. It is totally inappropriate in this gateway location and will act as a turnoff to people wanting stay and spend money in an appealing country village setting.

45 Splatt Street SWAN HILL VIC 3585
PO Box 488 SWAN HILL VIC 3585
DX30166 Swan Hill
Telephone: (03) 5036 2333 Fax: (03) 5036 2340
Email: council@swanhill.vic.gov.au
ABN 97435620016

How will you be affected by the grant of this permit?

Signed: BRUCE SUTHERLAND

Date: 11/03/2023



Objection to a Planning Permit

Note: A petition is considered as one objection under Section 57(3), (4a) and (4b) of the Planning and Environment Act 1987. The first person listed will receive correspondence from Council unless another contact is specifically provided.

Who is objecting?

Name: Luke Upton

Address:

Phone:

Email:

What application do you object to?

Permit application No: PLN2023010

Address of proposed permit: 266-280 Murray Valley Highway Lake Boga VIC 3584

What is proposed: Installation of Major Promotional Signage in Commercial 1 Zone

The Objection:

Reasons for your objection

I object to this application for the following reasons:

Refer attached

How will you be affected by the grant of this permit?

Signed: LUKE UPTON

Date: 14/03/2023

2.2 5533 Murray Valley Highway Swan Hill (Service Station) - Planning Application

Directorate: Development and Planning
File Number: PMT-PL-2021-101
Purpose: For Decision

Council Plan Strategy Addressed

1. Liveability - We will be a healthy, connected and growing community supported by a range of infrastructure and services.

1.3 Building Healthy Communities

1.3.1 Encourage active healthy lifestyles for people of all ages, abilities and interests

1.3.2 Spaces where people of all ages, abilities and backgrounds can flourish

Current Strategic documents

Swan Hill Planning Scheme

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Action since Scheduled Meeting 18 July 2023

A decision on this application was deferred from Council's last meeting.

In the ensuing period, refinements to the conditions have been made to broaden the engineering requirements relating to drainage and the construction standards for the upgrade to Bombardieri Lane.

Questions posed by objectors have been also responded to.

Summary

The subject site is located at 5533 Murray Valley Highway (MVH) at the north-western intersection of the highway and Bombardieri Lane. The land is approximately 3km to the south of the Swan Hill CBD and is situated in a prominent position at the southern highway entrance to town.

The land is essentially vacant and clear of vegetation with only one shed remaining in the central area of the lot.

The land in its current form has an area of 9.103 hectares, however the subdivision of the land was approved on 29 October 2020 under planning permit 2020-041. The pending subdivision is to result in five lots with four of the lots to be located along the MVH on land zoned Commercial 2 Zone. All commercial lots are to have an area

exceeding 1 hectare and will be suitable for the types of development encouraged within the Commercial 2 Zone.

The pending subdivision includes a service road to the highway and the upgrade of the intersection between the highway and Bombardieri Lane.

The location of the proposal is at the south-eastern corner of the parent lot on the pending lot 4 which has an area of 1.314 hectares.

The certification of the plan of subdivision is imminent with only design and approval of the lighting layout by Powercor still pending.

As certification of the plans is still pending, the application for the proposed service station was amended to be issued to the parent lot with the boundaries of the proposed lot adhered to in the design.

The subject land is in the Commercial 2 Zone (C2Z). The zoning of the surrounding area includes a strip of Commercial 1 zoned land to the north with the strip of Commercial 2 zoned land extending south to Aerodrome Road. To the west of the land is Farming Zone and to the east beyond the Highway (Transport Zone 2) and railway (Transport Zone 1) is also Farming Zone.

The surrounding commercially zoned area has seen development emerging toward the south with Kenworth located at the intersection with Aerodrome Road and a new facility for Terra Ag adjacent.

Discussion

The application seeks consent for the use and development of a 24hr highway service centre with additional permit triggers as a result of associated signage and access.

The proposed service centre will cater for motorbikes, cars, cars with caravans/boats/trailers, and trucks of various sizes and will include the following:

- Separate refuelling bowsers for cars (4 bowsers 8 fuelling positions) and trucks (3 bowsers 6 fuelling positions) under canopies
- Underground envirotank fibreglass fuel tanks with leak detection technology
- Parking for both cars and trucks for short-term stays
- A convenience shop
- A service centre counter and associated retail sales
- Indoor seating 'trucker's lounge' area
- Customer toilets
- Male and female showers
- 23 parking bays dedicated to customer parking
- 4 parking bays for buses and/or caravans
- 5 parking bays for trucks
- Separate loading areas
- Significant landscaping

- Associated lighting and signage

The proposed service centre includes a shared access/egress point from Bombardieri Lane to the east of the site, egress point to Bombardieri Lane at the west of the site and egress point to the service road to MVH at the north of the eastern boundary. The proposal has been designed in collaboration with traffic engineers to ensure safety and efficiency. It should be noted that the upgrades to the intersection of the Murray Valley Highway and Bombardieri Lane required by the subdivision (including right and left turning treatments with full depth sealed shoulders) and further widening proposed by this development will result in substantial improvements to safety at this intersection.

The vehicle canopy is to have a height of 6.05m setback approximately 95.96m from proposed boundary and 217.88m from current boundary and the separate truck canopy is to have a height of 6.35m setback approximately 62.70m from the proposed boundary and 184.62m from the current boundary. The pylon sign is to have a height of 12.00m and is to be located at the far east of the site towards the highway.

The proposed landscaping currently includes trees, shrubs and ground cover throughout the site with attention to the proposed lot boundaries. The proposed landscaping has been amended as a result of a mediation meeting with the addition of a 1.20m high soil mound (2.40m width) topped with a 1.8m high solid timber fence with landscaping incorporated along the western and northern boundary to assist with mitigating noise and visual amenity impacts to neighbouring properties.

The proposed highway service centre is to be EV and Hydrogen ready to allow for future modernisation.

The proposed signage includes the following:

- Business promotional pylon sign with LED lighting 12000mm x 2500mm located in the south-east of the site
- Canopy signage in Mobil corporate branding

Planning context

Clause 11.01-01S □ **Settlement** □ The proposal offers convenient access to jobs, services, infrastructure and community facilities while providing development along existing transport infrastructure.

Clause 13.05-1S □ **Noise management** □ The site is an adequate distance from sensitive land uses and located in an area that is subject to existing high levels of ambient noise.

Clause 13.06-1S □ **Air quality management** □ The proposal integrates appropriate infrastructure to minimise air quality impacts on sensitive land uses.

Clause 13.07-1S □ **Land use compatibility** □ The proposal is located on a major arterial road within the commercial area and is compatible with surrounding land uses in the commercial zone.

Clause 15.01-1S □ **Urban design** □ The proposal responds to the characteristics of the site. The design includes measures to contribute to landscaping opportunities and visual interest.

Clause 17.01-1R □ **Diversified economy** □ Loddon Mallee North □ The proposal supports investment in infrastructure, freight and logistics.

Clause 17.02-1S □ **Business** □ The proposal contributes to the community's and other users needs for retail and other commercial services.

Zone

As referred to above, the site is located primarily in a Commercial 2 zone. The purpose of the zone, as relevant to the application, is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

The use of land for a Service Station is a Section 2 - permit required use. A permit is also triggered for the buildings and works pursuant to Clause 34.02-4.

Throughout the assessment of the proposal, rigorous evaluation of traffic management has occurred to ensure compliance with the zone, Head, Transport for Victoria, and Council's Engineering Department.

The proposal must also comply with additional regulations that ensure the safe and appropriate operation of a service station.

It should be noted that as the subject land is not within 30m of a residential zone, the building and works component of the permit application are exempt from public notice requirements and it is only the use component that required public notification.

Design and Development Overlay – Schedule 7

The land is affected by the DDO7 which specifically relates to the Commercial 2 Zone Highway Entrances.

The design objectives include:

- creating attractive and vibrant entrances to Swan Hill,
- ensuring the siting and design of new development is not detrimental to the image of Swan Hill,
- ensuring that new development addresses the Murray Valley Highway so that a sense of arrival is created by appropriate built form,
- encourage contemporary architectural outcomes and ensure signage does not dominate the streetscape or lead to visual clutter.

The overlay includes design requirements aimed at achieving the objective. The proposal meets the majority of requirements including:

- Maximum site coverage and minimum permeable surfaces
- Height limits
- Setbacks to boundaries
- Articulated frontages and mixture of building materials

- Transparent fencing forward of the building line
- Retention of vegetation and additional landscaping
- Concealed storage areas
- Connection to services
- Stormwater management
- Appropriate signage

The proposal does require some variations to the layout and setback of car parking which is considered acceptable in this instance given the nature of the proposal and the amount of landscaping incorporated into the design. This can be handled through conditions on a permit.

These changes include:

- Building setback - slight variation with canopy setback 35m and convenience store setback 60m from MVH.
- Setback of canopy from Bombardieri Lane.

Particular Provisions

- Clause 52.05 - Signage - Under the zone, the land is listed as a category 1 for the purposes of signage with minimum limitations. Business identification signs with an area that exceeds 8 square metres and that are internally illuminated require a permit. As discussed above, signage is to be located around the canopy of the building with 3 additional pole signs located to each separate road frontage. The Head, Department of Transport and Planning has included conditions to ensure the signs do not create a safety hazard to nearby road users.
- Clause 52.06 - Car parking – The development provides a suitable number of on-site car parking and bicycle facilities and is not expected to unreasonably burden surrounding traffic conditions from a safety perspective. The proposed development comprises of 30 car parking spaces in the following format:
 - 23 parking bays dedicated to customer parking
 - 4 parking bays for buses and/or caravans
 - 5 parking bays for trucks

A service station use (which includes the selling of food, drinks and other convenience goods) is not listed in the table to Clause 52.06 and therefore car parking is to be provided to the satisfaction of the Responsible Authority. This is an appropriate number of on-site car parking spaces provided, given that patrons will not spend extended periods of time on the land which will ensure that spaces are regularly vacated by vehicles.

- Clause 52.29 - Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay - The site abuts Murray Valley Highway and proposes an access and a separate egress onto the road in a RZC1. The application has been referred to the Head, Department of Transport and Planning with alterations to the site plan and traffic management finalised during the assessment period. The Head, Department of Transport and Planning has provided conditions to ensure safe and efficient functioning of the site in relation to the road in a TZ1.

Clause 65.01 Decision guidelines for approval of an application or plan

Clause 65.01 provides that before deciding on an application or approval of a plan, the Responsible Authority must consider, as appropriate the certain specified matters. Noting that some matters may be more relevant to the requirement to obtain a permit for buildings and works under clause 34.02-4 than say to the requirement to obtain a permit for signage under clause 52.05, the following matters may be relevant to consideration of the permit requirements and the overall proposal –

- The matters set out in section 60 of the Act.
- The Municipal Planning Strategy and Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the environment, human health and amenity of the area.
- The impact the use or development will have on the current and future development and operation of the transport system.

The proposal responds to the decision guidelines by employing measures to mitigate amenity impacts to surrounding properties, utilising high traffic flow roads in a safe and efficient manner, ensuring access to all services and by providing an attractive outlook to the streetscape with opportunities for landscaping.

Referrals

The application was referred to Department of Transport and Planning and Lower Murray Water (LMW) as well as internally with no objections received subject to conditions.

The referral response from LMW shows that the land is within the Corporations Water and Sewer district and can therefore be connected to these services.

Objections

The application was advertised by erecting a sign on site, placing a notice in the Guardian newspaper and sending letters to adjacent and nearby land owners/occupiers. A total of four submissions were received with a total of 6 objectors.

The general items of concern raised by the objectors included:

- Noise from B-doubles/buses/waste disposal trucks/fuel tankers.
- Impact from lighting
- Increase in traffic on Bombardieri Lane
- Pollution from petrol vapours, petrol leaks and spills
- Contamination of retention basin from runoff
- Impact on farming Waste disposal located to the west of the convenience store
- Security – potential for increased criminal activity
- Dust generation

Traffic

The consultant traffic engineering service has provided a traffic review with additional information about the overnight traffic and the expected level of activity overnight. The traffic review has been based on the United Petrol Station at Karinie Street and concludes that most of vehicle movements occur during the hours of 9am and 5pm with reduced volumes outside of these periods.

Acoustic

An Acoustic Consulting Service has provided additional information regarding noise levels in the area concluding that existing noise levels are expected to be quite high with the MVH carrying approximately 7000 vehicles per day (vpd) of which approximately 18% are heavy vehicles. A review of the proposed layout determined that the options to assist in reducing noise emissions include:

- the implementation of boundary fences,
- the implementation of acoustic barriers around mechanical plant and loading bays, and
- the programming of tyre inflation alarms or door warning alarms to avoid sounding at night.

The recommendations of the acoustic review have been implemented in the amended designs.

Lighting

Lighting consulting engineers have provided additional information on minimising light spill and obtrusive lighting which include:

- Boundary landscaping and fencing

- Luminaires to be selected with the correct optics and beam distribution to control light spill
- Luminaires to be fitted with baffles to prevent back and side spill
- Appropriate direction of lighting
- Canopy downlights to be low bays, horizontally mounted with diffusers and visors
- Lighting in loading bay and bin enclosure to be below the level of the bin enclosure fence

It is also important to note that there is no illumination on the western façade of any canopies.

Response to grounds of objection

Noise

The proposed service station is located on the Murray Valley Highway which carries significant traffic volumes, much of which being heavy vehicles. Therefore, the ambient noise levels are currently high.

In response to the concerns of objectors a timber perimeter fence and earthen wall have been included on amended plans, which will mitigate noise impacts.

The site is located within a Commercial 2 zone, which encourages larger scale commercial and industrial uses. As such, an acceptance of noise generating activity is expected.

An acoustic review has been conducted by the consultants acting for the applicant which finds that noise levels can be contained to acceptable levels.

Impact from lighting

Amendments to the planned lighting for the proposal have been undertaken as a result of the objector concerns. In addition, the amendment to the plans to include a 1.20m soil mound with a 1.80m fence on top will further ameliorate light spill.

A condition can be included on a permit to enforce the prevention of light spill.

Increase in traffic on Bombardieri Lane

With access points being proposed to Bombardieri Lane, there will be an increase in traffic on this road, however that will be largely limited to the extent of the site only, and not continue further along this dead-end road.

Conditions will require the upgrade of Bombardieri Lane along the side of the service station.

Pollution from petrol vapours, leaks and spills

The service station will be fitted with all of the required specifications of the EPA and must comply with that bodies' guidelines on the design, installation and management requirements for storage of fuel. Further, the proposal will incorporate vapour recovery techniques which minimise emissions from the site. Vapour emission is also governed and enforced by the EPA.

Flooding

The applicants have been involved with extensive negotiations with Council's development engineers to design a stormwater retention scheme that will capture overland flow.

Impact on farming operations

The site is in a commercial 2 zone. The use of land for large commercial and manufacturing based activities is encouraged.

West abutting land in the farming zone appears to be used for cropping purposes, it is not clear how this will be impacted by the proposed service station.

Security – potential for criminal activity

The site will be perimeter fenced, lit and operational 24 hours a day, no doubt with CCTV. The potential for criminal activity will be low.

Dust generation

The entire site, apart from the perimeter landscaping, will be covered in hard stand, with no potential for dust generation.

Conclusion

The proposal is an appropriate addition to Swan Hill's southern commercial precinct. The proposed uses are consistent with the intent of the C2 Zone and amount to retail uses, that are consistent with planning policy and do not affect the safety and amenity of adjacent, more sensitive uses.

The surrounds of the subject land to the north and south are becoming increasingly commercial in character and this proposal in the C2Z makes an appropriate contribution to transition to the rural character area to the west of the subject land.

Views of the proposal inclusive of approved signage are appropriate because from the Murray Valley Highway, the proposal will be acceptable in its physical and planning context.

The landscaping for the proposal, together with the conditions and requirements of the subdivision permit appropriately protects the rural landscape character of the land west of the subject land and forms part of the relevant context for the proposal.

The proposal will deliver economic benefits to Swan Hill in the construction phase (100 jobs) and operation (20 jobs).

There are currently no service stations on the southern entrance to town. This proposal will fill that need.

Further, from a road safety perspective the service station will provide the opportunity for motorists to break their drive and rest.

It is recognised that there have been objections to the proposal from neighbouring and nearby residents, but many of these concerns can be met by conditions. The objections also do not largely consider the commercial zoning of the site.

After considering the matters in clause 65 and considering the proposal overall against the Planning Policy Framework, are satisfied that the proposal will result in an acceptable planning outcome that will provide a net community benefit.

Officers recommend that an overall permit (subject to the permit conditions) should issue that allows -

- Clause 34.02-1 – use of land for Section 2 uses being service station and convenience restaurant;
- Clause 34.02-4 to construct a building or construct or carry out works;
- Clause 52.05-11 to construct or put up for display a sign in Category 1 – Commercial areas; and
- Clause 52.29-2 to create or alter access to a Transport Zone 2.

Furthermore, officers are satisfied for all of the reasons given above that a decision to grant an overall permit for proposal (subject to the conditions) will not be inconsistent with any objectives of the Swan Hill Planning Scheme or any planning policy in the planning scheme giving effect to the objectives of the planning scheme.

For these reasons it is recommended that a Notice of Decision to Grant a Permit is issued with appropriate conditions.

Consultation

A mediation meeting was held on Wednesday 22 March 2023 with the applicants (Greg Wood from Tract and Peter Breckenridge from Outlook Property Services) available to speak to each objector individually. Four of the six objectors participated in the mediation.

During the mediation processes, many mitigation measures were proposed to the various objectors. Some have since been shown on amended plans including the soil mounds and timber fencing along the northern and western boundaries.

In response to the concerns raised, the applicant has also provided supporting documentation addressing the some of the matters.

Some of the objectors also met with Councillors at an assembly to voice their concerns.

Financial Implications

Nil.

Social Implications

Nil.

Economic Implications

The service station will provide employment opportunities for 20 community members.

Environmental Implications

Any potential negative off-site impacts are regulated by the EPA.

Risk Management Implications

Nil.

- Attachments:**
1. Architectural Plans - Swan Hill VIC 230530 [2.2.1 - 13 pages]
 2. Attachment 2 - Traffic Letter [2.2.2 - 2 pages]
 3. 210123 TIA 001 C- F- All TRAFFIC IMPACT ASSESSMENT [2.2.3 - 18 pages]
 4. Landscape Plan - Swan Hill VIC [2.2.4 - 1 page]
 5. Objections [2.2.5 - 15 pages]
 6. 5533 MVH Hwy - Revised draft conditions 20230802 - V 1 (002) [2.2.6 - 10 pages]

Options

1. Council issue a Notice of Decision to Grant a Planning Permit, OR
2. Council issue a Notice of Decision to Refuse to Grant a Planning Permit

Recommendation/s

That Council:

Issue a notice of decision to grant a planning permit with conditions for the use and development of the land at 5533 Murray Valley Highway Swan Hill for a service station, creation of access to a Transport zone 2 and construct and display signage with the following conditions.

PROPOSED CONDITIONS

Planning Conditions

1. The layout of the use and development must not be altered on the approved and endorsed plans without the written consent of the Responsible Authority.
2. The location and details of the signs, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the prior written consent of the Responsible Authority.

3. Before the use starts, the landscaping works shown on the endorsed plans must be carried out, completed and thereafter maintained to the satisfaction of the Responsible Authority.
4. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority. Any dead, diseased or damaged trees must be replaced with same species to the satisfaction of the Responsible Authority.
5. Before the use starts, all disturbed surfaces on the land resulting from the works must be revegetated and stabilised to the satisfaction of the Responsible Authority.
6. Before the use starts, the owner of the land must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
 - a. All landscaping approved by planning permit 2021-101 associated with the approved service station must at all times be maintained (including the replacement of any dead, diseased or damaged plants) by the owner/operator of the service station to the satisfaction of the Responsible Authority.
 - b. Should the land be subdivided, all landscaping remains the responsibility of the service station owner/operator and cannot be removed or modified by any other person or land owner without the written consent of the Responsible Authority.
 - c. Should the service station use and development be removed from the land, this Section 173 Agreement will end.

The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

7. During construction of the development approved by this permit, the permit holder must undertake necessary measures to ensure the amenity of the surrounding area is not adversely affected, to the satisfaction of the Responsible Authority.
8. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a. Processes carried out on the land
 - b. Transport of materials, goods or commodities to or from the land
 - c. Appearance of any building, works or materials
 - d. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil
 - e. presence of verminto the satisfaction of the Responsible Authority.
9. All external lighting must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the Responsible Authority.
10. Low reflectivity glass is to be used for the glazing of the service station building to minimise glare to the satisfaction of the Responsible Authority.

11. Before the use starts, no fewer than 23 car parking spaces must be provided on the land for the use and development including one (1) space clearly marked for use by disabled persons.

Engineering Conditions

Car park construction

12. Before the use starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must:
 - a. Be constructed
 - b. Be properly formed to such levels that they can be used in accordance with the plans
 - c. Be surfaced with concrete
 - d. Be drained and maintained
 - e. Be line marked and/or signed to indicate each car space, all access/egress routes and driveways as per One Mile Grid Traffic Impact Assessment Report
 - f. Include the installation of "NO ENTRY" signs with "NO RIGHT TURN" signs at the exits
 - g. Include measures to manage traffic and pedestrian flows to and from car parking areas
 - h. Include detail of all loading/unloading and filling areas or 'potential spillage areas'.

to the satisfaction of the Responsible Authority.

At all times car spaces, access lanes and driveways must be kept available for these purposes, to the satisfaction of the Responsible Authority.

Once constructed, these areas must be maintained to the satisfaction of the Responsible Authority.

New vehicle crossing

13. Before the use starts, vehicular crossings shall be constructed in accordance with the endorsed plan(s) to the satisfaction of the Responsible Authority, and must:
 - a. Be designed to comply with the sight distance requirements for the Access Driveway as detailed in AS 2890.2 for the commercial vehicular access points to the land
 - b. Be constructed at right angles to the road, and any redundant crossing shall be removed and replaced with concrete (kerb and Channel)
 - c. Be setback a minimum of 1 metre from any side-entry pit, power or telecommunications pole, manhole cover or marker, and a minimum of 2.5 metres from the trunk of any street tree.

Redundant crossing removal

14. Before the use starts, all redundant vehicle crossings must be removed and (kerb and channel) reinstated to the satisfaction of the Responsible Authority.

Controlled access points

15. Access to the site shall only be at the nominated crossings shown on the endorsed plan. The crossings and road pavement works are to be constructed to the satisfaction of the Head, Transport for Victoria and the Responsible Authority.

Loading/unloading

16. The loading and unloading of goods from vehicles must only be carried out on the land (within the designated loading bays) and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

Lighting of Car Park Area

17. Accessway and car parking lighting shall be provided to the satisfaction of the Responsible Authority in accordance with AS/NZS 1158.

Sediment discharges

18. The applicant/owner must restrict sediment discharges from any construction sites within the property in accordance with Construction Techniques for Sediment Pollution Control (EPA 1991).

Drainage Plan

19. Before the development starts, a stormwater management plan with computations for 10% and 1% AEP events, must be approved and endorsed by the Responsible Authority. The stormwater management plan must:
 - a. be prepared to the satisfaction of the Responsible Authority
 - b. be submitted in electronic form
 - c. include details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system
 - d. set out how the stormwater management system will be managed on an ongoing basis

- e. demonstrate how all relevant standards set out in the planning scheme relating to stormwater management will meet the objectives in the planning scheme, including modelling and calculations
- f. be in accordance with Council's Infrastructure Design Manual
- g. be generally in accordance with the plan forming part of the application, but amended to show the following details:
 - i. All necessary computations and supporting design documentation for drainage infrastructure
 - ii. How the land will be drained
 - iii. Flow paths of a 1% AEP storm need to be determined and the development designed such that no private property is inundated by this storm.
 - iv. How stormwater is to be captured and retained on site
 - v. Measures to enhance stormwater discharge quality from the site and protect downstream waterways. All light hydrocarbon storage or potential spillage areas must be bunded or independently drained via an impermeable surface, ensuring no effluent or polluted water of any type enters the storm water system in accordance with EPA standards.
 - vi. Stormwater from paved areas must be intercepted and drained through the site drainage network.

Drainage works completed

20. Before the use starts, all drainage works required by the approved drainage plan must be completed to the satisfaction of the Responsible Authority.

Bombardieri Lane Upgrading and proposed service road construction

21. Before the use starts, the permit holder must upgrade Bombardieri Lane and construct the proposed service road across the frontage of the land along the Murray Valley Highway. Works are to include (but not be limited to) the following:
- a. Fully sealed pavement including all vehicle turning areas
 - b. SM2 type kerb profile for Bombardieri Lane
 - c. B3 and Edge Strip kerb profiles for proposed service road
 - d. Asphalt surfacing of pavement
 - e. Transition of Bombardieri Lane between proposed sealed section and existing unsealed section to the west
 - f. Road drainage
 - g. Street trees
 - h. Intersection and traffic measures
 - i. Street lighting

j. Signage, line-marking and Raised Retroreflective Pavement Markers (RRPMs).

Road reserve width and all works must be in accordance with the relevant requirements of the Infrastructure Design Manual (IDM) to the satisfaction of the Responsible Authority

The Responsible Authority may consent in writing to vary any of the details of these requirements.

Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Detailed construction plans

22. Before the development or any site works start, detailed construction plans of Bombardieri Lane upgrading and proposed service road construction in accordance with the Infrastructure Design Manual must be approved and endorsed by the Responsible Authority. The construction plans must:

- a. be prepared to the satisfaction of the Responsible Authority
- b. be drawn to scale with dimensions and submitted electronically.
- c. Include the following:
 - i. all necessary computations and supporting design documentation for any structure, civil and drainage infrastructure and geotechnical investigation report
 - ii. details must be consistent with the drainage plan/s and landscape plan
 - iii. fully sealed pavement including all vehicle turning areas
 - iv. how the proposed sealed pavement will transition with the existing unsealed section of Bombardieri Lane to the west
 - v. SM2 type kerb profile for Bombardieri Lane
 - vi. B3 and Edge Strip kerb profiles for proposed service road
 - vii. road drainage
 - viii. street lighting to AS/ANZ 1158 using standard or non-standard lighting approved by Powercor for installation on the non-metered network.
- d. The Responsible Authority may consent in writing to vary any of the details of these requirements.
- e. Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Digital copy of plans

23. A digital Autocad copy of design and co-ordination plan must be submitted to Council when requested.

Existing services

24. Any relocation, alteration or replacement of services/utilities affected by this development must be relocated/modified in accordance with the requirements of the relevant servicing authority and the Responsible Authority, entirely at the cost of the owner/developer.

Inspections

25. Before the development or any site works start, construction inspection hold points and witness points shall be identified by the applicant and agreed to by the Responsible Authority.

All works completed

26. Before the use starts, all construction works required by the approved construction plans must be completed to the satisfaction of the Responsible Authority.

Construction management plan

27. Before the development or any site works start, a Construction Management Plan must be approved and endorsed by the Responsible Authority. When approved the Construction Management Plan will be endorsed and form part of the permit. The management plan must be prepared to the satisfaction of the Responsible Authority and submitted in electronic form. The construction management plan must show:

- a. Measures to control erosion and sediment and sediment laden water runoff including the design details of structures
- b. Dust control
- c. Where any construction wastes, equipment, machinery and/or earth is to be stored/stockpiled during construction
- d. Where access to the site for construction vehicle traffic will occur
- e. The location and details of a sign to be erected at the entrance(s) of the site advising contractors that they are entering a 'sensitive site' with prescribed tree protection zones and fences
- f. The location of any temporary buildings or yards.

Works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.

28. Control Measures in accordance with the approved Construction Management Plan shall be employed throughout the construction of works to the satisfaction

of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Construction Management Plan. If in the opinion of the Responsible Authority the departure from the approved plan is significant than an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

As Constructed Plans

29. Before the use starts, the permit holder must submit to the satisfaction of the Responsible Authority and any relevant authority:
- a. An assets statement for Bombardieri Lane upgrading works
 - b. As constructed information for all construction work undertaken in each stage of the development in accordance with Council's Infrastructure Design Manual (IDM).

Construction cost

30. Before the use starts, a bank guarantee for the construction works must be lodged with the Responsible Authority. The guarantee must be 5% of the cost of roads, drainage and hard landscaping and the calculated amount must be based on the Bill of Quantities. This amount is nominated to cover any maintenance works required but not completed within the maintenance period nominated by IDM clause 8.3.

Supervision fee

31. Before the use starts, the applicant shall pay the Responsible Authority a supervision fee of 3.25% of the value of the works to be taken over by Council.

Health Conditions

32. The convenience store area must comply with the Food Safety Standard 3.2.3 Food Premises and Equipment, to the satisfaction the Responsible Authority.

Department of Transport Conditions

33. Prior to the endorsement of plans, an Access Management Plan must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the Access Management Plan must be endorsed by the Responsible Authority and will then form part of the permit. The Access Management Plan must:

- a. Identify and implement appropriate measures to ensure that delivery and patron vehicles of sizes equal and larger than a 26 metre-long B-double heavy vehicle must enter and exit the site from Bombadieri Lane.
34. The use must operate in accordance with the endorsed Access Management Plan.
35. Prior to the commencement of the use, the following roadworks must be completed to the satisfaction of and at no cost to the Head, Transport for Victoria:
 - a. The construction of the one-way service road with access via Bombadieri Road.
 - b. The construction of basic turn treatments the Murray Valley Highway with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles.
36. The location and details of the signs shown on the endorsed plans (Document Set ID: 5533MVH Swan Hill Mobile Pegasus. Project No: 321. Revision: E. Date: 04/07/2021) must not be altered without the written consent of the Responsible Authority.
37. The sign must be contained within the property line; no part of the structure is permitted to protrude beyond the property line and into the road reserve,
38. No advertisement must be displayed for less than 30 seconds.
39. The transition from one advertisement to another must be instantaneous.
40. Where the graphical content or colours will change between successive advertising images, the average luminance change between the new image and the previous image must not exceed 30%. Unless otherwise nominated.
41. During the operation of the sign, the following maximum average luminance and Threshold Increment values must not be exceeded:

Daytime

- a. Maximum average luminance of greater than 6000 cd/m² - Morning and evening twilight and overcast weather
- b. Maximum average luminance of greater than 700 cd/m²

Night-Time

- a. Maximum average luminance of greater than 150 cd/m²
 - b. Maximum threshold increment: 20%
 - c. Adaption Luminance: 0.25
42. The operator must keep a Compliance Record of the operation of the sign. This must be provided to the Head, Transport for Victoria within 5 days of a written request. The Compliance Record must include:
 - a. The sign's luminance (cd/m² or as a percentage of its maximum luminance) in minimum 10-minute intervals.
 - b. The sign's photocell (light sensor) reading of the ambient light in minimum 10-minute intervals.
 - c. For each different set of images displayed (image loop), a compliance report demonstrating that the luminance change between images is less than or equal to 30%.

- d. All record information must be time and date stamped to show the time of measurement
 - e. Compliance Records must be maintained for a minimum of 12 months.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
43. The signs must not display content, images or text:
- a. Giving the illusion of continuous movement.
 - b. Capable of being mistaken for traffic signals or traffic control devices, including red, amber or green circles, octagons, crosses or triangles.
 - c. Capable of being mistaken as an instruction to a road user, including the wording stop, give way, slow down, turn left or turn right.
 - d. With a flashing background, flashing text, flashing images, blinking or fading elements that create the illusion of movement.
 - e. Contain any animation.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
44. The signs must be dimmable and have a suitable control system to enable maximum lighting levels to be set or adjusted if deemed necessary by the Responsible Authority and the Head, Transport for Victoria.
45. Where illuminated during the day, the sign must be fitted with Photocell/s (light sensor/s) that measure the ambient light and control system technology that enables the luminance of the sign to automatically adjust relative to the measured ambient light level.
46. Any change to brightness levels must be applied during an image transition, not while an image is being displayed.
47. The advertising area must not be split into two screens with different messages.
48. The sign and any displayed advertisement must not include any ancillary extension, embellishment or accessorisation within or outside the permitted advertising area unless the Head, Transport for Victoria has agreed to in writing prior to its installation.
49. The use of sound or motion to activate the sign is not permitted.
50. The use of sound to interact with road users is not permitted.
51. The signs must not dazzle or distract road users due to its colouring.
52. In the event of an attack by a computer hacker or similar resulting in unauthorised display of visual images or any other display malfunction, the electronic sign must shut down and cease any form of visual output until the malfunction is repaired.

53. This permit expires 15 years from the date of issue, at which time the sign and all supporting structures must be removed, and the site made good to the satisfaction of the Responsible Authority.

Lower Murray Water Conditions

54. The requirements of Lower Murray Water must be met, in regard to the provision of water supply and sewerage services to the land, including payment of all associated costs prior to the commencement of construction of the proposed development

Environmental Protection Conditions

55. There must be no emissions of noise and/or vibrations from the premises which are detrimental to either of the following:
- a. The environment in the area around the premises; and
 - b. The wellbeing of persons and/or their property in the area around the premises.
56. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard.
57. Pollution control devices must be installed to prevent the discharge of waste to the environment and stormwater system.
58. The permit holder must ensure that litter originating from the premises is not present beyond the boundaries of the premises.
59. Prior to the commencement of use, Vapour Recovery must be installed to ensure vapours are recovered and prevented from escaping to the atmosphere.
60. All tanks must be decommissioned by suitably qualified professionals, as outlined in EPA Publication 888.4 Underground Petroleum Storage Systems (UPSSs) 2015 or as amended and the Australian Standards referenced therein.

Expiry

61. This permit will expire if one of the following circumstances applies:
- a. The development is not started within 2 years of the issued date of this permit.
 - b. The development is not completed within 4 years of the issued date of this permit.
 - c. The use does not start within 2 years of completion of the development.
 - d. This permit as it relates to signs will expire 15 years from the issued date of this permit. On expiry of the permit, the sign and structures built specifically to support and illuminate it must be removed.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Permit notes:*Responsible Authority*

- a) All building works associated with this development must be in accordance with the Building Act 1993, Building Regulations 2018 and the Building Code of Australia.
- b) A building permit will be required for the building work associated with this development.
- c) A works within the road reserve permit will be required from Council prior to commencement of any works within the road reserve area (crossovers).
- d) The premises is required to be registered with Council's Public Health and Regulatory Services Department under the Food Act 1984.
- e) The premises must comply with the Tobacco Act 1987, if any tobacco products are sold.

Department of Transport

- f) No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- g) The increase in discharge of any concentrated drainage onto the arterial road reserve from the subject land is not permitted unless approved in writing by the Head, Transport for Victoria.
- h) Separate 'detailed design' approval (fees and charges apply) and the specifications of these are required under the Road Management Act. For the purposes of this application the works will include provision of: Construction of a Basic Right (BAR) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Construction of a Basic Left (BAL) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Relocation of services (e.g. power etc); and Any other works as required within the road reserve.

Lower Murray Water

- i) URBAN WATER SUPPLY: The land is located inside the Corporation's Urban Water District. Urban water is available subject to the owners meeting Lower Murray Water's conditions and requirements. The owner is required to enter into a Backflow Prevention agreement with LMW and install a backflow prevention device directly after the water meter.
- j) SEWERAGE: The land is located inside the Corporation's Sewerage District. A Low Pressure Sewerage connection is available subject to the owners meeting Lower Murray Water's conditions and requirements including the installation of an approved pump station. This application is to be on a lot

created as part of the subdivision associated with Planning Permit #2020-041. LMW permit conditions include the owner entering into a Section 173 Agreement relating to the sewerage connection. The Owner is required to enter into a trade waste agreement with LMW which will include the installation of approved pre-treatment devices to treat wastewater prior to discharge to the LMW system.

MOVED Cr McKay

That Council:

1. Issue a notice of decision to grant a planning permit with conditions for the use and development of the land at 5533 Murray Valley Highway Swan Hill for a service station, creation of access to a Transport zone 2 and construct and display signage with the following conditions including additional conditions as follows:

1.1 That the applicant plant an extra row of taller screening trees be planted along the western boundary of the Service Station to provide further noise and visual screening.

1.2 That the applicant construct the entirety of Bombadieri Lane with bitumen to ensure that the residents of Bombadieri Lane be able to maintain access and to reduce potential future maintenance costs to council.

1.3. Waste Management Plan

A waste management plan must be submitted to and approved by the Responsible Authority. The plan must provide details of a regular garbage collection service, including information regarding the type of refuse bins (including public litter bins), type/size of trucks, means of accessing bins and frequency of refuse collection, to the satisfaction of the Responsible Authority. The plan must be implemented to the satisfaction of the Responsible Authority.

1.4. Loading and unloading

Fuel deliveries to the site must only take place between:

- (a) 7:00 am and 6:00 pm Monday to Friday;
- (b) 7:00 am and 1:00 pm Saturday.

Other deliveries to the site must only occur between:

- (c) 7:00 am and 10:00 pm Monday to Saturday;
- (d) 9:00 am and 10:00 pm Sunday and Public Holidays.

Waste collection must only occur between:

- (e) 7:00 am and 8:00 pm Monday to Saturday;
- (f) 9:00 am and 8:00 pm Sunday and Public Holidays.

The permit holder must procure that the operator of the service station shall ensure that companies making deliveries or collecting waste are aware of the relevant requirements of this permit and that the operator uses its reasonable

endeavours to promote compliance with same, to the satisfaction of the Responsible Authority.

2 Be fully briefed by Council Officers prior to the approval of Planning Permit conditions:

- Condition 19 (Drainage Plan approval)
- Condition 22 (Bombardieri Lane upgrading and proposed service road construction approval)

PROPOSED CONDITIONS

Planning Conditions

1. The layout of the use and development must not be altered on the approved and endorsed plans without the written consent of the Responsible Authority.
2. The location and details of the signs, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the prior written consent of the Responsible Authority.
3. Before the use starts, the landscaping works shown on the endorsed plans must be carried out, completed and thereafter maintained to the satisfaction of the Responsible Authority.
4. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority. Any dead, diseased or damaged trees must be replaced with same species to the satisfaction of the Responsible Authority.
5. Before the use starts, all disturbed surfaces on the land resulting from the works must be revegetated and stabilised to the satisfaction of the Responsible Authority.
6. Before the use starts, the owner of the land must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
 - a. All landscaping approved by planning permit 2021-101 associated with the approved service station must at all times be maintained (including the replacement of any dead, diseased or damaged plants) by the owner/operator of the service station to the satisfaction of the Responsible Authority.
 - b. Should the land be subdivided, all landscaping remains the responsibility of the service station owner/operator and cannot be removed or modified by any other person or land owner without the written consent of the Responsible Authority.
 - c. Should the service station use and development be removed from the land, this Section 173 Agreement will end.The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.
7. During construction of the development approved by this permit, the permit holder must undertake necessary measures to ensure the amenity of the

surrounding area is not adversely affected, to the satisfaction of the Responsible Authority.

8. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a. Processes carried out on the land
 - b. Transport of materials, goods or commodities to or from the land
 - c. Appearance of any building, works or materials
 - d. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil
 - e. presence of verminto the satisfaction of the Responsible Authority.
9. All external lighting must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the Responsible Authority.
10. Low reflectivity glass is to be used for the glazing of the service station building to minimise glare to the satisfaction of the Responsible Authority.
11. Before the use starts, no fewer than 23 car parking spaces must be provided on the land for the use and development including one (1) space clearly marked for use by disabled persons.

Engineering Conditions

Car park construction

12. Before the use starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must:
 - a. Be constructed
 - b. Be properly formed to such levels that they can be used in accordance with the plans
 - c. Be surfaced with concrete
 - d. Be drained and maintained
 - e. Be line marked and/or signed to indicate each car space, all access/egress routes and driveways as per One Mile Grid Traffic Impact Assessment Report
 - f. Include the installation of "NO ENTRY" signs with "NO RIGHT TURN" signs at the exits
 - g. Include measures to manage traffic and pedestrian flows to and from car parking areas
 - h. Include detail of all loading/unloading and filling areas or 'potential spillage areas'.

to the satisfaction of the Responsible Authority.

At all times car spaces, access lanes and driveways must be kept available for these purposes, to the satisfaction of the Responsible Authority.

Once constructed, these areas must be maintained to the satisfaction of the Responsible Authority.

New vehicle crossing

13. Before the use starts, vehicular crossings shall be constructed in accordance with the endorsed plan(s) to the satisfaction of the Responsible Authority, and must:

- a. Be designed to comply with the sight distance requirements for the Access Driveway as detailed in AS 2890.2 for the commercial vehicular access points to the land
- b. Be constructed at right angles to the road, and any redundant crossing shall be removed and replaced with concrete (kerb and Channel)
- c. Be setback a minimum of 1 metre from any side-entry pit, power or telecommunications pole, manhole cover or marker, and a minimum of 2.5 metres from the trunk of any street tree.

Redundant crossing removal

14. Before the use starts, all redundant vehicle crossings must be removed and (kerb and channel) reinstated to the satisfaction of the Responsible Authority.

Controlled access points

15. Access to the site shall only be at the nominated crossings shown on the endorsed plan. The crossings and road pavement works are to be constructed to the satisfaction of the Head, Transport for Victoria and the Responsible Authority.

Loading/unloading

16. The loading and unloading of goods from vehicles must only be carried out on the land (within the designated loading bays) and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

Lighting of Car Park Area

17. Accessway and car parking lighting shall be provided to the satisfaction of the Responsible Authority in accordance with AS/NZS 1158.

Sediment discharges

18. The applicant/owner must restrict sediment discharges from any construction sites within the property in accordance with Construction Techniques for Sediment Pollution Control (EPA 1991).

Drainage Plan

19. Before the development starts, a stormwater management plan with computations for 10% and 1% AEP events, must be approved and endorsed by the Responsible Authority. The stormwater management plan must:
 - a. be prepared to the satisfaction of the Responsible Authority
 - b. be submitted in electronic form
 - c. include details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system

- d. set out how the stormwater management system will be managed on an ongoing basis
- e. demonstrate how all relevant standards set out in the planning scheme relating to stormwater management will meet the objectives in the planning scheme, including modelling and calculations
- f. be in accordance with Council's Infrastructure Design Manual
- g. be generally in accordance with the plan forming part of the application, but amended to show the following details:
 - i. All necessary computations and supporting design documentation for drainage infrastructure
 - ii. How the land will be drained
 - iii. Flow paths of a 1% AEP storm need to be determined and the development designed such that no private property is inundated by this storm.
 - iv. How stormwater is to be captured and retained on site
 - v. Measures to enhance stormwater discharge quality from the site and protect downstream waterways. All light hydrocarbon storage or potential spillage areas must be bunded or independently drained via an impermeable surface, ensuring no effluent or polluted water of any type enters the storm water system in accordance with EPA standards.
 - vi. Stormwater from paved areas must be intercepted and drained through the site drainage network.

Drainage works completed

20. Before the use starts, all drainage works required by the approved drainage plan must be completed to the satisfaction of the Responsible Authority.

Bombardieri Lane Upgrading and proposed service road construction

21. Before the use starts, the permit holder must upgrade Bombardieri Lane and construct the proposed service road across the frontage of the land along the Murray Valley Highway. Works are to include (but not be limited to) the following:
 - a. Fully sealed pavement including all vehicle turning areas
 - b. SM2 type kerb profile for Bombardieri Lane
 - c. B3 and Edge Strip kerb profiles for proposed service road
 - d. Asphalt surfacing of pavement
 - e. Transition of Bombardieri Lane between proposed sealed section and existing unsealed section to the west
 - f. Road drainage
 - g. Street trees
 - h. Intersection and traffic measures
 - i. Street lighting
 - j. Signage, line-marking and Raised Retroreflective Pavement Markers (RRPMs).

Road reserve width and all works must be in accordance with the relevant requirements of the Infrastructure Design Manual (IDM) to the satisfaction of the Responsible Authority

The Responsible Authority may consent in writing to vary any of the details of these requirements.

Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Detailed construction plans

22. Before the development or any site works start, detailed construction plans of Bombardieri Lane upgrading and proposed service road construction in accordance with the Infrastructure Design Manual must be approved and endorsed by the Responsible Authority. The construction plans must:
- a. be prepared to the satisfaction of the Responsible Authority
 - b. be drawn to scale with dimensions and submitted electronically.
 - c. Include the following:
 - i. all necessary computations and supporting design documentation for any structure, civil and drainage infrastructure and geotechnical investigation report
 - ii. details must be consistent with the drainage plan/s and landscape plan
 - iii. fully sealed pavement including all vehicle turning areas
 - iv. how the proposed sealed pavement will transition with the existing unsealed section of Bombardieri Lane to the west
 - v. SM2 type kerb profile for Bombardieri Lane
 - vi. B3 and Edge Strip kerb profiles for proposed service road
 - vii. road drainage
 - viii. street lighting to AS/ANZ 1158 using standard or non-standard lighting approved by Powercor for installation on the non-metered network.
 - d. The Responsible Authority may consent in writing to vary any of the details of these requirements.
 - e. Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Digital copy of plans

23. A digital Autocad copy of design and co-ordination plan must be submitted to Council when requested.

Existing services

24. Any relocation, alteration or replacement of services/utilities affected by this development must be relocated/modified in accordance with the requirements of the relevant servicing authority and the Responsible Authority, entirely at the cost of the owner/developer.

Inspections

25. Before the development or any site works start, construction inspection hold points and witness points shall be identified by the applicant and agreed to by the Responsible Authority.

All works completed

26. Before the use starts, all construction works required by the approved construction plans must be completed to the satisfaction of the Responsible Authority.

Construction management plan

27. Before the development or any site works start, a Construction Management Plan must be approved and endorsed by the Responsible Authority. When approved the Construction Management Plan will be endorsed and form part of the permit. The management plan must be prepared to the satisfaction of the Responsible Authority and submitted in electronic form. The construction management plan must show:

- a. Measures to control erosion and sediment and sediment laden water runoff including the design details of structures
- b. Dust control
- c. Where any construction wastes, equipment, machinery and/or earth is to be stored/stockpiled during construction
- d. Where access to the site for construction vehicle traffic will occur
- e. The location and details of a sign to be erected at the entrance(s) of the site advising contractors that they are entering a 'sensitive site' with prescribed tree protection zones and fences
- f. The location of any temporary buildings or yards.

Works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.

28. Control Measures in accordance with the approved Construction Management Plan shall be employed throughout the construction of works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Construction Management Plan. If in the opinion of the Responsible Authority the departure from the approved plan is significant then an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

As Constructed Plans

29. Before the use starts, the permit holder must submit to the satisfaction of the Responsible Authority and any relevant authority:
 - a. An assets statement for Bombardieri Lane upgrading works
 - b. As constructed information for all construction work undertaken in each stage of the development in accordance with Council's Infrastructure Design Manual (IDM).

Construction cost

30. Before the use starts, a bank guarantee for the construction works must be lodged with the Responsible Authority. The guarantee must be 5% of the cost of roads, drainage and hard landscaping and the calculated amount must be based on the Bill of Quantities. This amount is nominated to cover any maintenance works required but not completed within the maintenance period nominated by IDM clause 8.3.

Supervision fee

31. Before the use starts, the applicant shall pay the Responsible Authority a supervision fee of 3.25% of the value of the works to be taken over by Council.

Health Conditions

32. The convenience store area must comply with the Food Safety Standard 3.2.3 Food Premises and Equipment, to the satisfaction the Responsible Authority.

Department of Transport Conditions

33. Prior to the endorsement of plans, an Access Management Plan must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the Access Management Plan must be endorsed by the Responsible Authority and will then form part of the permit. The Access Management Plan must:
 - a. Identify and implement appropriate measures to ensure that delivery and patron vehicles of sizes equal and larger than a 26 metre-long B-double heavy vehicle must enter and exit the site from Bombadieri Lane.
34. The use must operate in accordance with the endorsed Access Management Plan.
35. Prior to the commencement of the use, the following roadworks must be completed to the satisfaction of and at no cost to the Head, Transport for Victoria:
 - a. The construction of the one-way service road with access via Bombadieri Road.
 - b. The construction of basic turn treatments the Murray Valley Highway with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles.
36. The location and details of the signs shown on the endorsed plans (Document Set ID: 5533MVH Swan Hill Mobile Pegasus. Project No: 321. Revision: E. Date: 04/07/2021) must not be altered without the written consent of the Responsible Authority.
37. The sign must be contained within the property line; no part of the structure is permitted to protrude beyond the property line and into the road reserve,
38. No advertisement must be displayed for less than 30 seconds.
39. The transition from one advertisement to another must be instantaneous.
40. Where the graphical content or colours will change between successive advertising images, the average luminance change between the new image and the previous image must not exceed 30%. Unless otherwise nominated.
41. During the operation of the sign, the following maximum average luminance and Threshold Increment values must not be exceeded:

Daytime

- a. Maximum average luminance of greater than 6000 cd/m² - Morning and evening twilight and overcast weather
- b. Maximum average luminance of greater than 700 cd/m²

Night-Time

- a. Maximum average luminance of greater than 150 cd/m²
 - b. Maximum threshold increment: 20%
 - c. Adaption Luminance: 0.25
42. The operator must keep a Compliance Record of the operation of the sign. This must be provided to the Head, Transport for Victoria within 5 days of a written request. The Compliance Record must include:
- a. The sign's luminance (cd/m² or as a percentage of its maximum luminance) in minimum 10-minute intervals.
 - b. The sign's photocell (light sensor) reading of the ambient light in minimum 10-minute intervals.
 - c. For each different set of images displayed (image loop), a compliance report demonstrating that the luminance change between images is less than or equal to 30%.
 - d. All record information must be time and date stamped to show the time of measurement
 - e. Compliance Records must be maintained for a minimum of 12 months.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
43. The signs must not display content, images or text:
- a. Giving the illusion of continuous movement.
 - b. Capable of being mistaken for traffic signals or traffic control devices, including red, amber or green circles, octagons, crosses or triangles.
 - c. Capable of being mistaken as an instruction to a road user, including the wording stop, give way, slow down, turn left or turn right.
 - d. With a flashing background, flashing text, flashing images, blinking or fading elements that create the illusion of movement.
 - e. Contain any animation.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
44. The signs must be dimmable and have a suitable control system to enable maximum lighting levels to be set or adjusted if deemed necessary by the Responsible Authority and the Head, Transport for Victoria.
45. Where illuminated during the day, the sign must be fitted with Photocell/s (light sensor/s) that measure the ambient light and control system technology that enables the luminance of the sign to automatically adjust relative to the measured ambient light level.
46. Any change to brightness levels must be applied during an image transition, not while an image is being displayed.
47. The advertising area must not be split into two screens with different messages.

48. The sign and any displayed advertisement must not include any ancillary extension, embellishment or accessorisation within or outside the permitted advertising area unless the Head, Transport for Victoria has agreed to in writing prior to its installation.
49. The use of sound or motion to activate the sign is not permitted.
50. The use of sound to interact with road users is not permitted.
51. The signs must not dazzle or distract road users due to its colouring.
52. In the event of an attack by a computer hacker or similar resulting in unauthorised display of visual images or any other display malfunction, the electronic sign must shut down and cease any form of visual output until the malfunction is repaired.
53. This permit expires 15 years from the date of issue, at which time the sign and all supporting structures must be removed, and the site made good to the satisfaction of the Responsible Authority.

Lower Murray Water Conditions

54. The requirements of Lower Murray Water must be met, in regard to the provision of water supply and sewerage services to the land, including payment of all associated costs prior to the commencement of construction of the proposed development

Environmental Protection Conditions

55. There must be no emissions of noise and/or vibrations from the premises which are detrimental to either of the following:
 - a. The environment in the area around the premises; and
 - b. The wellbeing of persons and/or their property in the area around the premises.
56. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard.
57. Pollution control devices must be installed to prevent the discharge of waste to the environment and stormwater system.
58. The permit holder must ensure that litter originating from the premises is not present beyond the boundaries of the premises.
59. Prior to the commencement of use, Vapour Recovery must be installed to ensure vapours are recovered and prevented from escaping to the atmosphere.
60. All tanks must be decommissioned by suitably qualified professionals, as outlined in EPA Publication 888.4 Underground Petroleum Storage Systems (UPSSs) 2015 or as amended and the Australian Standards referenced therein.

Expiry

61. This permit will expire if one of the following circumstances applies:
 - a. The development is not started within 2 years of the issued date of this permit.
 - b. The development is not completed within 4 years of the issued date of this permit.
 - c. The use does not start within 2 years of completion of the development.

d. This permit as it relates to signs will expire 15 years from the issued date of this permit. On expiry of the permit, the sign and structures built specifically to support and illuminate it must be removed.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Permit notes:

Responsible Authority

- a) All building works associated with this development must be in accordance with the Building Act 1993, Building Regulations 2018 and the Building Code of Australia.
- b) A building permit will be required for the building work associated with this development.
- c) A works within the road reserve permit will be required from Council prior to commencement of any works within the road reserve area (crossovers).
- d) The premises is required to be registered with Council's Public Health and Regulatory Services Department under the Food Act 1984.
- e) The premises must comply with the Tobacco Act 1987, if any tobacco products are sold.

Department of Transport

- f) No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- g) The increase in discharge of any concentrated drainage onto the arterial road reserve from the subject land is not permitted unless approved in writing by the Head, Transport for Victoria.
- h) Separate 'detailed design' approval (fees and charges apply) and the specifications of these are required under the Road Management Act. For the purposes of this application the works will include provision of: Construction of a Basic Right (BAR) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Construction of a Basic Left (BAL) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Relocation of services (e.g. power etc); and Any other works as required within the road reserve.

Lower Murray Water

- i) URBAN WATER SUPPLY: The land is located inside the Corporation's Urban Water District. Urban water is available subject to the owners meeting Lower Murray Water's conditions and requirements. The owner is required to enter into a Backflow Prevention agreement with LMW and install a backflow prevention device directly after the water meter.
- j) SEWERAGE: The land is located inside the Corporation's Sewerage District. A Low Pressure Sewerage connection is available subject to the owners meeting Lower Murray Water's conditions and requirements including the

installation of an approved pump station. This application is to be on a lot created as part of the subdivision associated with Planning Permit #2020-041. LMW permit conditions include the owner entering into a Section 173 Agreement relating to the sewerage connection. The Owner is required to enter into a trade waste agreement with LMW which will include the installation of approved pre-treatment devices to treat wastewater prior to discharge to the LMW system.

SECONDED Cr Kelly

Cr King moved an AMENDMENT to the Motion

That Council:

1. Issue a notice of decision to grant a planning permit with conditions for the use and development of the land at 5533 Murray Valley Highway Swan Hill for a service station, creation of access to a Transport zone 2 and construct and display signage with the following conditions including additional conditions as follows:

1.1 That an extra row of taller screening trees be planted along the western boundary of the Service Station to provide further noise and visual screening.

1.2 An alternative drainage option be considered for the North West corner to allow for full construction of the perimeter fence.

1.3. Waste Management Plan

A waste management plan must be submitted to and approved by the Responsible Authority. The plan must provide details of a regular garbage collection service, including information regarding the type of refuse bins (including public litter bins), type/size of trucks, means of accessing bins and frequency of refuse collection, to the satisfaction of the Responsible Authority. The plan must be implemented to the satisfaction of the Responsible Authority.

1.4. Loading and unloading

Fuel deliveries to the site must only take place between:

- (a) 7:00 am and 6:00 pm Monday to Friday;
- (b) 7:00 am and 1:00 pm Saturday.

Other deliveries to the site must only occur between:

- (c) 7:00 am and 10:00 pm Monday to Saturday;
- (d) 9:00 am and 10:00 pm Sunday and Public Holidays.

Waste collection must only occur between:

- (e) 7:00 am and 8:00 pm Monday to Saturday;
- (f) 9:00 am and 8:00 pm Sunday and Public Holidays.

The permit holder must procure that the operator of the service station shall ensure that companies making deliveries or collecting waste are aware of the relevant requirements of this permit and that the operator uses its reasonable endeavours to promote compliance with same, to the satisfaction of the Responsible Authority.

2 Be fully briefed at a Council Assembly by Council Officers prior to the approval of Planning Permit conditions:

- Condition 19 (Drainage Plan approval)
- Condition 22 (Bombardieri Lane upgrading and proposed service road construction approval)

PROPOSED CONDITIONS

Planning Conditions

1. The layout of the use and development must not be altered on the approved and endorsed plans without the written consent of the Responsible Authority.
2. The location and details of the signs, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the prior written consent of the Responsible Authority.
3. Before the use starts, the landscaping works shown on the endorsed plans must be carried out, completed and thereafter maintained to the satisfaction of the Responsible Authority.
4. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority. Any dead, diseased or damaged trees must be replaced with same species to the satisfaction of the Responsible Authority.
5. Before the use starts, all disturbed surfaces on the land resulting from the works must be revegetated and stabilised to the satisfaction of the Responsible Authority.
6. Before the use starts, the owner of the land must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
 - a. All landscaping approved by planning permit 2021-101 associated with the approved service station must at all times be maintained (including the replacement of any dead, diseased or damaged plants) by the owner/operator of the service station to the satisfaction of the Responsible Authority.
 - b. Should the land be subdivided, all landscaping remains the responsibility of the service station owner/operator and cannot be removed or modified by any other person or land owner without the written consent of the Responsible Authority.
 - c. Should the service station use and development be removed from the land, this Section 173 Agreement will end.

The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

7. During construction of the development approved by this permit, the permit holder must undertake necessary measures to ensure the amenity of the surrounding area is not adversely affected, to the satisfaction of the Responsible Authority.
8. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a. Processes carried out on the land
 - b. Transport of materials, goods or commodities to or from the land
 - c. Appearance of any building, works or materials
 - d. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil
 - e. presence of verminto the satisfaction of the Responsible Authority.
9. All external lighting must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the Responsible Authority.
10. Low reflectivity glass is to be used for the glazing of the service station building to minimise glare to the satisfaction of the Responsible Authority.
11. Before the use starts, no fewer than 23 car parking spaces must be provided on the land for the use and development including one (1) space clearly marked for use by disabled persons.

Engineering Conditions

Car park construction

12. Before the use starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must:
 - a. Be constructed
 - b. Be properly formed to such levels that they can be used in accordance with the plans
 - c. Be surfaced with concrete
 - d. Be drained and maintained
 - e. Be line marked and/or signed to indicate each car space, all access/egress routes and driveways as per One Mile Grid Traffic Impact Assessment Report
 - f. Include the installation of "NO ENTRY" signs with "NO RIGHT TURN" signs at the exits
 - g. Include measures to manage traffic and pedestrian flows to and from car parking areas
 - h. Include detail of all loading/unloading and filling areas or 'potential spillage areas'.

to the satisfaction of the Responsible Authority.

At all times car spaces, access lanes and driveways must be kept available for these purposes, to the satisfaction of the Responsible Authority.

Once constructed, these areas must be maintained to the satisfaction of the Responsible Authority.

New vehicle crossing

13. Before the use starts, vehicular crossings shall be constructed in accordance with the endorsed plan(s) to the satisfaction of the Responsible Authority, and must:
 - a. Be designed to comply with the sight distance requirements for the Access Driveway as detailed in AS 2890.2 for the commercial vehicular access points to the land
 - b. Be constructed at right angles to the road, and any redundant crossing shall be removed and replaced with concrete (kerb and Channel)
 - c. Be setback a minimum of 1 metre from any side-entry pit, power or telecommunications pole, manhole cover or marker, and a minimum of 2.5 metres from the trunk of any street tree.

Redundant crossing removal

14. Before the use starts, all redundant vehicle crossings must be removed and (kerb and channel) reinstated to the satisfaction of the Responsible Authority.

Controlled access points

15. Access to the site shall only be at the nominated crossings shown on the endorsed plan. The crossings and road pavement works are to be constructed to the satisfaction of the Head, Transport for Victoria and the Responsible Authority.

Loading/unloading

16. The loading and unloading of goods from vehicles must only be carried out on the land (within the designated loading bays) and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

Lighting of Car Park Area

17. Accessway and car parking lighting shall be provided to the satisfaction of the Responsible Authority in accordance with AS/NZS 1158.

Sediment discharges

18. The applicant/owner must restrict sediment discharges from any construction sites within the property in accordance with Construction Techniques for Sediment Pollution Control (EPA 1991).

Drainage Plan

19. Before the development starts, a stormwater management plan with computations for 10% and 1% AEP events, must be approved and endorsed by the Responsible Authority. The stormwater management plan must:

- a. be prepared to the satisfaction of the Responsible Authority
- b. be submitted in electronic form
- c. include details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system
- d. set out how the stormwater management system will be managed on an ongoing basis
- e. demonstrate how all relevant standards set out in the planning scheme relating to stormwater management will meet the objectives in the planning scheme, including modelling and calculations
- f. be in accordance with Council's Infrastructure Design Manual
- g. be generally in accordance with the plan forming part of the application, but amended to show the following details:
 - i. All necessary computations and supporting design documentation for drainage infrastructure
 - ii. How the land will be drained
 - iii. Flow paths of a 1% AEP storm need to be determined and the development designed such that no private property is inundated by this storm.
 - iv. How stormwater is to be captured and retained on site
 - v. Measures to enhance stormwater discharge quality from the site and protect downstream waterways. All light hydrocarbon storage or potential spillage areas must be bunded or independently drained via an impermeable surface, ensuring no effluent or polluted water of any type enters the storm water system in accordance with EPA standards.
 - vi. Stormwater from paved areas must be intercepted and drained through the site drainage network.

Drainage works completed

20. Before the use starts, all drainage works required by the approved drainage plan must be completed to the satisfaction of the Responsible Authority.

Bombardieri Lane Upgrading and proposed service road construction

21. Before the use starts, the permit holder must upgrade Bombardieri Lane and construct the proposed service road across the frontage of the land along the Murray Valley Highway. Works are to include (but not be limited to) the following:
 - a. Fully sealed pavement including all vehicle turning areas
 - b. SM2 type kerb profile for Bombardieri Lane
 - c. B3 and Edge Strip kerb profiles for proposed service road
 - d. Asphalt surfacing of pavement
 - e. Transition of Bombardieri Lane between proposed sealed section and existing unsealed section to the west
 - f. Road drainage
 - g. Street trees
 - h. Intersection and traffic measures
 - i. Street lighting

j. Signage, line-marking and Raised Retroreflective Pavement Markers (RRPMs).

Road reserve width and all works must be in accordance with the relevant requirements of the Infrastructure Design Manual (IDM) to the satisfaction of the Responsible Authority

The Responsible Authority may consent in writing to vary any of the details of these requirements.

Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Detailed construction plans

22. Before the development or any site works start, detailed construction plans of Bombardieri Lane upgrading and proposed service road construction in accordance with the Infrastructure Design Manual must be approved and endorsed by the Responsible Authority. The construction plans must:

- a. be prepared to the satisfaction of the Responsible Authority
- b. be drawn to scale with dimensions and submitted electronically.
- c. Include the following:
 - i. all necessary computations and supporting design documentation for any structure, civil and drainage infrastructure and geotechnical investigation report
 - ii. details must be consistent with the drainage plan/s and landscape plan
 - iii. fully sealed pavement including all vehicle turning areas
 - iv. how the proposed sealed pavement will transition with the existing unsealed section of Bombardieri Lane to the west
 - v. SM2 type kerb profile for Bombardieri Lane
 - vi. B3 and Edge Strip kerb profiles for proposed service road
 - vii. road drainage
 - viii. street lighting to AS/ANZ 1158 using standard or non-standard lighting approved by Powercor for installation on the non-metered network.
- d. The Responsible Authority may consent in writing to vary any of the details of these requirements.
- e. Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Digital copy of plans

23. A digital Autocad copy of design and co-ordination plan must be submitted to Council when requested.

Existing services

24. Any relocation, alteration or replacement of services/utilities affected by this development must be relocated/modified in accordance with the requirements

of the relevant servicing authority and the Responsible Authority, entirely at the cost of the owner/developer.

Inspections

25. Before the development or any site works start, construction inspection hold points and witness points shall be identified by the applicant and agreed to by the Responsible Authority.

All works completed

26. Before the use starts, all construction works required by the approved construction plans must be completed to the satisfaction of the Responsible Authority.

Construction management plan

27. Before the development or any site works start, a Construction Management Plan must be approved and endorsed by the Responsible Authority. When approved the Construction Management Plan will be endorsed and form part of the permit. The management plan must be prepared to the satisfaction of the Responsible Authority and submitted in electronic form. The construction management plan must show:
 - a. Measures to control erosion and sediment and sediment laden water runoff including the design details of structures
 - b. Dust control
 - c. Where any construction wastes, equipment, machinery and/or earth is to be stored/stockpiled during construction
 - d. Where access to the site for construction vehicle traffic will occur
 - e. The location and details of a sign to be erected at the entrance(s) of the site advising contractors that they are entering a 'sensitive site' with prescribed tree protection zones and fences
 - f. The location of any temporary buildings or yards.

Works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.

28. Control Measures in accordance with the approved Construction Management Plan shall be employed throughout the construction of works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Construction Management Plan. If in the opinion of the Responsible Authority the departure from the approved plan is significant then an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

As Constructed Plans

29. Before the use starts, the permit holder must submit to the satisfaction of the Responsible Authority and any relevant authority:
 - a. An assets statement for Bombardieri Lane upgrading works

- b. As constructed information for all construction work undertaken in each stage of the development in accordance with Council's Infrastructure Design Manual (IDM).

Construction cost

30. Before the use starts, a bank guarantee for the construction works must be lodged with the Responsible Authority. The guarantee must be 5% of the cost of roads, drainage and hard landscaping and the calculated amount must be based on the Bill of Quantities. This amount is nominated to cover any maintenance works required but not completed within the maintenance period nominated by IDM clause 8.3.

Supervision fee

31. Before the use starts, the applicant shall pay the Responsible Authority a supervision fee of 3.25% of the value of the works to be taken over by Council.

Health Conditions

32. The convenience store area must comply with the Food Safety Standard 3.2.3 Food Premises and Equipment, to the satisfaction the Responsible Authority.

Department of Transport Conditions

33. Prior to the endorsement of plans, an Access Management Plan must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the Access Management Plan must be endorsed by the Responsible Authority and will then form part of the permit. The Access Management Plan must:
 - a. Identify and implement appropriate measures to ensure that delivery and patron vehicles of sizes equal and larger than a 26 metre-long B-double heavy vehicle must enter and exit the site from Bombadieri Lane.
34. The use must operate in accordance with the endorsed Access Management Plan.
35. Prior to the commencement of the use, the following roadworks must be completed to the satisfaction of and at no cost to the Head, Transport for Victoria:
 - a. The construction of the one-way service road with access via Bombadieri Road.
 - b. The construction of basic turn treatments the Murray Valley Highway with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles.
36. The location and details of the signs shown on the endorsed plans (Document Set ID: 5533MVH Swan Hill Mobile Pegasus. Project No: 321. Revision: E. Date: 04/07/2021) must not be altered without the written consent of the Responsible Authority.
37. The sign must be contained within the property line; no part of the structure is permitted to protrude beyond the property line and into the road reserve,
38. No advertisement must be displayed for less than 30 seconds.
39. The transition from one advertisement to another must be instantaneous.

40. Where the graphical content or colours will change between successive advertising images, the average luminance change between the new image and the previous image must not exceed 30%. Unless otherwise nominated.
41. During the operation of the sign, the following maximum average luminance and Threshold Increment values must not be exceeded:

Daytime

- a. Maximum average luminance of greater than 6000 cd/m² - Morning and evening twilight and overcast weather
- b. Maximum average luminance of greater than 700 cd/m²

Night-Time

- a. Maximum average luminance of greater than 150 cd/m²
 - b. Maximum threshold increment: 20%
 - c. Adaption Luminance: 0.25
42. The operator must keep a Compliance Record of the operation of the sign. This must be provided to the Head, Transport for Victoria within 5 days of a written request. The Compliance Record must include:
 - a. The sign's luminance (cd/m² or as a percentage of its maximum luminance) in minimum 10-minute intervals.
 - b. The sign's photocell (light sensor) reading of the ambient light in minimum 10-minute intervals.
 - c. For each different set of images displayed (image loop), a compliance report demonstrating that the luminance change between images is less than or equal to 30%.
 - d. All record information must be time and date stamped to show the time of measurement
 - e. Compliance Records must be maintained for a minimum of 12 months.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
 43. The signs must not display content, images or text:
 - a. Giving the illusion of continuous movement.
 - b. Capable of being mistaken for traffic signals or traffic control devices, including red, amber or green circles, octagons, crosses or triangles.
 - c. Capable of being mistaken as an instruction to a road user, including the wording stop, give way, slow down, turn left or turn right.
 - d. With a flashing background, flashing text, flashing images, blinking or fading elements that create the illusion of movement.
 - e. Contain any animation.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
 44. The signs must be dimmable and have a suitable control system to enable maximum lighting levels to be set or adjusted if deemed necessary by the Responsible Authority and the Head, Transport for Victoria.
 45. Where illuminated during the day, the sign must be fitted with Photocell/s (light sensor/s) that measure the ambient light and control system technology that

enables the luminance of the sign to automatically adjust relative to the measured ambient light level.

46. Any change to brightness levels must be applied during an image transition, not while an image is being displayed.
47. The advertising area must not be split into two screens with different messages.
48. The sign and any displayed advertisement must not include any ancillary extension, embellishment or accessorisation within or outside the permitted advertising area unless the Head, Transport for Victoria has agreed to in writing prior to its installation.
49. The use of sound or motion to activate the sign is not permitted.
50. The use of sound to interact with road users is not permitted.
51. The signs must not dazzle or distract road users due to its colouring.
52. In the event of an attack by a computer hacker or similar resulting in unauthorised display of visual images or any other display malfunction, the electronic sign must shut down and cease any form of visual output until the malfunction is repaired.
53. This permit expires 15 years from the date of issue, at which time the sign and all supporting structures must be removed, and the site made good to the satisfaction of the Responsible Authority.

Lower Murray Water Conditions

54. The requirements of Lower Murray Water must be met, in regard to the provision of water supply and sewerage services to the land, including payment of all associated costs prior to the commencement of construction of the proposed development

Environmental Protection Conditions

55. There must be no emissions of noise and/or vibrations from the premises which are detrimental to either of the following:
 - a. The environment in the area around the premises; and
 - b. The wellbeing of persons and/or their property in the area around the premises.
56. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard.
57. Pollution control devices must be installed to prevent the discharge of waste to the environment and stormwater system.
58. The permit holder must ensure that litter originating from the premises is not present beyond the boundaries of the premises.
59. Prior to the commencement of use, Vapour Recovery must be installed to ensure vapours are recovered and prevented from escaping to the atmosphere.
60. All tanks must be decommissioned by suitably qualified professionals, as outlined in EPA Publication 888.4 Underground Petroleum Storage Systems (UPSSs) 2015 or as amended and the Australian Standards referenced therein.

Expiry

61. This permit will expire if one of the following circumstances applies:
 - a. The development is not started within 2 years of the issued date of this permit.

- b. The development is not completed within 4 years of the issued date of this permit.
- c. The use does not start within 2 years of completion of the development.
- d. This permit as it relates to signs will expire 15 years from the issued date of this permit. On expiry of the permit, the sign and structures built specifically to support and illuminate it must be removed.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Permit notes:*Responsible Authority*

- a) All building works associated with this development must be in accordance with the Building Act 1993, Building Regulations 2018 and the Building Code of Australia.
- b) A building permit will be required for the building work associated with this development.
- c) A works within the road reserve permit will be required from Council prior to commencement of any works within the road reserve area (crossovers).
- d) The premises is required to be registered with Council's Public Health and Regulatory Services Department under the Food Act 1984.
- e) The premises must comply with the Tobacco Act 1987, if any tobacco products are sold.

Department of Transport

- f) No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- g) The increase in discharge of any concentrated drainage onto the arterial road reserve from the subject land is not permitted unless approved in writing by the Head, Transport for Victoria.
- h) Separate 'detailed design' approval (fees and charges apply) and the specifications of these are required under the Road Management Act. For the purposes of this application the works will include provision of: Construction of a Basic Right (BAR) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Construction of a Basic Left (BAL) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Relocation of services (e.g. power etc); and Any other works as required within the road reserve.

Lower Murray Water

- i) URBAN WATER SUPPLY: The land is located inside the Corporation's Urban Water District. Urban water is available subject to the owners meeting Lower Murray Water's conditions and requirements. The owner is required to enter

into a Backflow Prevention agreement with LMW and install a backflow prevention device directly after the water meter.

j) SEWERAGE: The land is located inside the Corporation's Sewerage District. A Low Pressure Sewerage connection is available subject to the owners meeting Lower Murray Water's conditions and requirements including the installation of an approved pump station. This application is to be on a lot created as part of the subdivision associated with Planning Permit #2020-041. LMW permit conditions include the owner entering into a Section 173 Agreement relating to the sewerage connection. The Owner is required to enter into a trade waste agreement with LMW which will include the installation of approved pre-treatment devices to treat wastewater prior to discharge to the LMW system.

SECONDED Cr Jeffery

The Amendment was put and CARRIED 5 / 2

CM 2023/20 Motion

MOVED Cr King

That Council:

1. Issue a notice of decision to grant a planning permit with conditions for the use and development of the land at 5533 Murray Valley Highway Swan Hill for a service station, creation of access to a Transport zone 2 and construct and display signage with the following conditions including additional conditions as follows:

1.1 That an extra row of taller screening trees be planted along the western boundary of the Service Station to provide further noise and visual screening.

1.2 An alternative drainage option be considered for the North West corner to allow for full construction of the perimeter fence.

1.3. Waste Management Plan

A waste management plan must be submitted to and approved by the Responsible Authority. The plan must provide details of a regular garbage collection service, including information regarding the type of refuse bins (including public litter bins), type/size of trucks, means of accessing bins and frequency of refuse collection, to the satisfaction of the Responsible Authority. The plan must be implemented to the satisfaction of the Responsible Authority.

1.4. Loading and unloading

Fuel deliveries to the site must only take place between:

- (a) 7:00 am and 6:00 pm Monday to Friday;
- (b) 7:00 am and 1:00 pm Saturday.

Other deliveries to the site must only occur between:

- (c) 7:00 am and 10:00 pm Monday to Saturday;
- (d) 9:00 am and 10:00 pm Sunday and Public Holidays.

Waste collection must only occur between:

- (e) 7:00 am and 8:00 pm Monday to Saturday;
- (f) 9:00 am and 8:00 pm Sunday and Public Holidays.

The permit holder must procure that the operator of the service station shall ensure that companies making deliveries or collecting waste are aware of the relevant requirements of this permit and that the operator uses its reasonable endeavours to promote compliance with same, to the satisfaction of the Responsible Authority.

2 Be fully briefed at a Council Assembly by Council Officers prior to the approval of Planning Permit conditions:

- Condition 19 (Drainage Plan approval)
- Condition 22 (Bombardieri Lane upgrading and proposed service road construction approval)

PROPOSED CONDITIONS

Planning Conditions

1. The layout of the use and development must not be altered on the approved and endorsed plans without the written consent of the Responsible Authority.
2. The location and details of the signs, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the prior written consent of the Responsible Authority.
3. Before the use starts, the landscaping works shown on the endorsed plans must be carried out, completed and thereafter maintained to the satisfaction of the Responsible Authority.
4. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority. Any dead, diseased or damaged trees must be replaced with same species to the satisfaction of the Responsible Authority.
5. Before the use starts, all disturbed surfaces on the land resulting from the works must be revegetated and stabilised to the satisfaction of the Responsible Authority.
6. Before the use starts, the owner of the land must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
 - a. All landscaping approved by planning permit 2021-101 associated with the approved service station must at all times be maintained (including the replacement of any dead, diseased or damaged plants) by

the owner/operator of the service station to the satisfaction of the Responsible Authority.

b. Should the land be subdivided, all landscaping remains the responsibility of the service station owner/operator and cannot be removed or modified by any other person or land owner without the written consent of the Responsible Authority.

c. Should the service station use and development be removed from the land, this Section 173 Agreement will end.

The owner of the land must pay all of the Responsible Authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

7. During construction of the development approved by this permit, the permit holder must undertake necessary measures to ensure the amenity of the surrounding area is not adversely affected, to the satisfaction of the Responsible Authority.
8. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a. Processes carried out on the land
 - b. Transport of materials, goods or commodities to or from the land
 - c. Appearance of any building, works or materials
 - d. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil
 - e. presence of verminto the satisfaction of the Responsible Authority.
9. All external lighting must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the Responsible Authority.
10. Low reflectivity glass is to be used for the glazing of the service station building to minimise glare to the satisfaction of the Responsible Authority.
11. Before the use starts, no fewer than 23 car parking spaces must be provided on the land for the use and development including one (1) space clearly marked for use by disabled persons.

Engineering Conditions

Car park construction

12. Before the use starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must:
 - a. Be constructed
 - b. Be properly formed to such levels that they can be used in accordance with the plans
 - c. Be surfaced with concrete
 - d. Be drained and maintained
 - e. Be line marked and/or signed to indicate each car space, all access/egress routes and driveways as per One Mile Grid Traffic Impact Assessment Report
 - f. Include the installation of "NO ENTRY" signs with "NO RIGHT TURN" signs at the exits
 - g. Include measures to manage traffic and pedestrian flows to and from car parking areas

h. Include detail of all loading/unloading and filling areas or 'potential spillage areas'.

to the satisfaction of the Responsible Authority.

At all times car spaces, access lanes and driveways must be kept available for these purposes, to the satisfaction of the Responsible Authority.

Once constructed, these areas must be maintained to the satisfaction of the Responsible Authority.

New vehicle crossing

13. Before the use starts, vehicular crossings shall be constructed in accordance with the endorsed plan(s) to the satisfaction of the Responsible Authority, and must:

- a. Be designed to comply with the sight distance requirements for the Access Driveway as detailed in AS 2890.2 for the commercial vehicular access points to the land
- b. Be constructed at right angles to the road, and any redundant crossing shall be removed and replaced with concrete (kerb and Channel)
- c. Be setback a minimum of 1 metre from any side-entry pit, power or telecommunications pole, manhole cover or marker, and a minimum of 2.5 metres from the trunk of any street tree.

Redundant crossing removal

14. Before the use starts, all redundant vehicle crossings must be removed and (kerb and channel) reinstated to the satisfaction of the Responsible Authority.

Controlled access points

15. Access to the site shall only be at the nominated crossings shown on the endorsed plan. The crossings and road pavement works are to be constructed to the satisfaction of the Head, Transport for Victoria and the Responsible Authority.

Loading/unloading

16. The loading and unloading of goods from vehicles must only be carried out on the land (within the designated loading bays) and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

Lighting of Car Park Area

17. Accessway and car parking lighting shall be provided to the satisfaction of the Responsible Authority in accordance with AS/NZS 1158.

Sediment discharges

18. The applicant/owner must restrict sediment discharges from any construction sites within the property in accordance with Construction Techniques for Sediment Pollution Control (EPA 1991).

Drainage Plan

19. Before the development starts, a stormwater management plan with computations for 10% and 1% AEP events, must be approved and endorsed by the Responsible Authority. The stormwater management plan must:
- a. be prepared to the satisfaction of the Responsible Authority
 - b. be submitted in electronic form
 - c. include details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system
 - d. set out how the stormwater management system will be managed on an ongoing basis
 - e. demonstrate how all relevant standards set out in the planning scheme relating to stormwater management will meet the objectives in the planning scheme, including modelling and calculations
 - f. be in accordance with Council's Infrastructure Design Manual
 - g. be generally in accordance with the plan forming part of the application, but amended to show the following details:
 - i. All necessary computations and supporting design documentation for drainage infrastructure
 - ii. How the land will be drained
 - iii. Flow paths of a 1% AEP storm need to be determined and the development designed such that no private property is inundated by this storm.
 - iv. How stormwater is to be captured and retained on site
 - v. Measures to enhance stormwater discharge quality from the site and protect downstream waterways. All light hydrocarbon storage or potential spillage areas must be bunded or independently drained via an impermeable surface, ensuring no effluent or polluted water of any type enters the storm water system in accordance with EPA standards.
 - vi. Stormwater from paved areas must be intercepted and drained through the site drainage network.

Drainage works completed

20. Before the use starts, all drainage works required by the approved drainage plan must be completed to the satisfaction of the Responsible Authority.

Bombardieri Lane Upgrading and proposed service road construction

21. Before the use starts, the permit holder must upgrade Bombardieri Lane and construct the proposed service road across the frontage of the land along the Murray Valley Highway. Works are to include (but not be limited to) the following:
- a. Fully sealed pavement including all vehicle turning areas
 - b. SM2 type kerb profile for Bombardieri Lane
 - c. B3 and Edge Strip kerb profiles for proposed service road

- d. Asphalt surfacing of pavement
- e. Transition of Bombardieri Lane between proposed sealed section and existing unsealed section to the west
- f. Road drainage
- g. Street trees
- h. Intersection and traffic measures
- i. Street lighting
- j. Signage, line-marking and Raised Retroreflective Pavement Markers (RRPMs).

Road reserve width and all works must be in accordance with the relevant requirements of the Infrastructure Design Manual (IDM) to the satisfaction of the Responsible Authority

The Responsible Authority may consent in writing to vary any of the details of these requirements.

Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Detailed construction plans

22. Before the development or any site works start, detailed construction plans of Bombardieri Lane upgrading and proposed service road construction in accordance with the Infrastructure Design Manual must be approved and endorsed by the Responsible Authority. The construction plans must:
- a. be prepared to the satisfaction of the Responsible Authority
 - b. be drawn to scale with dimensions and submitted electronically.
 - c. Include the following:
 - i. all necessary computations and supporting design documentation for any structure, civil and drainage infrastructure and geotechnical investigation report
 - ii. details must be consistent with the drainage plan/s and landscape plan
 - iii. fully sealed pavement including all vehicle turning areas
 - iv. how the proposed sealed pavement will transition with the existing unsealed section of Bombardieri Lane to the west
 - v. SM2 type kerb profile for Bombardieri Lane
 - vi. B3 and Edge Strip kerb profiles for proposed service road
 - vii. road drainage
 - viii. street lighting to AS/ANZ 1158 using standard or non-standard lighting approved by Powercor for installation on the non-metered network.
 - d. The Responsible Authority may consent in writing to vary any of the details of these requirements.
 - e. Any modifications to the detailed construction plans agreed to by the Responsible Authority must be shown on an amended plan that is endorsed by the Responsible Authority.

Digital copy of plans

23. A digital Autocad copy of design and co-ordination plan must be submitted to Council when requested.

Existing services

24. Any relocation, alteration or replacement of services/utilities affected by this development must be relocated/modified in accordance with the requirements of the relevant servicing authority and the Responsible Authority, entirely at the cost of the owner/developer.

Inspections

25. Before the development or any site works start, construction inspection hold points and witness points shall be identified by the applicant and agreed to by the Responsible Authority.

All works completed

26. Before the use starts, all construction works required by the approved construction plans must be completed to the satisfaction of the Responsible Authority.

Construction management plan

27. Before the development or any site works start, a Construction Management Plan must be approved and endorsed by the Responsible Authority. When approved the Construction Management Plan will be endorsed and form part of the permit. The management plan must be prepared to the satisfaction of the Responsible Authority and submitted in electronic form. The construction management plan must show:

- a. Measures to control erosion and sediment and sediment laden water runoff including the design details of structures
- b. Dust control
- c. Where any construction wastes, equipment, machinery and/or earth is to be stored/stockpiled during construction
- d. Where access to the site for construction vehicle traffic will occur
- e. The location and details of a sign to be erected at the entrance(s) of the site advising contractors that they are entering a 'sensitive site' with prescribed tree protection zones and fences
- f. The location of any temporary buildings or yards.

Works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.

28. Control Measures in accordance with the approved Construction Management Plan shall be employed throughout the construction of works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Construction Management Plan. If in the opinion of the Responsible Authority the departure from the approved plan is significant then an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

As Constructed Plans

29. Before the use starts, the permit holder must submit to the satisfaction of the Responsible Authority and any relevant authority:
- a. An assets statement for Bombardieri Lane upgrading works
 - b. As constructed information for all construction work undertaken in each stage of the development in accordance with Council's Infrastructure Design Manual (IDM).

Construction cost

30. Before the use starts, a bank guarantee for the construction works must be lodged with the Responsible Authority. The guarantee must be 5% of the cost of roads, drainage and hard landscaping and the calculated amount must be based on the Bill of Quantities. This amount is nominated to cover any maintenance works required but not completed within the maintenance period nominated by IDM clause 8.3.

Supervision fee

31. Before the use starts, the applicant shall pay the Responsible Authority a supervision fee of 3.25% of the value of the works to be taken over by Council.

Health Conditions

32. The convenience store area must comply with the Food Safety Standard 3.2.3 Food Premises and Equipment, to the satisfaction the Responsible Authority.

Department of Transport Conditions

33. Prior to the endorsement of plans, an Access Management Plan must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the Access Management Plan must be endorsed by the Responsible Authority and will then form part of the permit. The Access Management Plan must:
- a. Identify and implement appropriate measures to ensure that delivery and patron vehicles of sizes equal and larger than a 26 metre-long B-double heavy vehicle must enter and exit the site from Bombardieri Lane.
34. The use must operate in accordance with the endorsed Access Management Plan.
35. Prior to the commencement of the use, the following roadworks must be completed to the satisfaction of and at no cost to the Head, Transport for Victoria:
- a. The construction of the one-way service road with access via Bombardieri Road.
 - b. The construction of basic turn treatments the Murray Valley Highway with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles.
36. The location and details of the signs shown on the endorsed plans (Document Set ID: 5533MVH Swan Hill Mobile Pegasus. Project No: 321. Revision: E.

Date: 04/07/2021) must not be altered without the written consent of the Responsible Authority.

37. The sign must be contained within the property line; no part of the structure is permitted to protrude beyond the property line and into the road reserve,
38. No advertisement must be displayed for less than 30 seconds.
39. The transition from one advertisement to another must be instantaneous.
40. Where the graphical content or colours will change between successive advertising images, the average luminance change between the new image and the previous image must not exceed 30%. Unless otherwise nominated.
41. During the operation of the sign, the following maximum average luminance and Threshold Increment values must not be exceeded:

Daytime

- a. Maximum average luminance of greater than 6000 cd/m² - Morning and evening twilight and overcast weather
- b. Maximum average luminance of greater than 700 cd/m²

Night-Time

- a. Maximum average luminance of greater than 150 cd/m²
 - b. Maximum threshold increment: 20%
 - c. Adaption Luminance: 0.25
42. The operator must keep a Compliance Record of the operation of the sign. This must be provided to the Head, Transport for Victoria within 5 days of a written request. The Compliance Record must include:
- a. The sign's luminance (cd/m² or as a percentage of its maximum luminance) in minimum 10-minute intervals.
 - b. The sign's photocell (light sensor) reading of the ambient light in minimum 10-minute intervals.
 - c. For each different set of images displayed (image loop), a compliance report demonstrating that the luminance change between images is less than or equal to 30%.
 - d. All record information must be time and date stamped to show the time of measurement
 - e. Compliance Records must be maintained for a minimum of 12 months.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
43. The signs must not display content, images or text:
- a. Giving the illusion of continuous movement.
 - b. Capable of being mistaken for traffic signals or traffic control devices, including red, amber or green circles, octagons, crosses or triangles.
 - c. Capable of being mistaken as an instruction to a road user, including the wording stop, give way, slow down, turn left or turn right.
 - d. With a flashing background, flashing text, flashing images, blinking or fading elements that create the illusion of movement.
 - e. Contain any animation.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.

- h. Containing video, movie or television broadcasts
44. The signs must be dimmable and have a suitable control system to enable maximum lighting levels to be set or adjusted if deemed necessary by the Responsible Authority and the Head, Transport for Victoria.
 45. Where illuminated during the day, the sign must be fitted with Photocell/s (light sensor/s) that measure the ambient light and control system technology that enables the luminance of the sign to automatically adjust relative to the measured ambient light level.
 46. Any change to brightness levels must be applied during an image transition, not while an image is being displayed.
 47. The advertising area must not be split into two screens with different messages.
 48. The sign and any displayed advertisement must not include any ancillary extension, embellishment or accessorisation within or outside the permitted advertising area unless the Head, Transport for Victoria has agreed to in writing prior to its installation.
 49. The use of sound or motion to activate the sign is not permitted.
 50. The use of sound to interact with road users is not permitted.
 51. The signs must not dazzle or distract road users due to its colouring.
 52. In the event of an attack by a computer hacker or similar resulting in unauthorised display of visual images or any other display malfunction, the electronic sign must shut down and cease any form of visual output until the malfunction is repaired.
 53. This permit expires 15 years from the date of issue, at which time the sign and all supporting structures must be removed, and the site made good to the satisfaction of the Responsible Authority.

Lower Murray Water Conditions

54. The requirements of Lower Murray Water must be met, in regard to the provision of water supply and sewerage services to the land, including payment of all associated costs prior to the commencement of construction of the proposed development

Environmental Protection Conditions

55. There must be no emissions of noise and/or vibrations from the premises which are detrimental to either of the following:
 - a. The environment in the area around the premises; and
 - b. The wellbeing of persons and/or their property in the area around the premises.
56. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard.
57. Pollution control devices must be installed to prevent the discharge of waste to the environment and stormwater system.
58. The permit holder must ensure that litter originating from the premises is not present beyond the boundaries of the premises.
59. Prior to the commencement of use, Vapour Recovery must be installed to ensure vapours are recovered and prevented from escaping to the atmosphere.
60. All tanks must be decommissioned by suitably qualified professionals, as outlined in EPA Publication 888.4 Underground Petroleum Storage Systems (UPSSs) 2015 or as amended and the Australian Standards referenced therein.

Expiry

61. This permit will expire if one of the following circumstances applies:
- The development is not started within 2 years of the issued date of this permit.
 - The development is not completed within 4 years of the issued date of this permit.
 - The use does not start within 2 years of completion of the development.
 - This permit as it relates to signs will expire 15 years from the issued date of this permit. On expiry of the permit, the sign and structures built specifically to support and illuminate it must be removed.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Permit notes:

Responsible Authority

- All building works associated with this development must be in accordance with the Building Act 1993, Building Regulations 2018 and the Building Code of Australia.
- A building permit will be required for the building work associated with this development.
- A works within the road reserve permit will be required from Council prior to commencement of any works within the road reserve area (crossovers).
- The premises is required to be registered with Council's Public Health and Regulatory Services Department under the Food Act 1984.
- The premises must comply with the Tobacco Act 1987, if any tobacco products are sold.

Department of Transport

- No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- The increase in discharge of any concentrated drainage onto the arterial road reserve from the subject land is not permitted unless approved in writing by the Head, Transport for Victoria.
- Separate 'detailed design' approval (fees and charges apply) and the specifications of these are required under the Road Management Act. For the purposes of this application the works will include provision of: Construction of a Basic Right (BAR) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Construction of a Basic Left (BAL) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Relocation of services (e.g. power etc); and Any other works as required within the road reserve.

Lower Murray Water

i) URBAN WATER SUPPLY: The land is located inside the Corporation's Urban Water District. Urban water is available subject to the owners meeting Lower Murray Water's conditions and requirements. The owner is required to enter into a Backflow Prevention agreement with LMW and install a backflow prevention device directly after the water meter.

j) SEWERAGE: The land is located inside the Corporation's Sewerage District. A Low Pressure Sewerage connection is available subject to the owners meeting Lower Murray Water's conditions and requirements including the installation of an approved pump station. This application is to be on a lot created as part of the subdivision associated with Planning Permit #2020-041. LMW permit conditions include the owner entering into a Section 173 Agreement relating to the sewerage connection. The Owner is required to enter into a trade waste agreement with LMW which will include the installation of approved pre-treatment devices to treat wastewater prior to discharge to the LMW system.

SECONDED Cr Jeffery

The Motion was put and CARRIED 6 / 1

Cr Moar called for a division

For: Cr King, Cr McKay, Cr McPhee, Cr Young, Cr Jeffery and Cr Moar

Against: Cr Kelly



Sheet List		
Sheet Number	Sheet Name	Current Revision
A0.01	Title, Sheet List, Render	F
A0.02	Feature Survey	A
A0.03	Sweep Paths	E
A1.01	Site Plan	K
A1.02	Floor Plan	B
A1.03	Reflected Ceiling Plan RCP	A
A2.01	Elevations 1 - E W	A
A2.02	Elevations 2 - N S	A
A5.02	Internal Elevations	A
A5.03	Internal Elevations 2	A
A5.04	Internal Elevations 3	A
A6.01	Building Signage	A
A6.05	Wayfinding Signage	D



Revision	Description	Date
A	Added sheets A5.02, A5.03, A5.04, A5.05 Internal Elevations, A1.03 Reflected Ceiling Plan RCP	03/02/21
B	Added sheet A0.02 - Feature Survey	12/03/21
C	Added sheet A0.03 Sweep Paths	15/04/21
D	Added sheet A6.01 Building Signage	03/05/21
E	Added sheet A0.04 Concept Plan	02/07/21
F	Sheet A0.05 Concept Plan Revisions	04/12/22

Sheet Name
Title, Sheet List, Render: A0.01
 Scale: as AT Print Date: 15/05/2023 1:58:21 PM

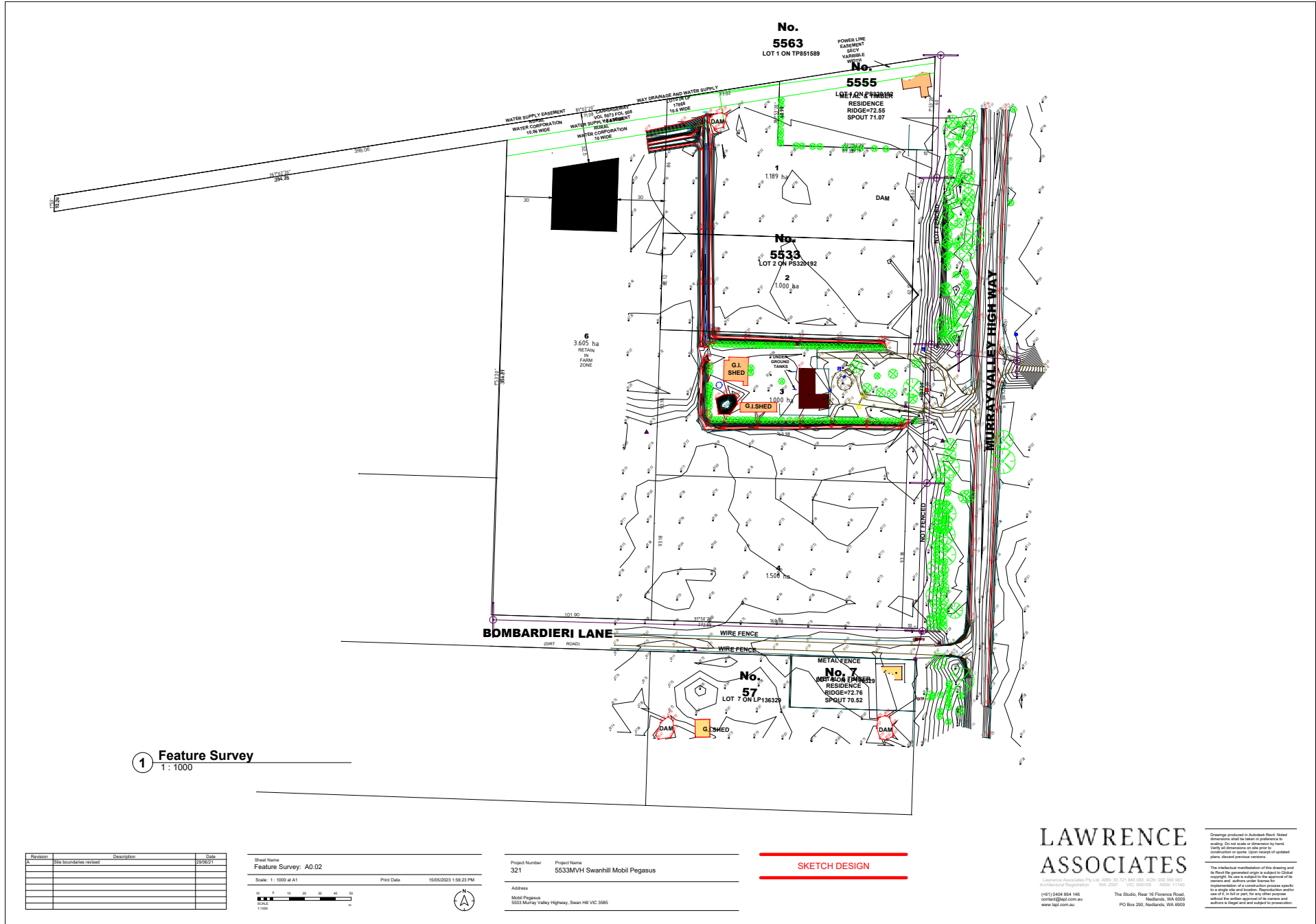
Project Number: 321 Project Name: 5533MVH Swanhill Mobil Pegasus
 Address: Mobil Pegasus, 5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES

Lawrence Associates Pty Ltd ABN 35 721 860 088 ACN 100 396 983
 Professional Engineers WA 2967 VIC 30310 NSW 11140
 (61) 08 84 84 148 The Studio, Rear 18 Florence Road, Nedlands, WA 6009
 contact@lga.com.au www.lga.com.au PO Box 200, Nedlands, WA 6009

Drawings produced in accordance with the Australian Standards. All dimensions shall be taken in preference to existing. Do not scale or dimension by hand. Verify all dimensions on site prior to construction or works. Use metric or imperial units, unless otherwise stated.
 The intellectual manifestation of this drawing and its content is the property of Lawrence Associates Pty Ltd and is to be used only for the purposes for which it was prepared. It is not to be used for any other purpose without the written approval of the creator and author in legal and not subject to prosecution.



1 Feature Survey
1:1000

Revision	Description	Date
A	Site boundaries revised	22/05/21

Sheet Name
Feature Survey: A0.02

Scale: 1:1000 at A1

Print Date: 15/05/2023 1:58:23 PM

SCALE
1:1000

Project Number: 321
Project Name: 5533MVH Swanhill Mobil Pegasus

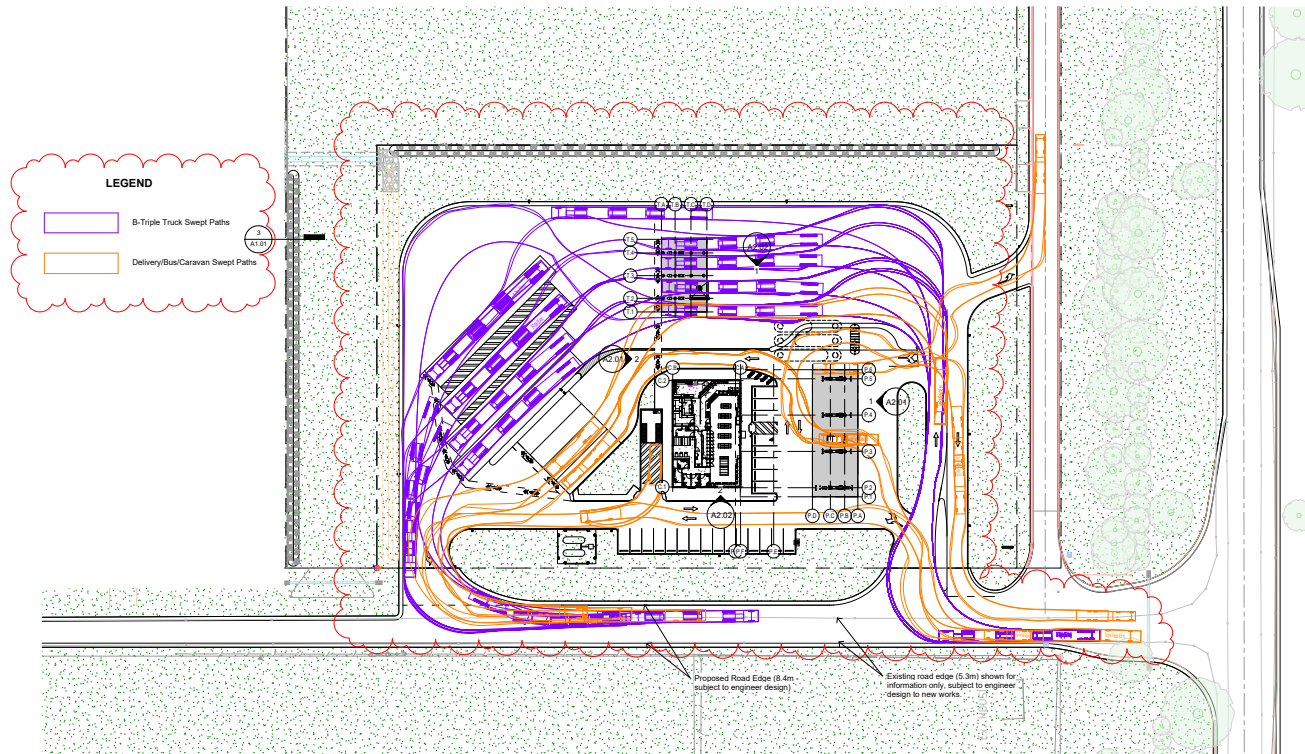
Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES
Lawrence Associates Pty Ltd. ABN: 55 721 860 063. ACN: 100 596 963
Professional Engineers, WA 2907 VIC 30019 NSW 11144
(08) 9404 884 148 The Studio, Rear 18 Florence Road, Nedlands, WA 6009
central@lga.com.au www.lga.com.au PO Box 200, Nedlands, WA 6009

Overlays produced in Autodesk Revit. Noted dimensions should be taken in preference to existing. Do not scale or dimension by hand. Verify all dimensions on the ground. Consideration to be given to the current status of any overlays. Consult previous versions.

The intellectual creation of this drawing and its content is the property of Lawrence Associates Pty Ltd. It is to be used only for the purposes specified and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Lawrence Associates Pty Ltd.



LEGEND

- B-Triple Truck Swept Paths
- Delivery/Bus/Caravan Swept Paths

1 Site - Swept Paths
1 : 500

Revision	Description	Date
A	Site Boundary revised. External Traffic Update	22/05/21
B	Revised plan of subdivision site adjusted to suit	01/03/22
C	New site selected, revised based floor plan to new standard	29/12/22
D	External Traffic Update	28/04/23
E	Site adjusted to suit new catch drain location	02/05/23

Sheet Name
Swept Paths: AD.03

Scale: 1 : 500 at A1

Print Date: 15/05/2023 1:56:24 PM

SCALE
1:500

Project Number: 321

Project Name: 5533MVH Swanhill Mobil Pegasus

Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

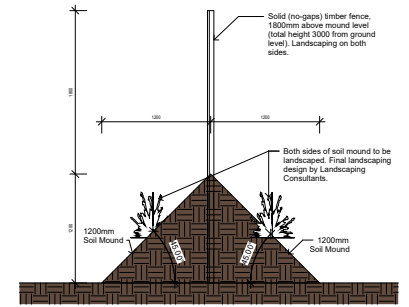
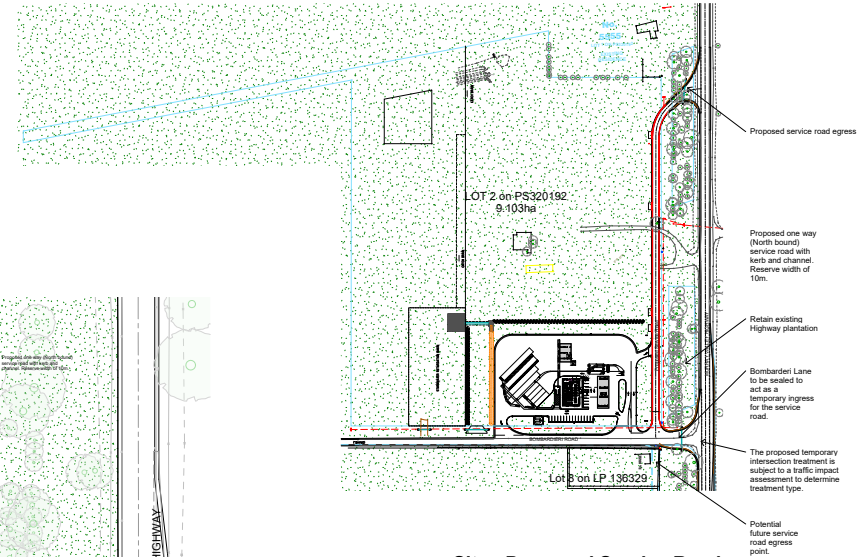
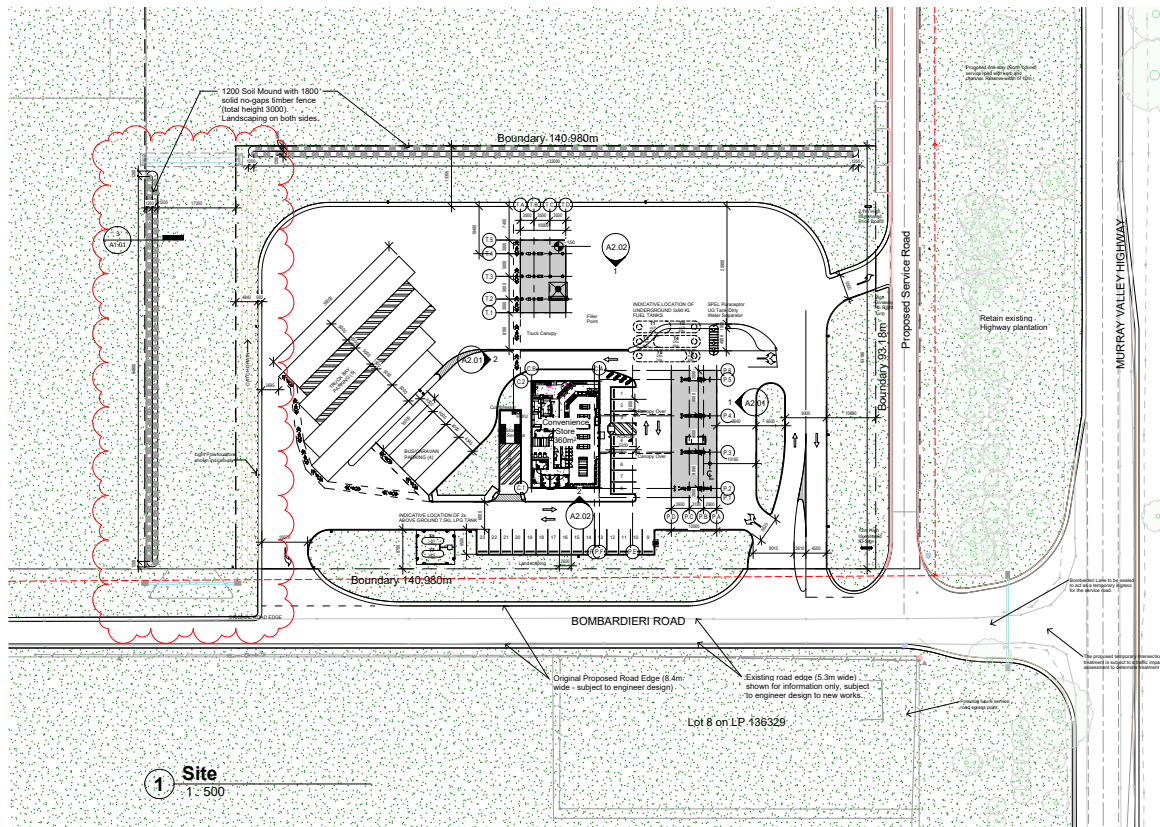
LAWRENCE ASSOCIATES

Lawrence Associates Pty Ltd ABN 55 721 840 083 ACN 108 396 981
Professional Engineers WA 2967 VIC 30219 NSW 11140
(08 1) 6454 884 148
central@lga.com.au www.lga.com.au

The Studio, Rear 18 Florence Road,
Nedlands, WA 6909
PO Box 200, Nedlands, WA 6909

Drawings produced in Autodesk Revit. Model dimensions should be taken in preference to existing. Do not scale or dimension by hand. Verify all dimensions on the ground, consideration to scale. Upon receipt of updated plans, consult previous versions.

The intellectual manifestation of this drawing and its content is the property of Lawrence Associates Pty Ltd. It is to be used only for the purposes for which it was prepared and is not to be used for any other purpose without the written approval of the creator and author in legal and not subject to prosecution.



NOTES
SITE LIGHTING
• Light poles shown in indicative locations
• Light poles to be ballied and shielded to reduce spill

Revision	Description	Date
F	Revised plan of subdivision, site adjusted to suit	01/03/22
E	New crop adjusted, revised base floor plan to new standard	04/12/22
D	Full L2.2 shown	21/12/22
H	Soil mound and acoustic fences shown. Light poles show indicatively, notes added	23/03/23
I	Internal Traffic Update	04/04/23
J	Site adjusted to suit new catch drain location, added detail for soil mound	03/05/23
K	Soil mound relocated to opposite side of neighbouring internal road	15/05/23

Sheet Name
Site Plan: A1.01

Scale: As indicated at A1

Print Date: 15/05/2023 1:56:28 PM

SCALE 1:500

Project Number: 321
Project Name: 5533MVH Swanhill Mobil Pegasus

Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

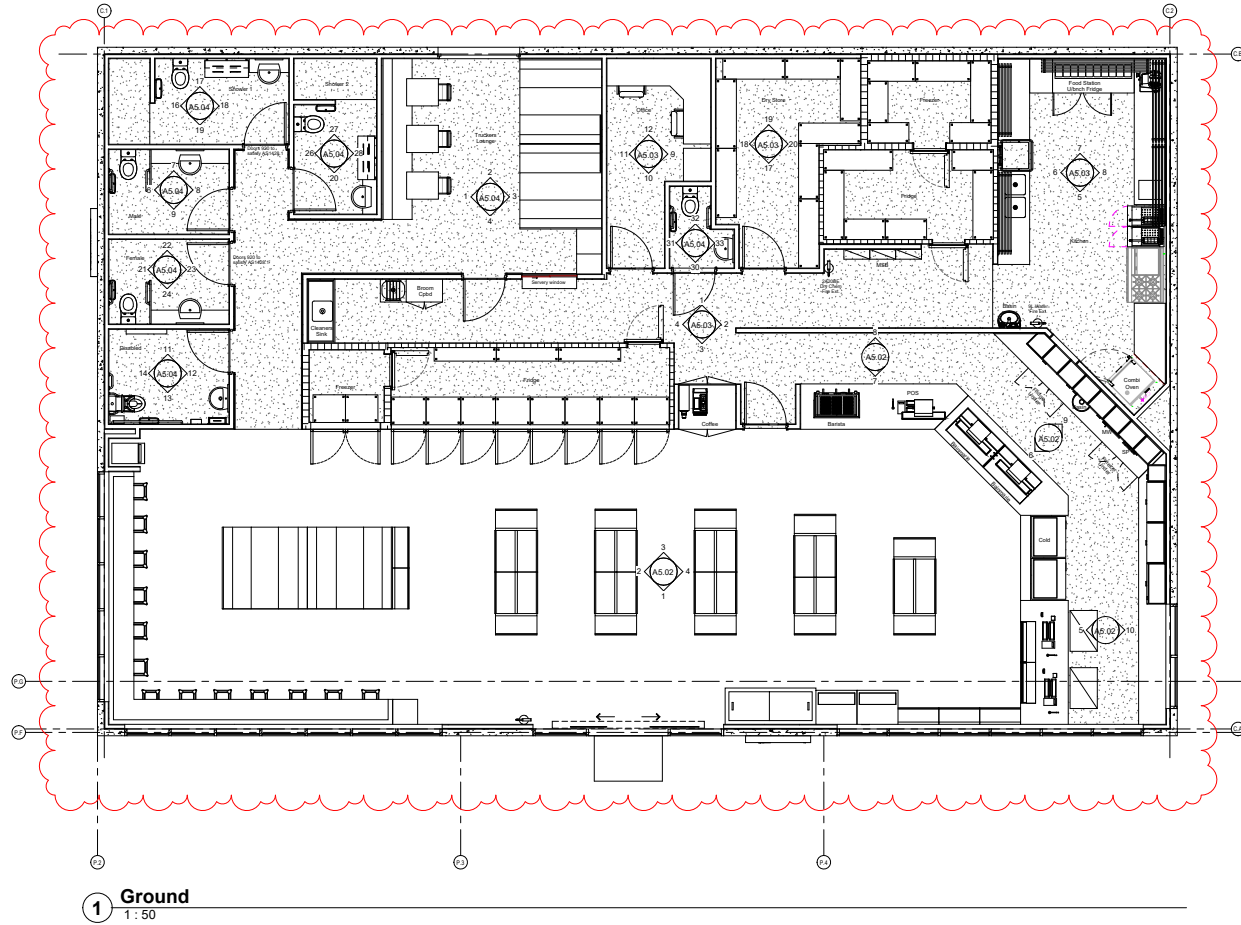
SKETCH DESIGN

LAWRENCE ASSOCIATES
Lawrence Associates Pty Ltd ABN 55 721 860 903 ACN 100 580 810
Architectural Registration: WA 2967 VIC 60019 NSW 11140
(08) 9454 854 140
central@lga.com.au www.lga.com.au

The Busby, Rear 16 Florence Road,
Nedlands, WA 6009
PO Box 200, Nedlands, WA 6009

Drawings produced in Australia. Metric. Natural dimensions shall be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on the ground. Consideration to be given to the effect of ground conditions on scale. Use metric or imperial units as indicated.

The intellectual creation of this drawing and its format generated herein is subject to copyright and without express or implied permission of Lawrence Associates Pty Ltd, no part of this drawing is to be reproduced, stored in a retrieval system or used in any way for any other purpose without the written approval of the creator and without in flag and not subject to prosecution.



1 Ground
1:50

Revision	Description	Date
A	Colors updated for compliance, survey window updated	03/05/21
B	Updated base floor plan to new standards	08/12/22

Sheet Name
Floor Plan: A1.02

Scale: 1:50 of A1

Print Date: 15/05/2023 1:58:29 PM

SCALE
1:50

Project Number: 321
Project Name: 5533MVH Swanhill Mobil Pegasus

Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES

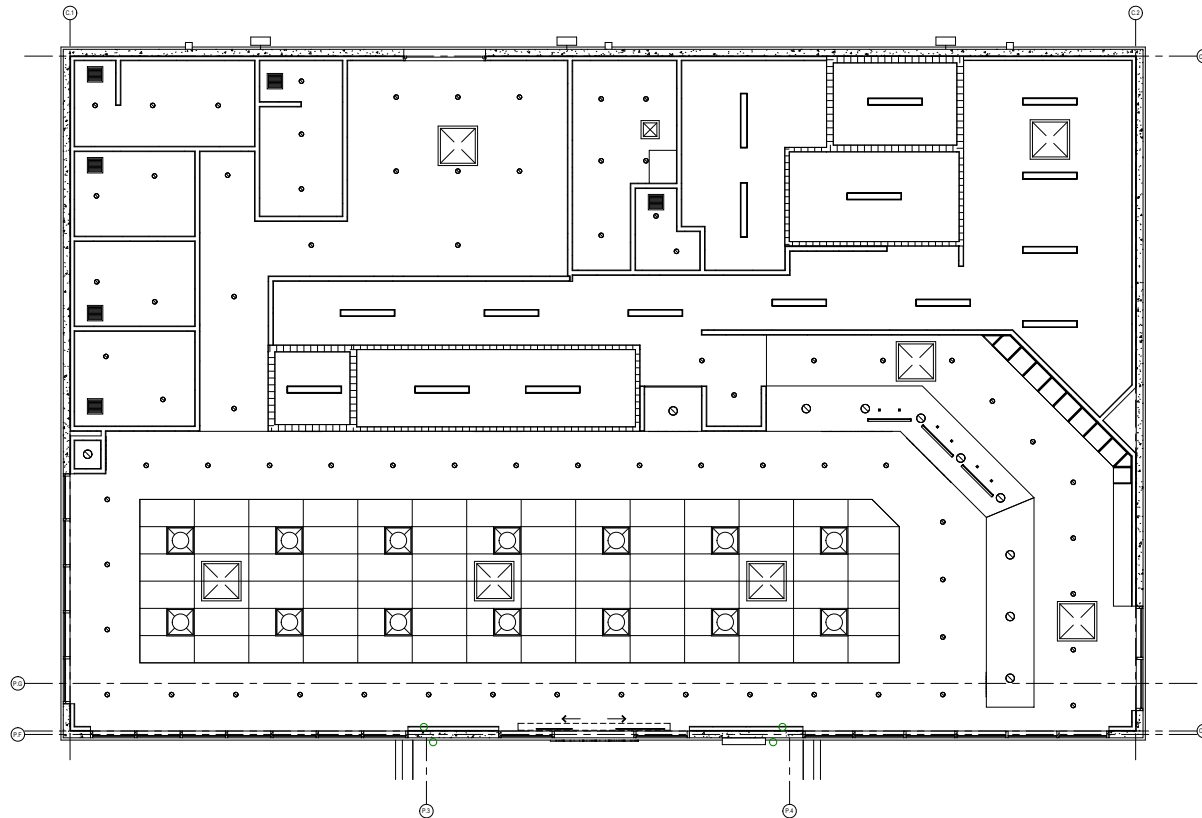
Lawrence Associates Pty Ltd. ABN: 55 721 860 088. ACN: 100 396 983
Architectural Registration: WA 2967 VIC 803709 NSW 11140

(08) 9404 884 146
central@lga.com.au
www.lga.com.au

The Studio, Rear, 18 Florence Road,
Nedlands, WA 6009
PO Box 200, Nedlands, WA 6009

Overlays produced in AutoCAD Plot. Note: dimensions shall be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on the ground, consideration in scale. Upon receipt of updated plans, consult previous versions.

The intellectual creation of this drawing and its form the general design is subject to Copyright. The work is subject to the approval of the owner and authors under license for implementation of a construction process specific to a site and location. Reproduction without use of it in full or part, for any other purpose without the written approval of the owner and authors is illegal and not subject to prosecution.



1 Ground
1 : 50

Revision	Description	Date
A	Updated base floor plan to new standard	09/12/22

Sheet Name
Reflected Ceiling Plan RCP: A1.03

Scale: 1:50 at A1 Print Date: 15/05/2023 1:58:30 PM

1:50
SCALE
1:50

Project Number: 321 Project Name: 5533MVH Swanhill Mobil Pegasus

Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

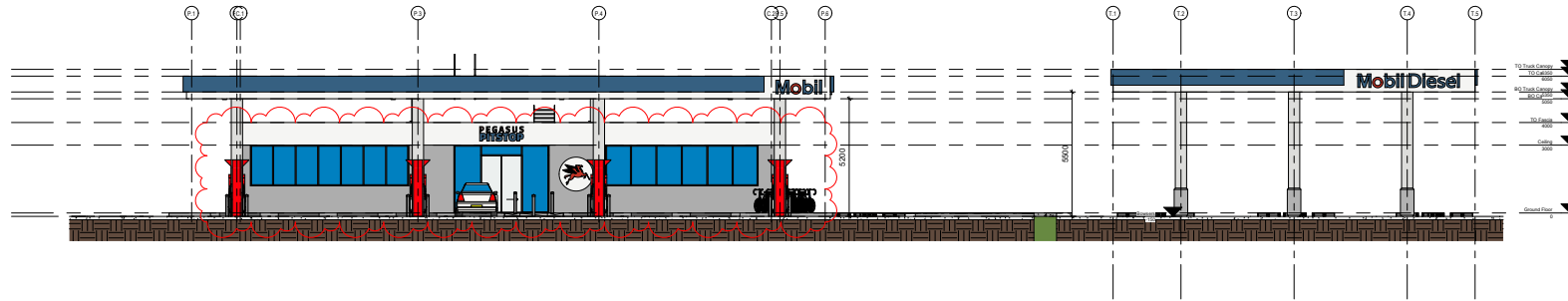
SKETCH DESIGN

LAWRENCE ASSOCIATES

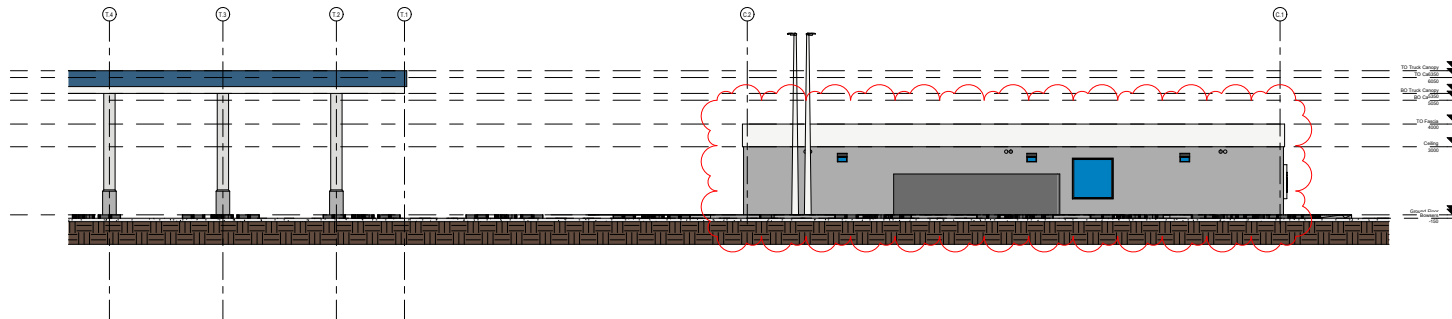
Lawrence Associates Pty Ltd ABN: 55 721 860 088 ACN: 100 596 963
Architectural Registration: WA 2967 VIC 80370 NSW 11140
(08) 9454 854 146 The Studio, Rear 18 Florence Road,
central@lga.com.au Nedlands, WA 6009
www.lga.com.au PO Box 200, Nedlands, WA 6009

Overlays produced in AutoCAD Plot. Note dimensions shall be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on site prior to construction or works. Upon receipt of updated plans, consult previous versions.

The intellectual manifestation of this drawing and its format the generated output is subject to copyright. The user is subject to the approval of the owner and authors under license for implementation of a construction process specific to a single site and location. Reproduction, either in a hard or soft copy, for any other purpose without the written approval of the owner and authors is illegal and void subject to prosecution.



1 East
1 : 100



2 West
1 : 100

Revision	Description	Date
A	Updated base floor plan to new standard	09/12/22

Sheet Name	Elevations 1 - E W: A2.01
Scale	1 : 100 at A1
Print Date	15/05/2023 1:56:35 PM

Project Number	321	Project Name	5533MVH Swanhill Mobil Pegasus
Address			
Mobil Pegasus 5533 Murray Valley Highway, Swan Hill VIC 3585			

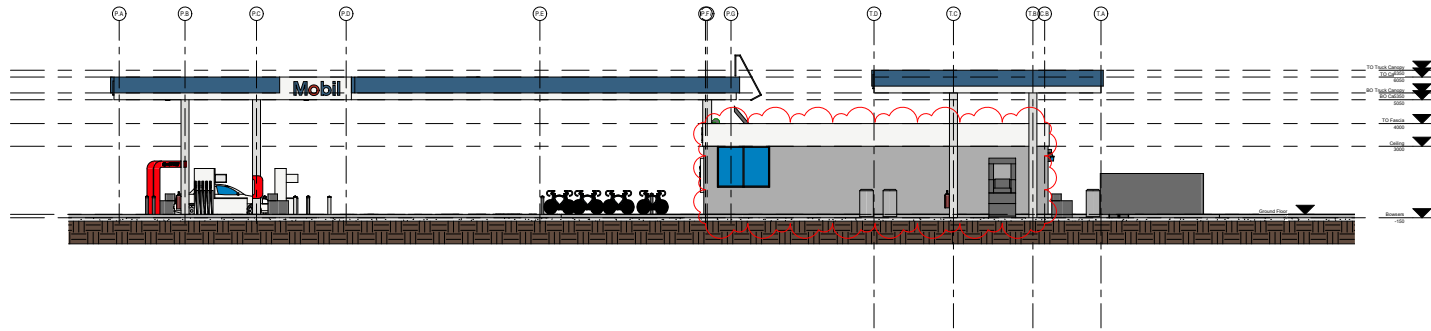
SKETCH DESIGN

LAWRENCE ASSOCIATES

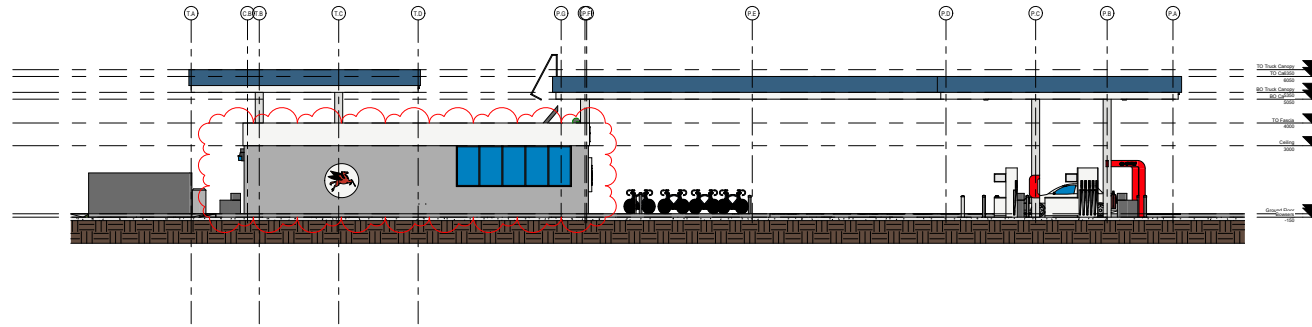
Lawrence Associates Pty Ltd ABN 35 721 860 088 ACN 100 396 983
 Professional Registration WA 2967 VIC 60319 NSW 11140
 (61) 08 94 864 146 The Studio, Rear 16 Florence Road, Nedlands, WA 6009
 contact@lga.com.au www.lga.com.au PO Box 200, Nedlands, WA 6009

Drawings produced in Autodesk Revit. Noted dimensions should be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on site prior to construction or works. Upon receipt of updated plans, consult previous versions.

The intellectual creation of this drawing and its content is generated solely in and to the credit of the author and authors under license for implementation of a construction process specific to a single site and location. Reproduction or use of it in full or part, for any other purpose without the written approval of the creator and authors is illegal and not subject to prosecution.



1 North
1: 100



2 South
1: 100

Revision	Description	Date
A	updated base floor plan to new standard	09/12/22

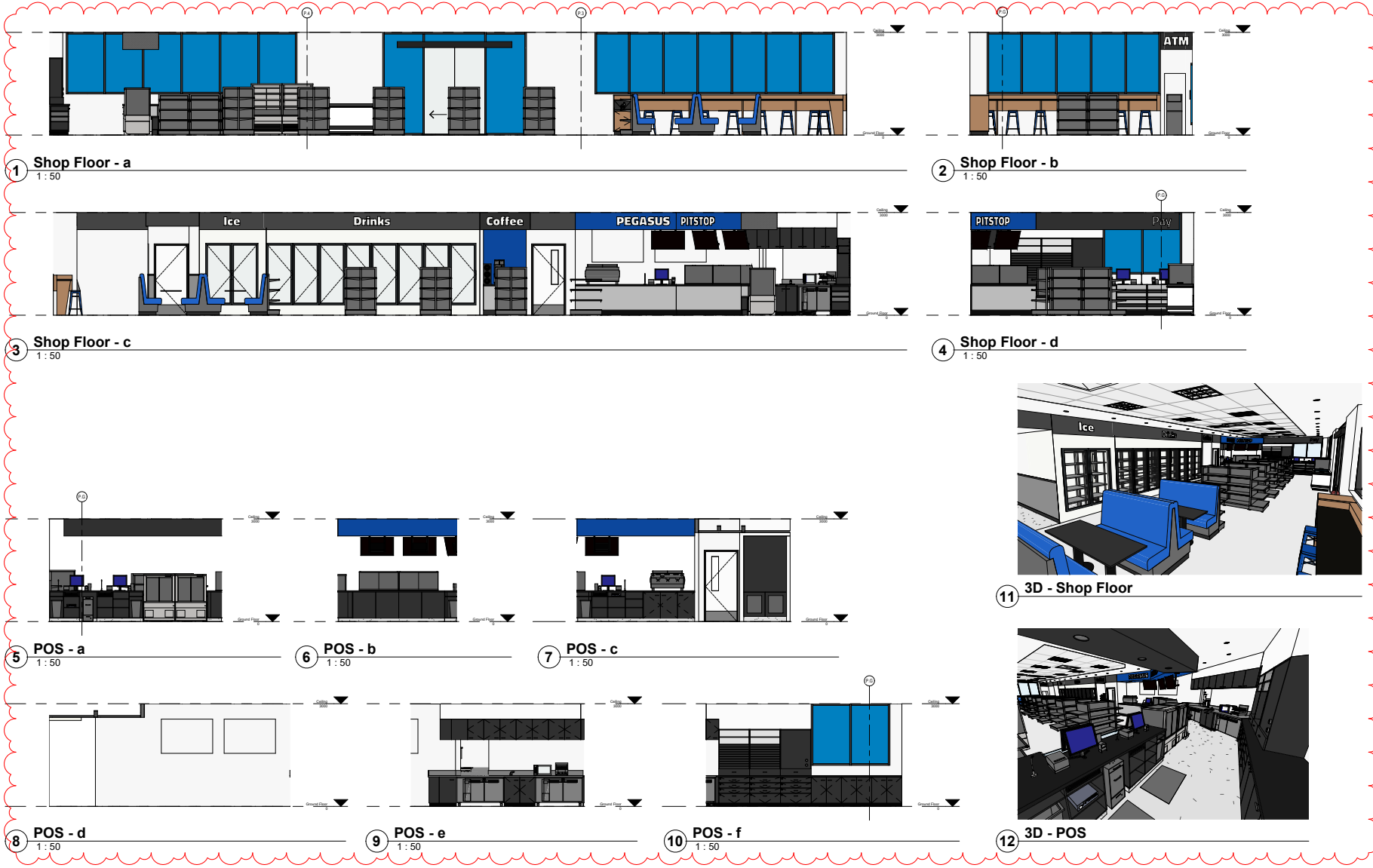
Sheet Name Elevations 2 - N S: A2.02
Scale: 1: 100 at A1
Print Date: 15/05/2023 1:56:51 PM

Project Number 321	Project Name 5533MVH Swanhill Mobil Pegasus
Address Mobil Pegasus 5533 Murray Valley Highway, Swan Hill VIC 3585	

SKETCH DESIGN

LAWRENCE ASSOCIATES
 LAWRENCE ASSOCIATES PTY LTD (ABN: 55 721 862 082) ACN: 108 396 963
 Architectural Registration: WA 2967 VIC 80319 NSW 11140
 (08) 9454 864 146 The Studio, Rear 16 Florence Road,
 Perth WA 6000 Perth WA 6000
 www.laql.com.au PO Box 200, Nedlands, WA 6909

Overlays produced in Autodesk Revit. Model dimensions shall be taken in preference to existing. Do not scale or dimension by hand. Verify all dimensions on site prior to construction or works. Upon receipt of updated plans, consult previous versions.
 The intellectual manifestation of this drawing and its content is generated solely in and to the credit of the author and authors under license for implementation of a construction process specific to a single site and location. Reproduction or use of it in full or part, for any other purpose without the written approval of the creator and authors is illegal and not subject to prosecution.



Revision	Description	Date
1	Updated base floor plan to new standard	09/12/22

Sheet Name: Internal Elevations: A5.02
 Scale: 1:50 at A1
 Print Date: 15/05/2023 1:58:58 PM

Project Number: 321
 Project Name: 5533MVH Swanhill Mobil Pegasus
 Address: Mobil Pegasus, 5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES
 LAWRENCE ASSOCIATES Pty Ltd. ABN: 52 711 840 003. ACN: 100 396 983.
 Professional Engineers - WA 2967 - VIC 60319 - NSW 11140.
 (08) 9454 854 140. enquiries@lga.com.au
 www.lga.com.au
 The Studio, Rear 16 Florence Road, Nedlands, WA 6009
 PO Box 200, Nedlands, WA 6009

Drawings produced in Autodesk Revit. Model dimensions should be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on site prior to construction or update. Use metric or imperial units as indicated.

The intellectual ownership of this drawing and its parts is generated herein is retained by the client. The client is responsible for the accuracy and completeness of the information provided. The client is responsible for the accuracy and completeness of the information provided. The client is responsible for the accuracy and completeness of the information provided.

1 BOH - a
1:50

2 BOH - b
1:50

3 BOH - c
1:50

4 BOH - d
1:50

13 3D - BOH 1

14 3D - BOH 2

5 Kitchen - a
1:50

6 Kitchen - b
1:50

7 Kitchen - c
1:50

8 Kitchen - d
1:50

15 3D - Kitchen

21 3D - Dry Store

9 Office - a
1:50

10 Office - b
1:50

11 Office - c
1:50

12 Office - d
1:50

16 3D - Office

17 Dry Store - a
1:50

18 Dry Store - b
1:50

19 Dry Store - c
1:50

20 Dry Store - d
1:50

Revision	Description	Date
A	Updated base floor plan to new standard	09/12/22

Sheet Name: Internal Elevations 2: A5.03
Scale: 1:50 at A1
Print Date: 15/05/2023 1:57:04 PM

Project Number: 321
Project Name: 5533MVH Swanhill Mobil Pegasus

Address: Mobil Pegasus, 5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES
Lawrence Associates Pty Ltd. ABN: 55 721 860 983. ACN: 100 390 881
Architectural Registration: WA 2967 VIC 60319 NSW 11140
(08) 9454 854 148
central@lga.com.au www.lga.com.au
The Studio, Rear 16 Florence Road, Nedlands, WA 6009
PO Box 200, Nedlands, WA 6009

Drawings produced in Autodesk Revit. Neutral dimensions shall be taken in preference to reading. Do not scale or dimension by hand. Verify all dimensions on the ground, construction or as-built. Use metric of rounded units. Round precision upwards.

The intellectual authorship of this drawing and its related generated output is subject to Central copyright. Use is subject to the approval of the owner and authors under license for implementation of a construction process specific to a single site and location. Reproduction in any form or in full or part, for any other purpose without the written approval of the owner and authors is illegal and void subject to prosecution.

1 Trucker's Lounge - a 1:50

2 Trucker's Lounge - b 1:50

3 Trucker's Lounge - c 1:50

4 Trucker's Lounge - d 1:50

5 3D - Trucker's Lounge

6 Male WC - a 1:50

7 Male WC - b 1:50

8 Male WC - c 1:50

9 Male WC - d 1:50

10 3D - Shower 1

11 Disabled - a 1:50

12 Disabled - b 1:50

13 Disabled - c 1:50

14 Disabled - d 1:50

15 3D - Disabled

16 Shower 1 - a 1:50

17 Shower 1 - b 1:50

18 Shower 1 - c 1:50

19 Shower 1 - d 1:50

20 Shower 2 - a 1:50

21 Female WC - a 1:50

22 Female WC - b 1:50

23 Female WC - c 1:50

24 Female WC - d 1:50

25 3D - Female WC

26 Shower 2 - b 1:50

27 Shower 2 - c 1:50

28 Shower 2 - d 1:50

29 3D - Shower 2

30 Staff WC - a 1:50

31 Staff WC - b 1:50

32 Staff WC - c 1:50

33 Staff WC - d 1:50

34 3D - Staff WC

Revision	Description	Date
A	updated base floor plan to new standard	09/12/22

Sheet Name: Internal Elevations 3: A5.04
 Scale: 1:50 at A1
 Print Date: 15/06/2023 1:57:10 PM

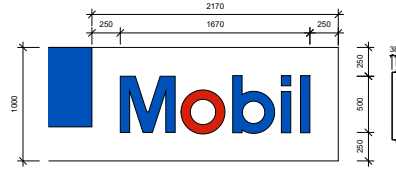
Project Number: 321
 Project Name: 5533MVH Swanhill Mobil Pegasus
 Address: 5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES
 LAWRENCE ASSOCIATES Pty Ltd. ABN: 55 721 860 983 ACN: 108 386 843
 Architectural Registration: WA 2967 VIC 60219 NSW 11140
 (08) 9454 854 148
 central@lga.com.au www.lga.com.au
 The Studio, Rear 18 Florence Road, Nedlands, WA 6009
 PO Box 200, Nedlands, WA 6009

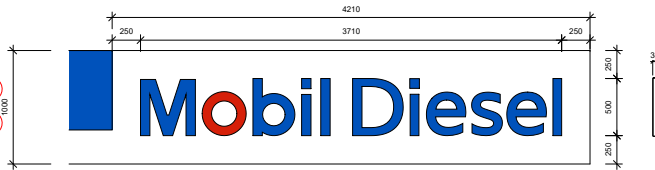
Drawings produced in Autodesk Revit. Model dimensions should be taken in preference to creating. Do not scale or dimension by hand. Verify all dimensions on the print in consideration of scale. Use metric of updated plans. Double precision drawings.
 The intellectual authorship of this drawing and its content shall be taken in preference to creating. Do not scale or dimension by hand. Verify all dimensions on the print in consideration of scale. Use metric of updated plans. Double precision drawings.
 This drawing is the property of Lawrence Associates Pty Ltd. It is to be used for the purposes specified in the contract and is not to be used for any other purpose without the written approval of the architect and is to be returned to the architect upon completion.

MOBIL - CAR CANOPY SIGNAGE
Internally Illuminated



Signage Area of letters: 0.418m²

MOBIL DIESEL - TRUCK CANOPY SIGNAGE
Internally Illuminated

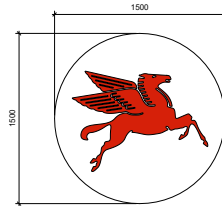


Signage Area of letters: 0.820m²

MOBIL CANOPY SIGNAGE TO BE PROVIDED BY MOBIL.

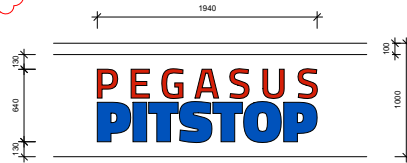
1 Canopy Signage
1 : 20

PEGASUS BUILDING SIGNAGE
Internally Illuminated



Pegasus Circle Signage area to Pegasus figure only 0.343m²
(2 button signs used)

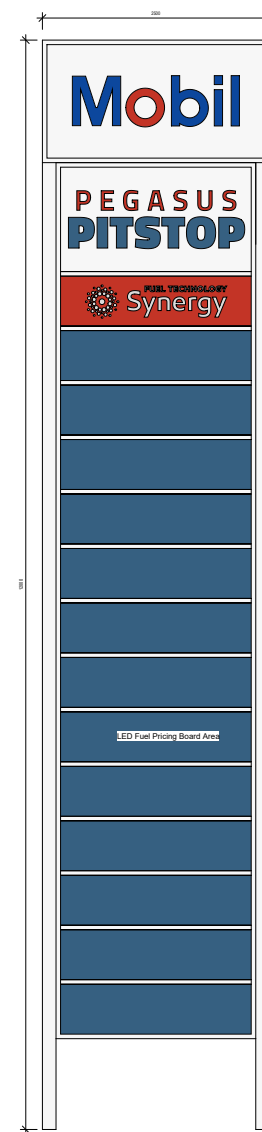
PEGASUS BUILDING SIGNAGE TO BE PROVIDED BY MOBIL.



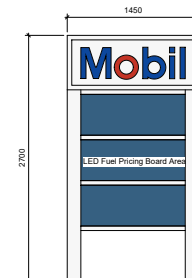
Pegasus Pitstop Signage area to text: 0.543 m²

NOTE: BRANDING FOR PEGASUS PITSTOP IS NOT YET FINALISED.
LOGO AND SIGNAGE IS SUBJECT TO CHANGE.

2 Pegasus Building Signage
1 : 20



MOBIL PYLON SIGNAGE
Internally Illuminated



NOTE: ALLOW 2 IDENTICAL SIDES OF PYLON SIGN

Pylon Sign
1 : 25

SKETCH DESIGN

Revision	Description	Date
A	Signage Illumination notes	09/12/22

Sheet Name
Building Signage: A6.01

Scale: As indicated at A1

Print Date: 15/05/2023 1:57:11 PM

Project Number: 321
Project Name: 5533MVH Swanhill Mobil Pegasus

Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

LAWRENCE ASSOCIATES

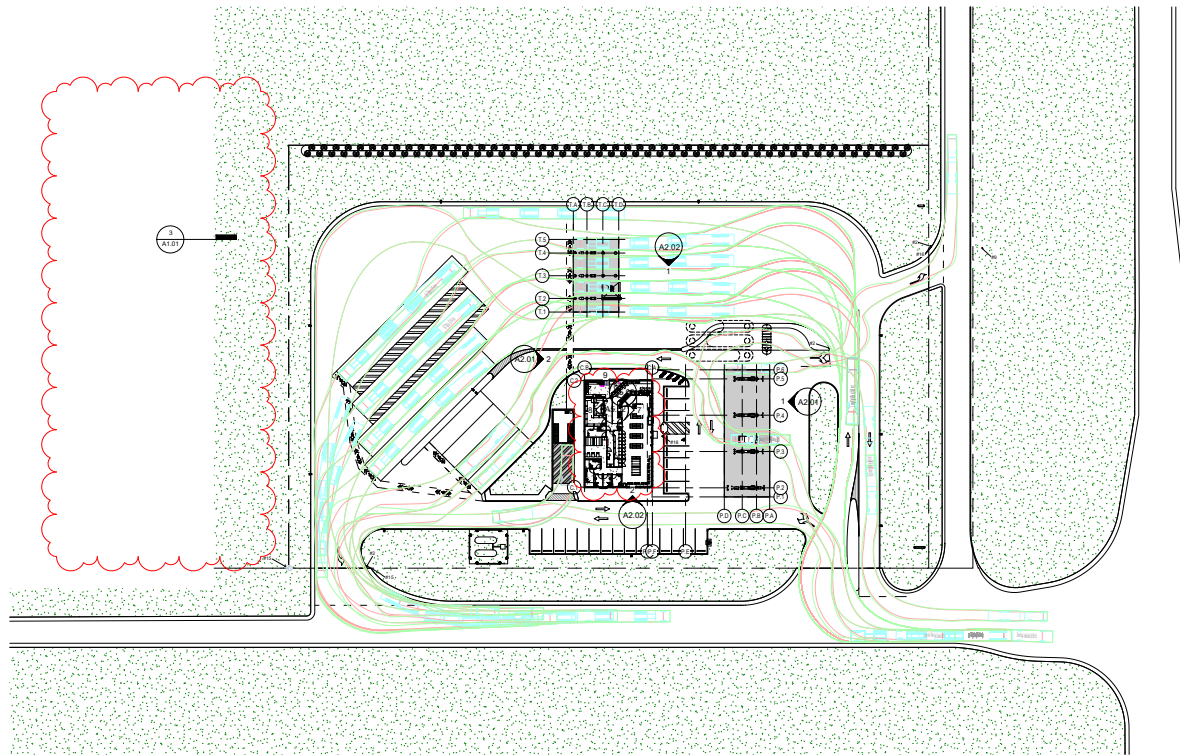
Lawrence Associates Pty Ltd ABN: 55 721 860 085 ACN: 100 596 963
Architectural Registration: WA 2967 VIC 60319 NSW 11140
(61) 08 84 84 148
central@lga.com.au
www.lga.com.au

The Studio, Rear 16 Florence Road,
Nedlands, WA 6900
PO Box 200, Nedlands, WA 6900

Drawings produced in Australia. Please Note: dimensions shall be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on the ground, consideration to scale. Upon receipt of updated plans, consult previous versions.

The intellectual creation of this drawing and its content shall be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on the ground, consideration to scale. Upon receipt of updated plans, consult previous versions.

The intellectual creation of this drawing and its content shall be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on the ground, consideration to scale. Upon receipt of updated plans, consult previous versions.



1 Traffic Plan
1:500

Revision	Description	Date
A	Signage Legend Added	03/06/21
B	Site Boundary Increased, External Traffic Updated	09/06/21
C	Revised plan of subdivision, site adjusted to suit	01/03/22
D	View crop adjusted, revised based floor plan to new standard	09/12/22

Sheet Name
Wayfinding Signage: A6.05

Scale: 1:500 at A1
Print Date: 15/05/2023 1:57:12 PM

SCALE
1:500

Project Number: 321
Project Name: 5533MVH Swanhill Mobil Pegasus

Address:
Mobil Pegasus
5533 Murray Valley Highway, Swan Hill VIC 3585

SKETCH DESIGN

LAWRENCE ASSOCIATES

Lawrence Associates Pty Ltd ABN: 55 721 860 003 ACN: 100 396 963
Professional Engineers WA 2967 VIC 60019 NSW 11140
(08) 9454 864 146
central@lga.com.au www.lga.com.au

The Studio, Rear 18 Florence Road,
Nedlands, WA 6009
PO Box 200, Nedlands, WA 6009

Drawings produced in Autodesk Revit. Model dimensions should be taken in preference to scaling. Do not scale or dimension by hand. Verify all dimensions on the ground, consideration for scale. Upon receipt of updated plans, consult previous versions.

The intellectual creation of this drawing and its format the generated output is subject to copyright. The user is advised to the approval of the owner and authors under license for implementation of a construction project specific to a single site and location. Reproduction or use of it in full or part, for any other purpose without the written approval of the owner and authors is illegal and not subject to prosecution.



MEMO

5533 Murray Valley Highway, Swan Hill

Traffic Review

To	Robert Allison	Date	27 April 2023
Company	Outlook Property Services Pty Ltd		
Copy To	Project Team		

Dear Robert,

onemilegrid continue to be engaged to provide traffic engineering services in relation to the proposed Mobil Service Station at 5533 Murray Valley Highway, Swan Hill.

It is understood that following the application being advertised some concerns have been raised in relation to the level of traffic that will be generated to the site during the 'overnight' period from 10pm to 6am.

In this regard, we have undertaken a review of the typical operation of a 24 hour service station. Naturally each service station will exhibit slightly different operating characteristics depending on their location, clientele and offering however it has been our experience that volumes across the day account for the majority of movements with reduced traffic volumes experienced in the evening and in particular overnight.

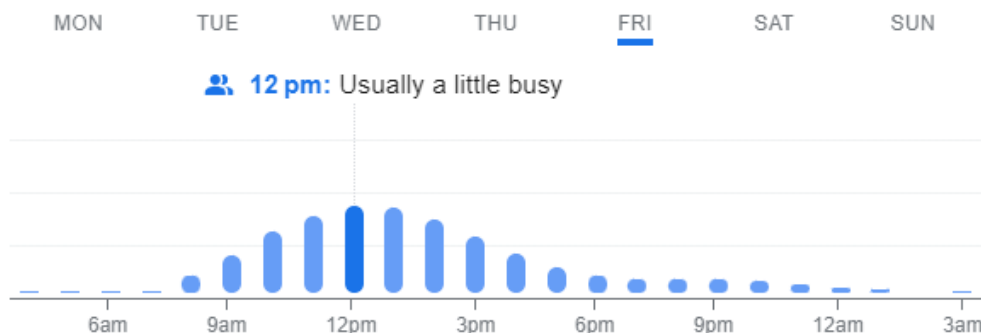
According to industry data, the overnight period between 10pm and 6am typically sees lower levels of traffic at petrol stations compared to peak daytime hours. This is because most people tend to refuel their vehicles during the day when they are commuting to work or running errands.

In fact, a survey conducted by the Australian Institute of Petroleum found that the average number of refuelling transactions at petrol stations during the overnight period was only 10% - 15% of the total daily transactions. This indicates that the petrol station is unlikely to generate a significant amount of traffic during the overnight period.

In relation to truck traffic, the same applies as the majority of trips to service stations are passing, therefore if the level of background traffic on the frontage road is reduced during the overnight period, it holds that there will be a reduced level of activity to the site.

Specific to the subject site, we have sourced Google Trends data for the United Petrol Station in Swan Hill which operates 24 hours a day. The data for a typical Friday shows that the majority of movements occur from 9am to 5pm with reduced volumes occurring outside of these periods.

Popular times ?





The above data between the hours of 10pm and 6am, volumes are observed to be much lower than during the day. This data also correlates to other data collected by the NSW RTA which shows a similar pattern.

Please do not hesitate to contact Valentine Gnanakone should you wish to discuss the above.

Regards

Valentine Gnanakone

Director

onemilegrid

m: 0418 592 383

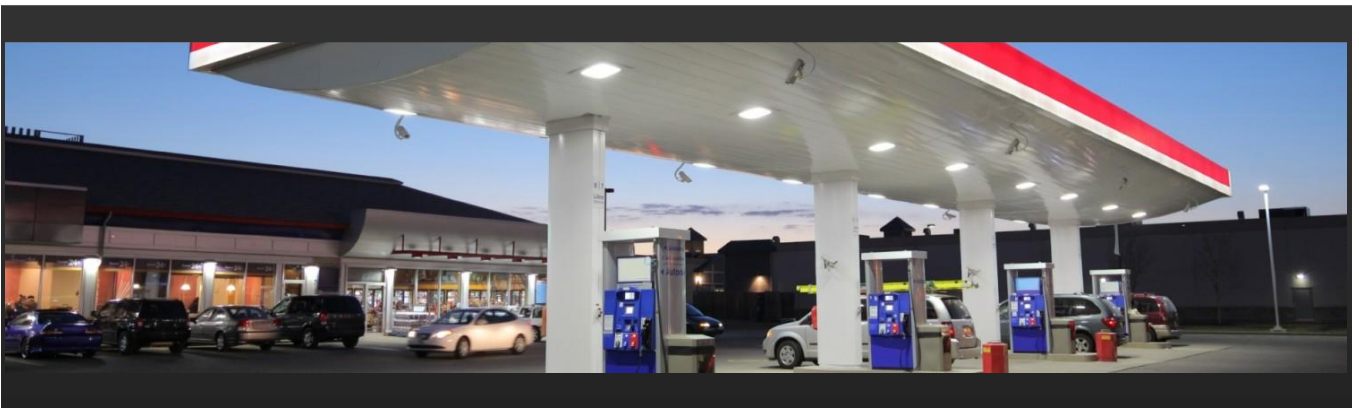
d: (03) 9982 9721

e: val.gnanakone@onemilegrid.com.au



5533 Murray Valley Highway, Swan Hill

Transport Impact Assessment



210123TIA001C-F

6 July 2021



onemilegrid

ABN: 79 168 115 679

(03) 9939 8250
56 Down Street

COLLINGWOOD, VIC 3066
www.onemilegrid.com.au

DOCUMENT INFORMATION

Prepared for	Outlook Property Services Pty Ltd		
File Name	210123TIA001C-F	Report Date	6 July 2021
Prepared by	Yoshi Campitelli	Reviewed by	Valentine Gnanakone
Signature		Signature	

© One Mile Grid Pty Ltd. This document has been prepared by **onemilegrid** for the sole use and benefit of the client as per the terms of engagement. It may not be modified or altered, copied, reproduced, sold or transferred in whole or in part in any format to any person other than by agreement. **onemilegrid** does not assume responsibility or liability to any third party arising out of use or misuse of this document.



CONTENTS

1 INTRODUCTION..... 5

2 EXISTING CONDITIONS 5

2.1 Site Location 5

2.2 Planning Zones and Overlays..... 7

2.3 Endorsed Subdivision 8

2.4 Road Network..... 9

3 DEVELOPMENT PROPOSAL..... 9

3.1 General 9

3.2 Car Parking and Vehicular Access 9

3.3 Loading 9

4 DESIGN ASSESSMENT 10

4.1 Swan Hill Planning Scheme – Clause 52.06 10

4.1.1 Design Standard 1 – Accessways 10

4.1.2 Design Standard 2 – Car Parking Spaces 11

4.2 Truck and Bus/Caravan Parking Bays 11

4.3 Fuel Tanker Access 11

4.4 Pedestrian Access 11

4.5 Clause 52.29 – Land Adjacent to a Road Zone, Category 1 11

5 LOADING 12

6 BICYCLE PARKING 12

7 CAR PARKING 12

7.1 Statutory Car Parking Requirements..... 12

7.2 Proposed Car Parking Provision 12

7.3 Car Parking Demand Assessment 13

7.4 Accessible Car Parking..... 13

8 TRAFFIC..... 14

8.1 Traffic Generation 14

8.1.1 Overview..... 14

8.1.2 Diverted Trips 14

8.1.3 Unique Traffic Generation 14

8.2 Traffic Impact 15

9 CONCLUSIONS..... 15



TABLES

Table 1 Proposed Development 9
 Table 2 Clause 52.06-9 Design Assessment – Design Standard 1 10
 Table 3 Service Station Traffic Generation 14
 Table 4 Diverted Trips Proportion – VISTA 2013..... 14
 Table 5 Unique Traffic Generation 15

FIGURES

Figure 1 Site Location 5
 Figure 2 Site Context 6
 Figure 3 Planning Scheme Zones..... 7
 Figure 4 Subdivision of Site..... 7
 Figure 5 Endorsed Plans 8

APPENDICES

APPENDIX A SWEEP PATH DIAGRAMS 16



1 INTRODUCTION

onemilegrid has been requested by Outlook Property Services Pty Ltd to undertake a Transport Impact Assessment of the proposed service station development at 5533 Murray Valley Highway, Swan Hill.

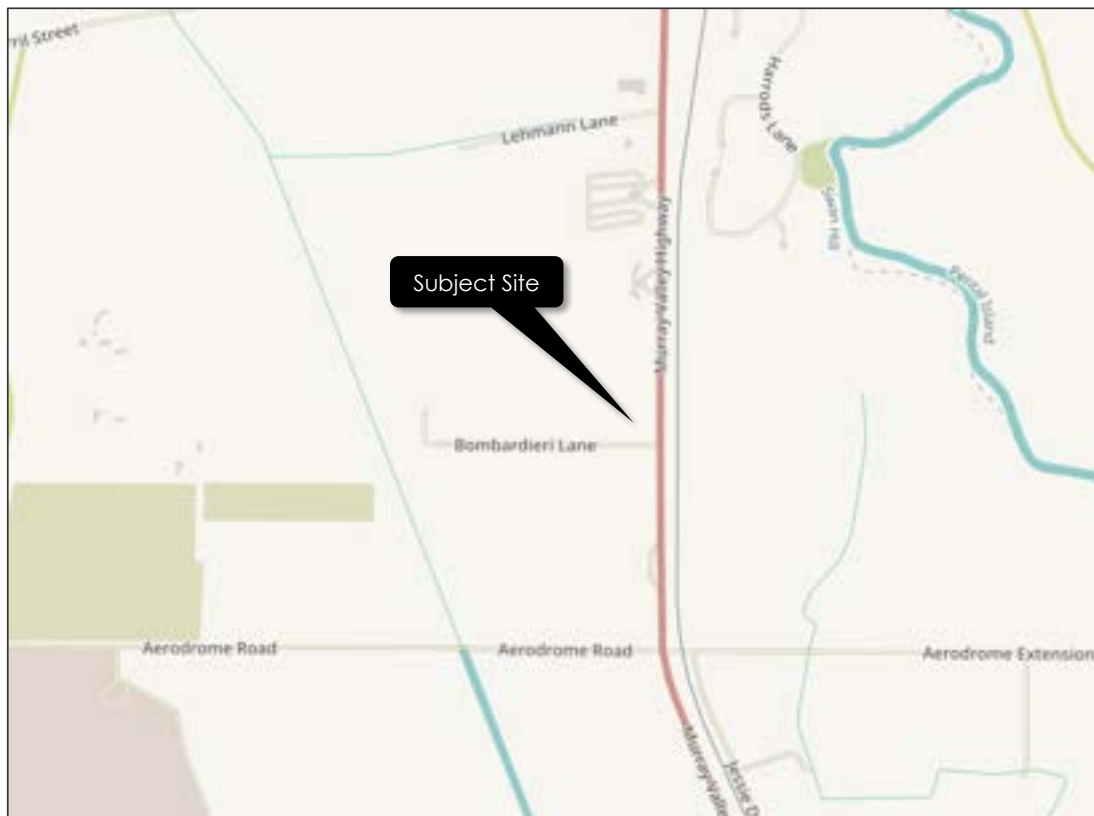
As part of this assessment the subject site has been inspected with due consideration of the development proposal and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is located within a larger subdivision addressed as 5533 Murray Valley Highway, Swan Hill, located on the northwest corner of the Murray Valley Highway and Bombardieri Lane intersection as shown in Figure 1.

Figure 1 Site Location



Copyright Melway Publishing



The site is currently occupied by a dwelling with site access provided via a connection to Murray Valley Highway.

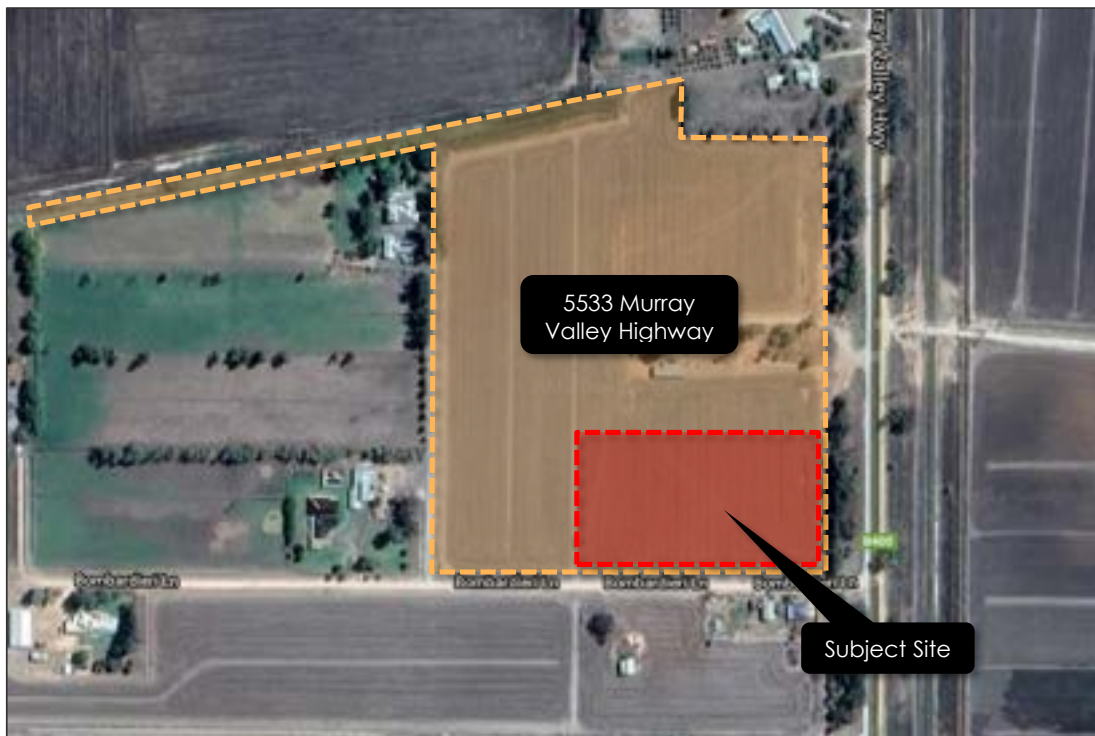
A Planning Permit (Permit No. 2020-041) has been approved for the subdivision of 5533 Murray Valley Highway. Further detail on the endorsed subdivision is provided in Section 2.2.

The subject site is located on the southeast portion of the subdivision and will have frontages to a proposed service road of 81 metres and a frontage to Bombardieri Lane of 161 metres.

Land use in the immediate vicinity of the site is generally farmland in nature, with residential uses located further to the north.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context



Copyright Google



2.2 Planning Zones and Overlays

It is shown in Figure 3 that 5533 Murray Valley Highway is located within a Commercial 2 Zone (C2Z) and a Farming Zone (FZ). The subject site is located within the C2Z.

Additionally, the site abuts Murray Valley Highway which is within a Road Zone (RDZ).

Figure 3 Planning Scheme Zones



The site has been subdivided into five lots as shown in Figure 4. The subject site is proposed to partially occupy Lot 4.

Figure 4 Subdivision of Site





2.3 Endorsed Subdivision

A Planning Permit (Permit No. 2020-041) has been approved for the subdivision of 5533 Murray Valley Highway. Plans were endorsed under this permit on 18 January 2021.

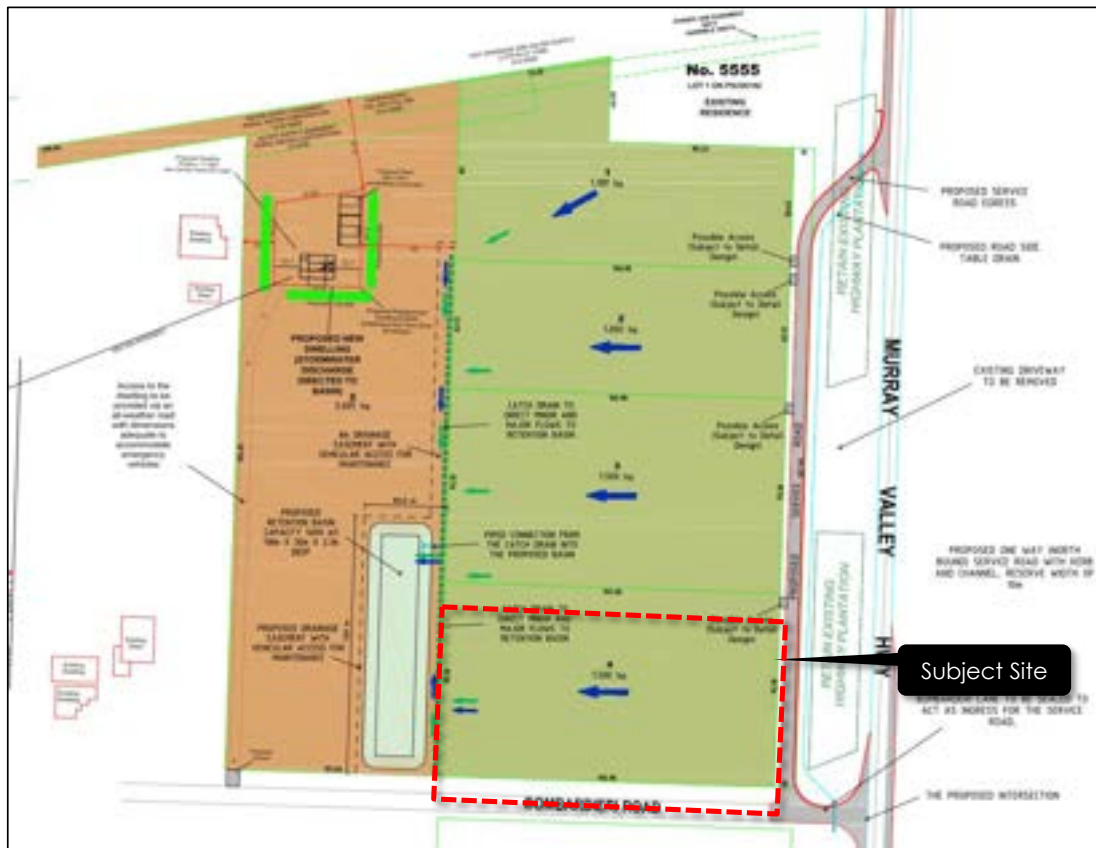
The subject site as part of the endorsed subdivision plan is proposed to occupy Lot 4 in the southeast portion of the site and is permitted for the use as a commercial use.

As part of the subdivision of the site, it is proposed to construct a service road running parallel to Murray Valley Highway along the eastern portion of the subdivision, providing access to the lots fronting the service road. Access to the service road is proposed from Bombardieri Road with intersection works proposed at the Murray Valley Highway intersection and will include a basic left and right turn lane as per Condition 25 of the Planning permit required by Department of Transport (DoT).

The service road will be set within a 10 metre road reservation and will include a 6 metre wide carriageway supporting one-way northbound movements only.

The layout of the endorsed plans is shown in Figure 5.

Figure 5 Endorsed Plans



It is understood that the intersection works will be undertaken by the land subdivider prior to the opening of the proposed use.



2.4 Road Network

Murray Valley Highway is an arterial road generally aligned north-south in the vicinity of the site, running for approximately 663 kilometres from Sturt Road in the north through to Alpine Way in the east. Murray Valley Highway provides a single traffic lane with gravel shoulders in each direction adjacent to the site, with a signed speed limit of 90 km/h.

Bombardieri Lane is a local road generally aligned east-west, running from Murray Valley Highway in the east until its terminus approximately 680 metres to the west. Bombardieri Lane provide a gravel paved two-way road and provides access to local dwellings/farmland.

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the site labelled as Lot 4 for the purposes of a Mobil service station with an associated convenience store and truckers lounge, as shown in Table 1.

Table 1 Proposed Development

Use		No. / Area
Petrol Station	Car fuelling canopy	8 fuelling positions
	Truck fuelling canopy	4 fuelling positions
Convenience Shop and Trucker's Lounge		360 m ²

The car fuelling canopy is located on the eastern portion of the site, while the truck fuelling canopy is located on the northern portion of the site, with the convenience shop and truckers lounge located in the centre of the site. The convenience shop and trucker's lounge will operate ancillary to the overall service station use.

3.2 Car Parking and Vehicular Access

Access to the subject site is proposed primarily from Bombardieri Lane with an entry and exit fully directional access point in the southeast corner of the site. A second connection to Bombardieri Lane is proposed in the southwest corner which will operate as an exit only. To supplement the Bombardieri Lane access points, a left-out only connection to the service road is proposed in the northeast corner of the site.

A total of 23 standard car spaces including one accessible space is proposed across the site, located at the frontage of the convenience shop, and located along the southern boundary of the site. Additionally, it is proposed to provide four (4) bus/caravan parking bays and five (5) truck parking bays on the western portion of the site. In relation to bicycle parking, it is proposed to provide 4 double sided hoops (8 spaces) to the north of the convenience shop building.

Furthermore, it is proposed to seal the surface of Bombardieri Lane between the intersection with Murray Valley highway and the south eastern access point. As part of the subdivision, it is proposed to upgrade the Murray Valley Highway / Bombardieri Lane intersection to provide for left and right turning facilities in line with the conditions included on the Planning Permit.

3.3 Loading

A loading bay is located to the west of the convenience shop. All delivery and waste collection services will be accommodated within the loading bay.



4 DESIGN ASSESSMENT

4.1 Swan Hill Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

4.1.1 Design Standard 1 – Accessways

A summary of the assessment for Design Standard 1 is provided in Table 2.

Table 2 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide	Satisfied
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Satisfied
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	N/A – No dead-end aisles
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	Satisfied – A minimum height clearance of 5.2 metres is achieved below the canopy
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction	N/A – Does not connect to a Road Zone, although satisfied
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone	The site ingress point is separated from egress points, therefore vehicles will not be passing at the site access points.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.	N/A – Does not connect to a Road Zone, although satisfied



4.1.2 Design Standard 2 – Car Parking Spaces

All standard car spaces on-site are proposed with a minimum width of 2.6 metres, length of 5.5 metres. The spaces at the frontage of the convenience store are provided with an aisle width of greater than 6.4 metres, while the spaces along the southern boundary are provided with an aisle of 6.0 metres. The Planning Scheme requires parking spaces to be a minimum 4.9 metres in length, therefore, car parks along the southern boundary are essentially accessed from a 6.6 metre aisle. In this regard, all spaces are in accordance with Design Standard 2 of the Planning Scheme.

The accessible bay is provided with a length of 5.5 metres and a width of 2.6 metres, and an adjacent shared area of the same dimensions, exceeding the requirements of the Australian Standard for Off-Street Parking for People with Disabilities AS2890.6.

4.2 Truck and Bus/Caravan Parking Bays

The five truck parking bays are provided with 4.5 metre widths and 30.3 metre lengths.

The four bus/caravan parking bays are provided with 4.0 metre widths and 16.0 metre lengths.

Swept path diagrams, provided in Appendix A, have been prepared by **onemilegrid** demonstrating access to the truck parking bays with a 26m B-Double (BD) and access to the bus/caravan bays with a 14.5m long rigid bus and a car with a trailer caravan. The swept paths show that the parking bays are dimensioned appropriately.

4.3 Fuel Tanker Access

The underground fuel tanks are located to the north of the car fuelling canopy, with the filling point located adjacent to the truck fuelling canopy.

Swept paths are provided in Appendix A illustrating the swept path of a 26 metre B-double through the site. It is therefore considered that fuel tankers can safely and conveniently access the site to deliver fuel while maintaining access to the fuelling canopies.

4.4 Pedestrian Access

A 1.5 metre wide line marked pedestrian paths are proposed to be provided between the convenience store/trucker's lounge and the truck fuelling canopy and the truck and bus/caravan parking spaces. This is considered appropriate as it provides safer pedestrian access around the site which is anticipated to experience high volumes of heavy vehicles.

4.5 Clause 52.29 – Land Adjacent to a Road Zone, Category 1

The subject site does not specifically trigger the requirements of Clause 52.29 of the Swan Hill Planning Scheme as the site will abut the proposed service road rather than Murray Valley Highway Road (Road Zone Category 1).

Regardless, it is acknowledged that the subdivision of the site will generate increased traffic volumes at the Murray Valley Highway / Bombardieri Lane intersection.

As part of the subdivision of the site, the plans were referred to the Department of Transport for the approval of the service road connection to Murray Valley Highway and the Murray Valley Highway / Bombardieri Lane intersection upgrades.

It is therefore considered that the proposed development will satisfy the requirements of Clause 52.29.



5 LOADING

Clause 65 (Decision Guidelines) of the Swan Hill Planning Scheme identifies that "Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."

The underground fuel tanks are located to the north of the car fuelling canopy, with the filling point located adjacent to the truck fuelling canopy. A fuel tanker will park above the filling point adjacent to the truck fuelling canopy to fill up tanks.

Loading for the convenience store will occur in the loading area on the west side of the building. For smaller deliveries which can be expected from time to time, they will have the option to use the car spaces.

The provision for loading is therefore considered appropriate for the proposed use.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Swan Hill Planning Scheme, which specifies a variety of rates for different land uses. For the proposed development, there is no rate for the petrol/service station and as such bicycle parking is not required to be provided.

Notwithstanding, it is proposed to provide 4 double sided hoops providing 8 spaces to the north of the convenience shop building for cyclists if required.

7 CAR PARKING

7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Swan Hill Planning Scheme, which specifies the following requirements for the different components of the proposed development.

It is noted that no rate is listed within the clause for a petrol/service station use. In this regard, Clause 52.06 states:

"Where a use is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority."

7.2 Proposed Car Parking Provision

It is proposed to provide a total of 23 car parking spaces to service the proposed development, inclusive of 1 accessible parking bay.

In order to verify the suitability of the proposed parking provision and confirm that sufficient car parking is also available for the service station use, a review of the parking demands has been undertaken.



7.3 Car Parking Demand Assessment

The proposed service station functions primarily as a petrol outlet rather than a shop and is unlikely to attract a significant number of shoppers beyond those already purchasing fuel. Notably, the use comprises only 360 m² floor area and will provide a limited range of convenience goods for sale.

Based on the above, the vast majority of the service station patronage will be that of motorists purchasing fuel. These patrons typically proceed to the kiosk to pay for the fuel without moving their vehicles from the position occupied during refuelling and therefore do not require a separate parking space. In effect 8 parking spaces are provided at the fuel bowsers for this type of parking demand.

On occasion the use may generate parking demands associated with customers visiting the store for the purchase of goods only. For the purposes of this assessment, it is assumed that this demand is equal to 4 spaces. Furthermore, there may be a demand for truck parking for truck drivers who wish to break their journey. It is proposed to provide 5 truck bays which is considered appropriate to accommodate the likely demands generated.

In addition to customer parking demands, the use will also attract regular demands associated with employees who operate the kiosk, and the parking of additional employees during the changeover of shifts. This may comprise up to 4 additional spaces.

As such, when assessing the car parking demands of the service station, it is estimated that a demand of up to 8 spaces will be generated.

The provision of 23 car spaces plus 4 caravan spaces and 5 truck spaces on-site is thus considered appropriate to accommodate all development-generated parking demands.

7.4 Accessible Car Parking

The Building Code of Australia (BCA) specifies the minimum requirements for provision of accessible car parking.

The proposed service station, classified as a Class 6 building, requires provision of one accessible car spaces for every 50 car parking spaces or part thereof for the first 1,000 spaces, and then 1 space per 100 car parking spaces or part thereof in excess of 1,000 spaces.

Noting the proposed provision of 23 car spaces on-site, the BCA requires at least one accessible car space on-site.

The proposed provision of one space thus satisfies the BCA requirements.



8 TRAFFIC

8.1 Traffic Generation

8.1.1 Overview

The volume of traffic generated by a service station depends on the location of the site, time of day, surrounding traffic volumes, and whether a convenience store or other uses are included in the development.

Other traffic engineering firms have conducted surveys of traffic movements generated by similar service station developments at several locations including sites on major urban arterial roads. These surveys show traffic generation typically varies between 100 and 180 movements during the weekday commuter peak hours.

Considering the location of the site in proximity to arterial routes and ongoing development in the area, it will be assumed the site generates 100 movements during both peak hours, equally split between inbound and outbound movements as summarised in Table 3 below.

Table 3 Service Station Traffic Generation

	AM Peak	PM Peak
Inbound	50	50
Outbound	50	50
Total	100	100

8.1.2 Diverted Trips

It is commonly acknowledged that a high proportion of vehicle trips to a petrol station are as a result of diverted trips, resulting from a vehicle which is already on the road network as part of another trips (i.e. a vehicle diverting to a service station on the way from work to home).

In order to ascertain the proportion of unique trips versus diverted trips generated by the proposed development, data collected as part of the most recently available Victorian Integrated Survey of Travel and Activity (VISTA) data was analysed specifically for petrol stations, with the results shown in Table 4 below.

Table 4 Diverted Trips Proportion – VISTA 2013

Use	Daily	Peak
Petrol Station	86%	91%

It is shown above that a high proportion of daily trips generated to a petrol station are diverted trips, and further, during the peak hours, the percentage of diverted trips increases. Consequently, the number of unique vehicles trips generated by the proposed development will be much lower than the total traffic generation of the site.

8.1.3 Unique Traffic Generation

As noted in the previous section, a significant proportion of traffic generated by the service station are trips diverted from an existing trip or undertaken as part of a linked trip to a separate destination.

For the purposes of this assessment and in consistence with generally accepted rates, it will be assumed that 80% of service station traffic movements are diverted from already existing trips along Isons Road. The remainder of unique trips are assumed to be distributed in equal proportion to



existing traffic flows in the vicinity. It should be noted that this represents a conservative assessment compared with the diverted trips proportion surveyed for petrol stations by VISTA in 2013.

Table 5 outlines the unique traffic movements generated by the site.

Table 5 Unique Traffic Generation

<i>Direction</i>	<i>Weekday AM Peak</i>	<i>Weekday PM Peak</i>
Inbound	10	10
Outbound	10	10
Total	20	20

8.2 Traffic Impact

The unique traffic generation for the proposed development is generally low in traffic engineering terms and equates to approximately 1 movement every 3 minutes during the peak periods. This highlights that the proposed development will have a negligible impact to Murray Valley Highway, Bombardieri Lane or the surrounding road network.

Based on the above, the traffic impacts by the proposed development are acceptable.

9 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a service station with associated convenience store and trucker's lounge. The site has a total provision of 23 car parking spaces (including 1 accessible bay), as well as 5 truck parking bays and 4 bus/caravan parking bays.

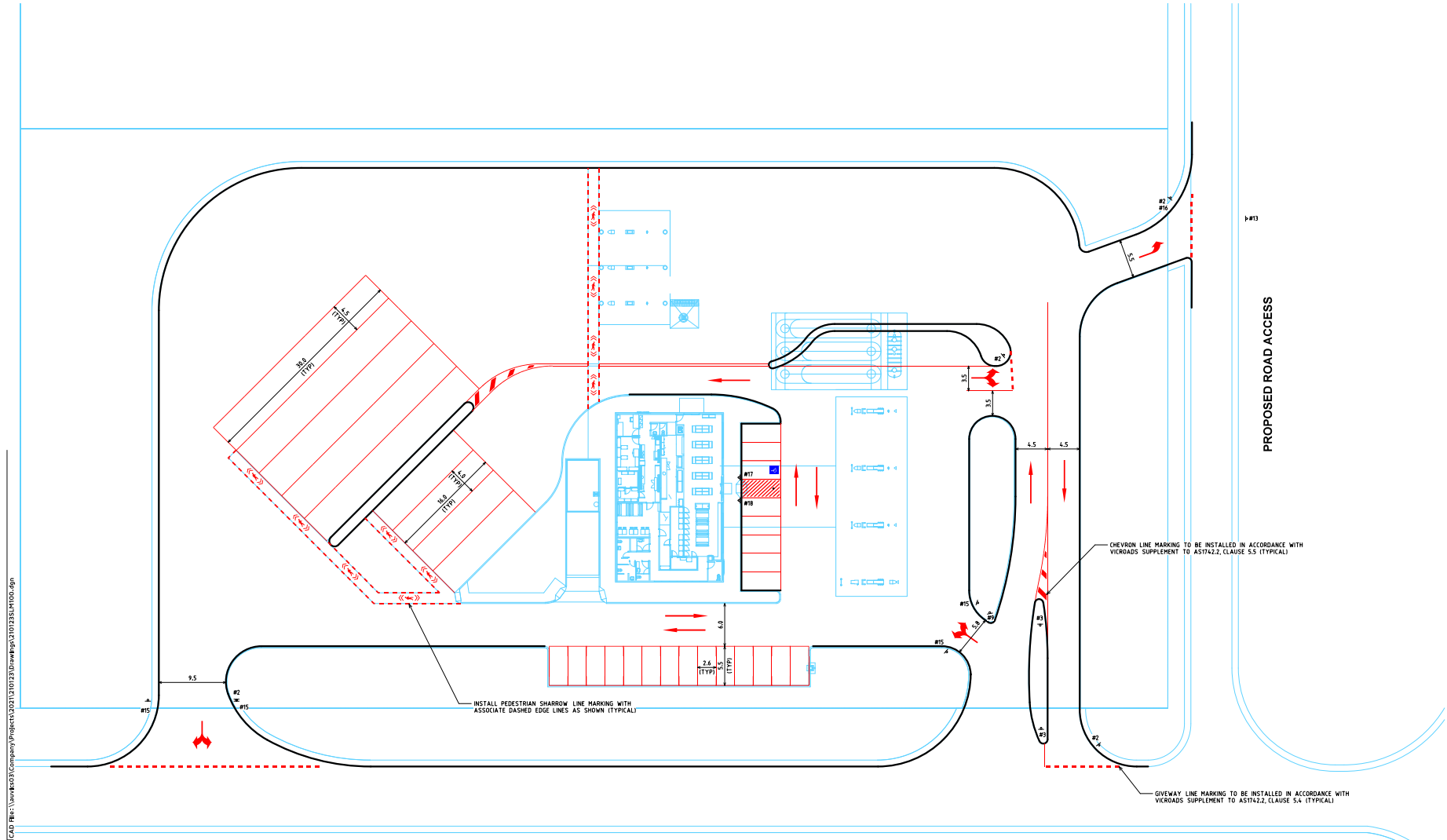
Considering the analysis presented above, it is concluded that:

- The proposed layout of the site is considered to provide for safe and efficient access to parking spaces and filling areas, and is considered acceptable;
- The proposed parking and access design is considered appropriate;
- The proposed supply of parking is appropriate for the proposed development;
- The proposed loading arrangements are considered acceptable; and
- The traffic generated by the proposed development is expected to be absorbed into the surrounding road network.



Appendix A Swept Path Diagrams





CAD File: \\server\k03\Company\Projects\2023\121023\Barrack\p310735\SLM100.dwg

Date Printed: 03/08/2023 12:19 PM

- SIGN AND LINE MARKING GENERAL NOTES**
1. SIGNS AND LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH AS1742.2
 2. CAR PARK LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH AS 2890.1 AND AS1742.11
 3. PARKING SIGNS TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742.11
 4. DISABLED CAR PARK LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS SUPPLEMENT TO AS1742.11
 5. LINE MARKING MATERIALS (THERMOPLASTIC, GLASS BEADS, ETC) TO BE INSTALLED IN ACCORDANCE WITH AUSTRADROADS GUIDE TO TRAFFIC MANAGEMENT PART 10, SECTION 6.3
 6. ADOPT VICROADS SUPPLEMENTS TO AUSTRALIAN STANDARDS WHERE APPLICABLE.

SIGN SCHEDULE

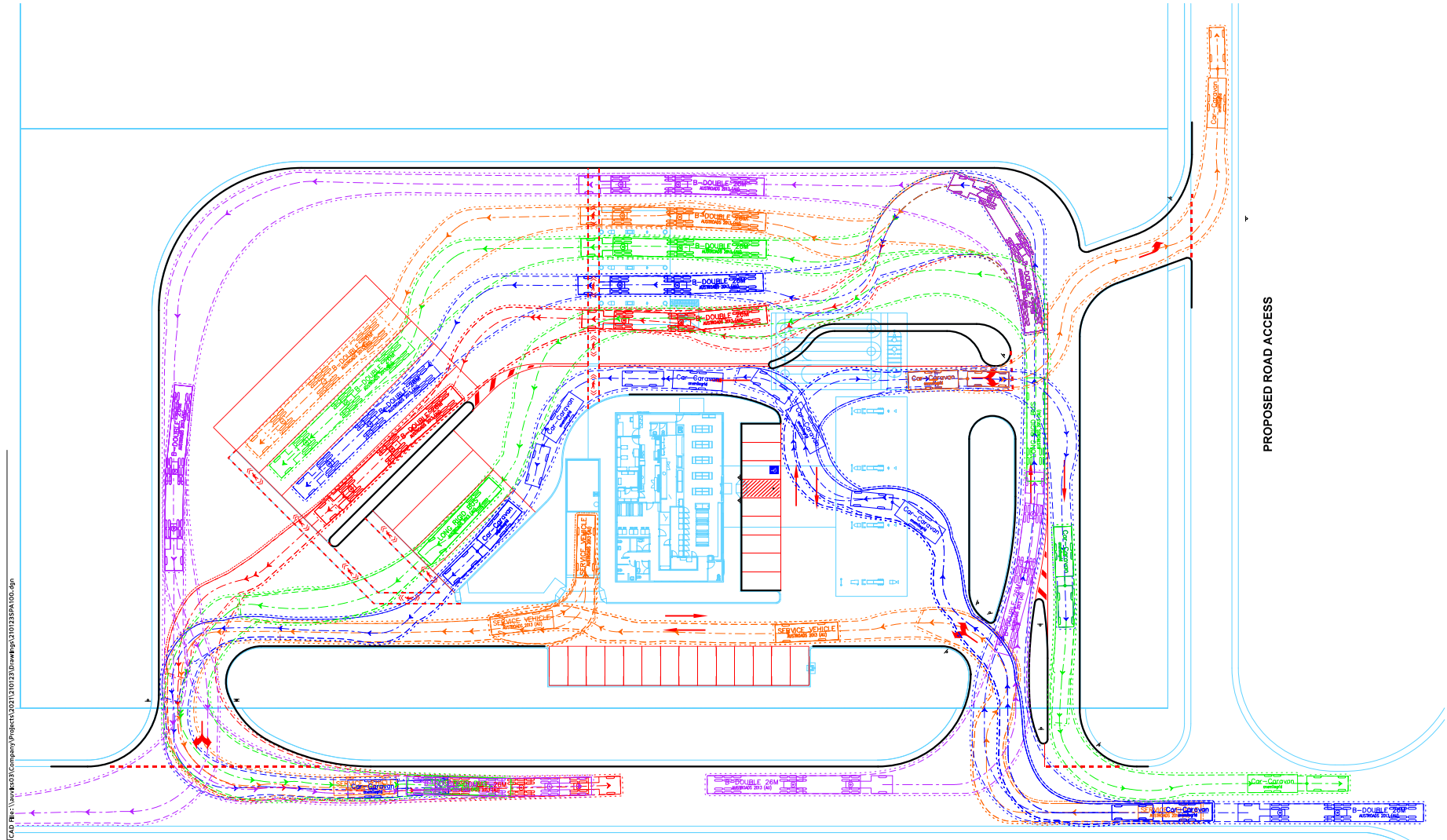
#2		R1-2	#3		R2-3(L)	#7		D4-V103	#13		R2-2(L)
#15		R2-4	#16		R2-14(L)	#17		R5-3(L)	#18		R5-3(R)

onemilegrid
TRAFFIC ENGINEERING

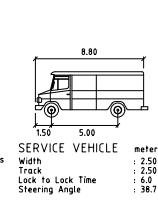
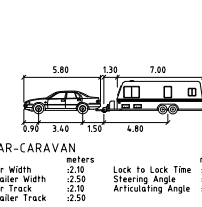
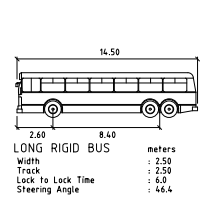
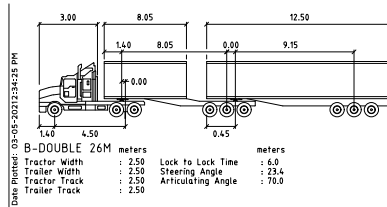
56 Down Street, Collingwood, VIC 3068
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone: (03) 9339 8250

Drawing Title	5533 MURRAY VALLEY HIGHWAY SWAN HILL SITE LAYOUT SIGNAGE AND LINEMARKING		
Designed	Approved	Malway Ref	
MOB	VG		
Project Number	Drawing Number	Revision	
210123	SLM100	A	

Scale: 1:500 @ A3



CAD File: \\user\k403\Company\Projects\2023\210123\Drawings\210123SPA100.dwg



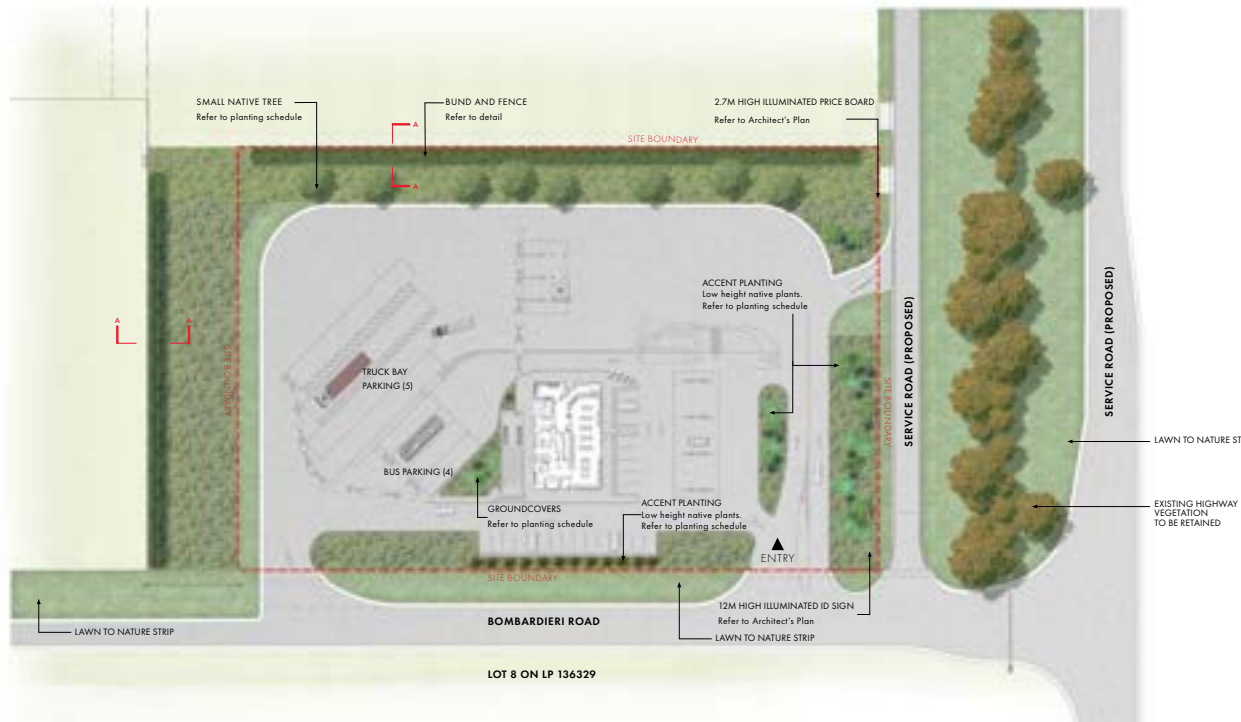
SWEPT PATH LEGEND
 - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
 - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

BOMBARDIERI LANE

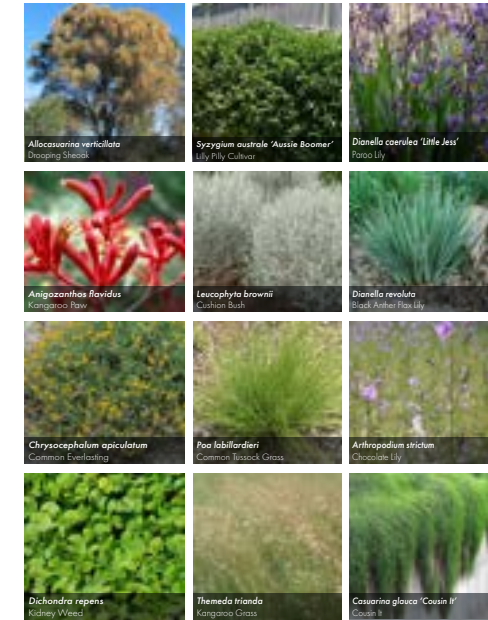
56 Down Street, Collingwood, VIC 3068
 Email: info@onemilegrid.com.au | Web: www.onemilegrid.com.au
 Phone: (03) 9339 8250

Project Number	1 Drawing Number	Revision
210123	SPA100	A

Scale: 1:500 @ A3

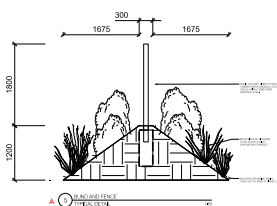


PLANT IMAGERY



LEGEND

- EXISTING TREE
To be retained
- TURF
New grassed area
- SMALL NATIVE TREE
Clean trunk to maintain sightlines.
Refer to planting schedule.
- GROUNDCOVER PLANTING
Low spreading groundcovers
- ACCENT PLANTING
Accent plants to provide structure
and seasonal colour/interest.
- BUND PLANTING
Refer to planting schedule



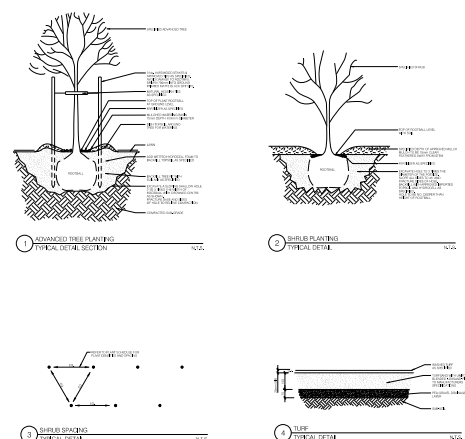
PLANTING SCHEDULE

Plant species to be selected:

CODE	BOTANIC NAME	COMMON NAME	DENSITY	INSTALLATION PERCENTAGE	INSTALLATION SIZE	MATURITY SIZE (HxW)	QUANTITY	
TREES								
Small Tree								
A1	Allocasuarina verticillata	Drooping Sheoak			45t, Min 1.8m Ht, min 30mm Cal	5.10 x 3.7m	8	
SHRUBS & GROUNDCOVER PLANTS								
Medium height Screen planting								
A1	Anigozanthos Ravindus	Kangaroo Paw	2/m ²	20%	150mm Pot	1m x 1.2m	To later Detail	
B1	Leucophyta brownei	Cushion Bush	2/m ²	30%	150mm Pot	1m x 1m		
SAR1	Syzygium australe 'Aussie Boomer'	Lily Pilly	1/m ²	10%	200mm Pot	2.5m x 1.5m		
T1	Themeda triandra	Kangaroo Grass	2/m ²	20%	150mm Pot	0.4-0.7m, 0.7/1m		
Accent planting								
*A1	Arthropodium strictum	Chocolate Lily	2/m ²	30%	150mm Pot	1m x 0.6m		
*C1	Chryscephalum apiculatum	Common everlasting	2/m ²	20%	150mm Pot	0.6m x 0.6m		
*D1	Dianella caerulea 'Little Jess'	Blue Pigeon Lily	4/m ²	30%	150mm Pot	0.4m x 0.4m		
*F1	Poa labillardieri	Lily Tussock Grass	2/m ²	20%	150mm Pot	1.2m x 0.8m		
Low spreading ground cover								
C1	Casuarina 'Cassin II'	Cassin II	2/m ²	40%	150mm Pot	0.3m x 1.5m		
*D1	Dichandra repens	Kidney Weed	4/m ²	30%	150mm Pot	0.5-1.5m		
B1	Leucophyta brownei	Black Anther Pigeon Lily	4/m ²	30%	150mm Pot	0.3-0.75 x 0.5-2.5 m		
Bund Planting Mix								
A1	Anigozanthos Ravindus	Kangaroo Paw	2/m ²	30%	150mm Pot	2m x 3m		
T1	Themeda triandra	Kangaroo Grass	2/m ²	20%	150mm Pot	1.5m x 0.5m		
F1	Poa labillardieri	Common Tussock Grass	2/m ²	30%	150mm Pot	1m x 0.7m		
C1	Casuarina glauca	Cassin II	2/m ²	20%	150mm Pot	0.1m x 1.5m		
							Total	

Note: * Species are recommended on Swan Hill Indigenous Species List.
Species nominated are indicative only and subject to review during the project's design development.
All plants have been selected for 'dry' tolerance post establishment.
Casuarina 'Double Gold' is a sterile cultivar.

TYPICAL DETAILS



Swan Hill Service Centre

PROJECT_DRG NO 0321-0016-LO1_DR01 REV 01 DRWN EB CHKD MV APPROV MV DATE 25.05.2023





Objection to a Planning Permit

Note: A petition is considered as one objection under Section 57(3), (4a) and (4b) of the Planning and Environment Act 1987. The first person listed will receive correspondence from Council unless another contact is specifically provided.

Who is objecting?

Name: Gavin Langerak

Address:

Phone:

Email:

What application do you object to?

Permit application No: 2021-101

Address of proposed permit: 5533 MURRAY VALLEY HIGHWAY SWAN HILL VIC 3585

What is proposed: Use and development of a service station, alteration to access to a Road Zone, Category 1 and the display of associated signage in the Commercial 2 Zone.

The Objection:

Reasons for your objection

I object to this application for the following reasons:

I am concerned about the increased traffic and noise that will be created with trucks entering and existing the service center when operational on 24/7 basis. My property at No 7 Bombardieri Lane is directly across from the proposed center. We would also need to share Bombardieri Lane with trucks and other vehicles which will cause access issues for us.

Furthermore, the property value would potentially decrease in value being adjacent to a service center with petroleum storages. The visual signage and lighting from the center is also a concern to us.

Regards

Gavin Langerak

45 Splatt Street SWAN HILL VIC 3585
PO Box 488 SWAN HILL VIC 3585
DX30166 Swan Hill
Telephone: (03) 5036 2333 Fax: (03) 5036 2340
Email: council@swanhill.vic.gov.au
ABN 97435620016

How will you be affected by the grant of this permit?

Signed: GAVIN LANGERAK

Date: 20/01/2023



Objection to a Planning Permit

Note: A petition is considered as one objection under Section 57(3), (4a) and (4b) of the Planning and Environment Act 1987. The first person listed will receive correspondence from Council unless another contact is specifically provided.

Who is objecting?

Name: Ricky & Jennifer Pickering

Address:

Phone:

Email:

What application do you object to?

Permit application No: 2021-101

Address of proposed permit: 5533 MURRAY VALLEY HIGHWAY SWAN HILL VIC 3585

What is proposed: Use and development of a service station, alteration to access to a Road Zone, Category 1 and the display of associated signage in the Commercial 2 Zone.

The Objection:

Reasons for your objection

I object to this application for the following reasons:

Dear Sir /Madam

We herewith provide notice of our objection to the above planning application.

As background we as neighborhood residents supported the original subdivision (72642) and subsequent planning permit No 2020-041 as we were led to believe the development would generally consist of Show Room/Warehouse and Industrial Services development. These developments by nature are not 24 hour operations and have considerable less impact on the amenity of our rural neighborhood. To this point there has been no consultation in relation to the

amended subdivision application and planning permit. On this basis we have no alternative but to

45 Splatt Street SWAN HILL VIC 3585
PO Box 488 SWAN HILL VIC 3585
DX30166 Swan Hill
Telephone: (03) 5036 2333 Fax: (03) 5036 2340
Email: council@swanhill.vic.gov.au
ABN 97435620016

object to the application in order to protect the amenity of our property.

The grounds for our objection are as follows.

- Security – The application makes no mention of any form of security fencing to the west and Eastern boundaries which are the two closest boundaries to our property. As the proposed development provides for 24 hour operations and overnight parking facilities. We are concerned there will be a lack of security deterring persons entering nearby properties for criminal purposes.
- Lights – Given the 24 hour operations we are concerned as entering vehicles including trucks turn west toward the various parking bays their light will directly shine toward our property and house. Boundary tree plantations may mitigate this impact however shall take a significant amount of time to establish.
- Noise – Given the 24 hour operation we are concerned by the noise impact particularly at night from both running and parked trucks with refrigeration units operating.
- Dust – We note a considerable amount of the development including the parking area are hardstand rather than concrete or bitumen. Given the amount of possible traffic raised dust is also a concern.
- Flooding – In October of 2022 several residence of Bombardieri Lane encountered significant flooding from a natural rain event. We have lived in Bombardieri Lane for some 25 years and this is the third event of this nature in that time period. The lay of the land is very flat with no natural drainage routes. Given the proposed development shall most likely have a significant storm water run - off we are concerned as to where that water shall be pumped from the proposed Dam without impact on other residents in such an event.
- Traffic – The Bombardieri Lane Murray Valley highway intersection has increasingly over the years become more and more dangerous as traffic has significantly increased particularly between 7.00am and 8.30am and then 5.00pm to 6.00pm. We are no traffic control experts and expect the proposal meets the legislative requirements. However we remained concerned the impact the traffic increase will have both at the intersection and further down Bombardieri Lane and in particular whether the width of sealed pathway in Bombardieri Lane allows for the safe passing of exiting vehicles by residents returning to their property. Further what requirements are in place to ensure the ongoing maintenance of the sealed pathway?
- Drainage Dam – finally we have concerns relating to the proposed drainage dam in regards its ongoing maintenance and appearance and in particular who is responsible.

As previously stated we have not been approached or consulted by either the developer or consultants in preparing the application. We remain open to constructive discussion on the concerns raised above but feel we have no alternative at this stage than to protect the amenity of our property in the only way we can.

Yours faithfully

Ricky & Jennifer Pickering
32 Bombardieri Lane Swan Hill

How will you be affected by the grant of this permit?

Signed: RICKY & JENNIFER PICKERING

Date: 31/01/2023

Incident 345825

Generated on 11-07-2023 09:03:17

#	345825
Category	Planning/General Enquiries/Email
Title	Bombardieri Rd & Murray Valley Highway Concerns
Complaint	null
Description	<p>To Whom it may concern,</p> <p>Hi My Name is Jen Pickering, My property is 32 Bombardieri Lane, We Have a development for a Petrol Station being planned for the corner of the above address, I have been to a council Meeting,</p> <p>With My Husband & Neighbours, we are all objectors to this development, I have had a recent incident turning from the highway into my lane, that has made me even more concerned. I had a Large ute,</p> <p>From one of the power companies, turn into Bombardieri, it basically stopped as it just got of the Murray Valley Highway, leaving me sitting in traffic approacking 100Km speeds, for some time, so dangerous, I also then worried if this was a V double truck entering the Service station, we the residents of the lane would be blocked in, we are vitually a court, only having one way out, I am also worried about emergency services having clear access to our homes. I think the developers are going to have to put another Rd in, on the Town side of the deveoplment, if it goes ahead, this could run behind the development, and onto the highway, it would give residents another way out. I think that the intersection is dangerous as it, and Im so worried moving forward. Have Vic Roads done there due diligence on this project?</p> <p>Please contact me if you need to chat about my concerns,</p> <p>Jen Pickering,</p>
Contact	
Notes	
Parent ID	0
Request time	07-07-2023 10:31:32
Status	New
Records File No.	
Records Related File No.	
Urgency	
Priority	
Due Date	
Submit user	
Request user	
Assigned to	
Location	
Admin group	
Weight	
Escalation Level	
Resolution	
Close time	
Activities	
Messages	

y
1



Objection to a Planning Permit

Note: A petition is considered as one objection under Section 57(3), (4a) and (4b) of the Planning and Environment Act 1987. The first person listed will receive correspondence from Council unless another contact is specifically provided.

Who is objecting?

Name: WARREN TIDYMAN

Address:

Phone:

Email:

What application do you object to?

Permit application No: 2021-101

Address of proposed permit: 5533 MURRAY VALLEY HIGHWAY SWAN HILL VIC 3585

What is proposed: Use and development of a service station, alteration to access to a Road Zone, Category 1 and the display of associated signage in the Commercial 2 Zone.

The Objection:

Reasons for your objection

I object to this application for the following reasons:

We are a motel / hospitality business in close proximity to the north of the proposed service station. Presumably this Mobil fuel / truck stop will operate 24 hours. Our business provides a haven to travellers to rest and refresh themselves hopefully without having added traffic start and stop nearby. Main concern is from the heavy vehicular traffic applying air brakes / engine brakes to enter the service station then when exiting the engine noise from accelerating from standing to road speed. Also we currently experience nervous caution when our guests & ourselves enter or exit, the Murray Valley Highway, due to the current applied road speed of 90kph. Will this limit be lowered in the interest of safety for all ?

General noise from the proposed development, particularly in the quiet of night will disturb our guests who are obviously sleeping here overnight to refresh and drive on safely. Trusting council will give our objection due consideration.

Respectfully,

Warren

45 Splatt Street SWAN HILL VIC 3585
PO Box 488 SWAN HILL VIC 3585
DX30166 Swan Hill
Telephone: (03) 5036 2333 Fax: (03) 5036 2340
Email: council@swanhill.vic.gov.au
ABN 97435620016

How will you be affected by the grant of this permit?

Signed: WARREN TIDYMAN

Date: 06/01/2023



Objection to a Planning Permit

Note: A petition is considered as one objection under Section 57(3), (4a) and (4b) of the Planning and Environment Act 1987. The first person listed will receive correspondence from Council unless another contact is specifically provided.

Who is objecting?

Name: Danny & Debbie White

Address:

Phone:

Email:

What application do you object to?

Permit application No: 2021-101

Address of proposed permit: 5533 MURRAY VALLEY HIGHWAY SWAN HILL VIC 3585

What is proposed: Use and development of a service station, alteration to access to a Road Zone, Category 1 and the display of associated signage in the Commercial 2 Zone.

The Objection:

Reasons for your objection

I object to this application for the following reasons:

We are writing to object to the above mentioned planning permit, for a Mobil Service Station to operate 7 days a week 24 hours a day.

The proposed plan to have a 24 hour service station is directly in front of the home of Debbie & Danny White of 36 Bombardieri Lane and directly beside Terry Langerak of 7 Bombardieri Lane, and Peter & Lyn Scott living at 60 Bombardieri Lane, and will have a huge negative impact on all of our lives, for many reasons.

- **NOISE** – The noise from all the traffic, especially B-Double Trucks (with their auxillary motors constantly running), Buses, Waste Disposal Trucks & Fuel Tankers; as the car park for these are at the West and at the back of the service station, it will only be about 150 metre from the front of our house. The

45 Splatt Street SWAN HILL VIC 3585
PO Box 488 SWAN HILL VIC 3585
DX30166 Swan Hill
Telephone: (03) 5036 2333 Fax: (03) 5036 2340
Email: council@swanhill.vic.gov.au
ABN 97435620016

small native trees they propose to plant will not block any of the noise from these vehicles to us, and they will take years to grow. We live in a quiet, peaceful area and this will completely ruin our lifestyle that we love with all NOISE that will come from these vehicles. As a main stop for heavy vehicles, it will encourage truck/trailer change overs which occur at all times of the night.

- LIGHTS – The lights shining from the vehicles when they enter the service station and head towards the west will shine directly into the front of our home. We can already see the traffic lights from the highway, and to have them shining directly at us will keep us awake at night, 7 days a week.
- TRAFFIC INCREASE – There will be a huge increase of traffic into Bombardieri Lane, which holds great safety concerns to an already dangerous intersection, especially at peak times.
- POLLUTION – There will be pollution omitted from a service station which will be extremely distressing to our health. The petrol vapours from vehicles and services stations are big contributors to poor air quality. Petrol is highly flammable and accidental leaks and spills are a huge concern to our safety when we live so close by.
- DAM – The proposed 124 metres x 40 metres dam is to be located on the land behind the service station to the West, which is to service all 4 blocks on the subdivision. It will be directly in front of our home. The rain water run-off from the service station concrete which could be contaminated, running into the dam and leaking into the soil over time.

In recent times Bombardieri Lane did not cope with the heavy rain fall that we experienced in 2022 and could not run away. The road was flooded, our shed and land also flooded. As the service station will be concrete, in times of excess rain where will this water go to? We are seriously concerned about the water flooding us out.

We have been told by council the dam has to be pumped out when it gets to a certain level, where will they pump that water to, as there will be nowhere for that water to go (probably towards our home). How and where will this water be pumped to?

- ENVIRONMENT & FARM ANIMALS – The pollution, noise & excess traffic is a worry for the environment and farm animals here.
- WASTE DISPOSAL – Also to be located at the West, will have trucks coming at any time of the day.
- CRIMINAL ACTIVITY/SECURITY – We are greatly concerned for security and the opportunity for potential criminal activity as we all live on very open land here.

Although we support the future development of Swan Hill, we do strongly object to a 24/7 service station basically at our front door. The proposed site would be more suitable in a different location that is not close to residential dwellings.

Regards,

Danny & Debbie White

** THIS OBJECTION IS ALSO FROM:

Peter & Lyn Scott

Terry Langerak

NOTES FROM TRAFFIC IMPACT ASSESSMENT

5533 Murray Valley Highway Swan Hill

- Where did the surveys come from mention in 8.1.1 table 3? When are the AM and PM peak times? The information you are providing is “assumed”. We feel these figures are incorrect, therefore we disagree with 8.2 – There will be a huge impact to traffic on Bombardieri Lane. As we actually live in Bombardieri Lane, our knowledge is a lot more reliable than “assumed” information, which is compared to what exactly? We live in a regional town and should not be compared to major urban arterials roads.
- 8.2 Traffic Impact – They say the traffic impacts by the proposed development are acceptable, I would like to ask acceptable to whom? They are definitely NOT ACCEPTABLE to us. Once again, how can you compare a small road like Bombardieri Lane to urban roads. This is not a fair comparison.
- The conclusions at No 9 may be acceptable and appropriate to whom exactly? To the proposed developer maybe? Because they are definitely NOT acceptable and appropriate to the majority of residents in and around Bombardieri Lane.

Surveys and research may have been completed, but we actually live in Bombardieri Lane and know the real negative impact this is going to have on us.

OBJECTIONS FROM PLANNING REPORT

5533 Murray Valley Highway Swan Hill

- Page 13 2.2 – West – there is no mention of us at all at 36 Bombardieri Lane.
- 3.2.2 – Operating 24 hours a day, 7 days a week next to residential dwellings is not ideal.
- 3.2.4 – We are confused regarding the setbacks stated compared to what it states about setbacks on page 25.
- 3.2.5 – Small native trees on the Western boundary will not give us at 36 Bombardieri Lane any protection from noise, lights and security as it faces the front of our house. Sounds can be heard much clearer at night than during the day. Its common knowledge that sound travels faster and much clearer at night. As there is no protection at all around the south, west and north sides of the site, saying that planting a few small native trees will absorb the noise impact is totally unrealistic.
- 3.2.6 – The floodlit signage and major promotion sign will be lit 24/7 causing more unnecessary light travelling towards our house. We have the luxury and privacy at the moment where we do not require night time blinds/shutters to the living area of our home.
- 4.2 – Where does this information come from? This is only an assumption and is highly unlikely the population of Swan Hill will reach 40,000 by 2040, so these estimates should not be used.
- 4.3 – Pursuant to clause 34.02.2 – IT DOES detrimentally affect no 7 and 36 and no 60 Bombardieri Lane and 5507A Murray Valley Highway. We are the residents who actually live here and we know for fact that it will. How can they say on our behalf that it won't?
- Page 26 Landscaping – There only seems to be concerns for the front of the highway to soften appearances, no concerns for us on the West to what our view is going to be if this goes ahead.
- 4.5.5 – the safety for bicycle riders is a concern as it's a very busy highway and quite dangerous for bicycle riders. We don't feel they should be encouraging bicycle riders without a bicycle lane or track for them to use.
- 5.2 – This highway is not the main route for Melbourne to Adelaide.
- 5.3 – Paragraph 2 says it will provide a key support service but Swan Hill already has 10 fuelling options, and another being currently built. This one if built would make 12. Swan Hill is a regional town and it does not take long to get from one side to the other. It says our population is 11,100 and you would think 11 fuelling choices give plenty of options for the community.
- Page 34 – The Western boundary interfaces with the Farming Zone. It does not mention that our house is directly there. Although we are in the Farming Zone, the AVPCC code on our rates notice is 117 Residential Rural/Rural Lifestyle.

The description for this code is: "A single residential dwelling on land in a rural, semi-rural or bushland setting. Primary production uses and associated improvements are secondary to the residential use."

With this in mind, I ask if you would please treat us as a residential dwelling when considering this proposal – not as the Farming Zone.

It says no residential dwelling directly abuts the site. Although we do not directly abut we are in very close proximity to the proposed service centre site, we are only 100-150 metres away directly facing the West, No 7 Bombardieri Lane is also directly next to it on the south, say only 20 metres away. If you look at figure 9 overlay plan it gives you a clear vision of how close we are.

It also states immediately to the West of the site is a retention basin. There is no existing retention basin. I feel this paragraph is not giving a true indication to how close we really are, even though we do not “abut” the proposed site.

If this retention basin does goes ahead it will be even closer to us which could possibly contain contaminated storm water run-off for a prolong period of time possibly causing pollutants and vapours to be released.

It says a drainage easement is proposed to the west of the retention basin for access and maintenance, even closer to the front of our home.

We are concerned for accuracy of this due to the recent flooding here in 2022 caused by the recent rain events, as the research for this would most likely have been done prior to these recent rain events.

5.5 – There is an existing parking bay 200 metre south of this site which already offers drivers a place to stop. This proposed new rest area for heavy vehicles to meet their fatigue management requirements will create lots of noise and disruption to the local residents.

How will you be affected by the grant of this permit?

Signed: DANNY & DEBBIE WHITE

Date: 01/02/2023



PROPOSED PLANNING CONDITIONS

Application No: 2021-101
Address: 5533 MURRAY VALLEY HIGHWAY, SWAN HILL VIC 3585
Proposal Description: Use and development of a service station, alteration and creation of access to a Transport Zone 2 and the display of signage in the Commercial 2 Zone

PLANNING CONDITIONS:

1. The layout of the use and development must not be altered on the approved and endorsed plans without the written consent of the Responsible Authority.
2. The location and details of the signs, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the prior written consent of the responsible authority.
3. Before the use starts, the landscaping works shown on the endorsed plans must be carried out, completed and thereafter maintained to the satisfaction of the responsible authority.
4. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the responsible authority. Any dead, diseased or damaged trees must be replaced with same species to the satisfaction of the responsible authority.
5. Before the use starts, all disturbed surfaces on the land resulting from the works must be revegetated and stabilised to the satisfaction of the responsible authority.
6. Before the use starts, the owner of the land must enter into an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987. The agreement must provide the following:
 - a. All landscaping approved by planning permit 2021-101 associated with the approved service station must at all times be maintained (including the replacement of any dead, diseased or damaged plants) by the owner/operator of the service station to the satisfaction of the responsible authority.
 - b. Should the land be subdivided, all landscaping remains the responsibility of the service station owner/operator and cannot be removed or modified by any other person or land owner without the written consent of the responsible authority.
 - c. Should the service station use and development be removed from the land, this Section 173 Agreement will end.

The owner of the land must pay all of the responsible authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

7. During construction of the development approved by this permit, the permit holder must undertake necessary measures to ensure the amenity of the surrounding area is not adversely affected, to the satisfaction of the responsible authority.
8. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a. Processes carried out on the land
 - b. Transport of materials, goods or commodities to or from the land



- c. Appearance of any building, works or materials
- d. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil
- e. presence of vermin

to the satisfaction of the responsible authority.

- 9. All external lighting must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the responsible authority.
- 10. Low reflectivity glass is to be used for the glazing of the service station building to minimise glare to the satisfaction of the responsible authority.
- 11. Before the use starts, no fewer than 23 car parking spaces must be provided on the land for the use and development including one (1) space clearly marked for use by disabled persons.

ENGINEERING DEPARTMENT CONDITIONS

Car park construction

- 12. Before the use starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must:
 - a. Be constructed
 - b. Be properly formed to such levels that they can be used in accordance with the plans
 - c. Be surfaced with concrete
 - d. Be drained and maintained
 - e. Be line marked and/or signed to indicate each car space, all access/egress routes and driveways as per One Mile Grid Traffic Impact Assessment Report
 - f. Include the installation of "NO ENTRY" signs with "NO RIGHT TURN" signs at the exits
 - g. Include measures to manage traffic and pedestrian flows to and from car parking areas
 - h. Include detail of all loading/unloading and filling areas or 'potential spillage areas'.

to the satisfaction of the responsible authority.

At all times car spaces, access lanes and driveways must be kept available for these purposes, to the satisfaction of the responsible authority.

Once constructed, these areas must be maintained to the satisfaction of the responsible authority.

New vehicle crossing

- 13. Before the use starts, vehicular crossings shall be constructed in accordance with the endorsed plan(s) to the satisfaction of the Responsible Authority, and must:
 - a. Be designed to comply with the sight distance requirements for the Access Driveway as detailed in AS 2890.2 for the commercial vehicular access points to the land
 - b. Be constructed at right angles to the road, and any redundant crossing shall be removed and replaced with concrete (kerb and Channel)
 - c. Be setback a minimum of 1 metre from any side-entry pit, power or telecommunications pole, manhole cover or marker, and a minimum of 2.5 metres from the trunk of any street tree.



Redundant crossing removal

14. Before the use starts, all redundant vehicle crossings must be removed and (kerb and channel) reinstated to the satisfaction of the Responsible Authority.

Controlled access points

15. Access to the site shall only be at the nominated crossings shown on the endorsed plan. The crossings and road pavement works are to be constructed to the satisfaction of the Head, Transport for Victoria and the Responsible Authority.

Loading/unloading

16. The loading and unloading of goods from vehicles must only be carried out on the land (within the designated loading bays) and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

Lighting of Car Park Area

17. Accessway and car parking lighting shall be provided to the satisfaction of the Responsible Authority in accordance with AS/NZS 1158.

Sediment discharges

18. The applicant/owner must restrict sediment discharges from any construction sites within the property in accordance with Construction Techniques for Sediment Pollution Control (EPA 1991).

Drainage Plan

19. Before the development starts, a stormwater management plan with computations for 10% and 1% AEP event, must be approved and endorsed by the responsible authority. The stormwater management plan must:
 - a. be prepared to the satisfaction of the responsible authority
 - b. be submitted in electronic form
 - c. include details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system
 - d. set out how the stormwater management system will be managed on an ongoing basis
 - e. demonstrate how all relevant standards set out in the planning scheme relating to stormwater management will meet the objectives in the planning scheme, including modelling and calculations
 - f. be in accordance with Council's Infrastructure Design Manual
 - g. be generally in accordance with the plan forming part of the application, but amended to show the following details:
 - i. All necessary computations and supporting design documentation for drainage infrastructure
 - ii. How the land will be drained
 - iii. Flow paths of a 1% AEP storm need to be determined and the development designed such that no private property is inundated by this storm.
 - iv. How stormwater is to be captured and retained on site
 - v. Measures to enhance stormwater discharge quality from the site and protect downstream waterways. All light hydrocarbon storage or potential spillage areas must be bunded or independently drained via an impermeable surface, ensuring



- no effluent or polluted water of any type enters the storm water system in accordance with EPA standards
- vi. Stormwater from paved areas must be intercepted and drained through the site drainage network.

Drainage works completed

20. Before the use starts, all drainage works required by the approved drainage plan must be completed to the satisfaction of the Responsible Authority.

Bombardieri Lane Upgrading and proposed service road construction

21. Before the use starts, the permit holder must upgrade Bombardieri Lane and construct the proposed service road across the frontage of the land along the Murray Valley Highway. Works are to include (but not be limited to) the following:
 - a. Fully sealed pavement including all vehicle turning areas
 - b. SM2 type kerb profile for Bombardieri Lane
 - c. B3 and Edge Strip kerb profiles for proposed service road
 - d. Asphalt surfacing of pavement
 - e. Transition of Bombardieri Lane between proposed sealed section and existing unsealed section to the west
 - f. Road drainage
 - g. Street trees
 - h. Intersection and traffic measures
 - i. Street lighting
 - j. Signage, line-marking and Raised Retroreflective Pavement Markers (RRPMs).

Road reserve width and all works must be in accordance with the relevant requirements of the Infrastructure Design Manual (IDM) to the satisfaction of the Responsible Authority

The responsible authority may consent in writing to vary any of the details of these requirements.

Any modifications to the detailed construction plans agreed to by the responsible authority must be shown on an amended plan that is endorsed by the responsible authority.

Detailed construction plans

22. Before the development or any site works start, detailed construction plans of Bombardieri Lane upgrading and proposed service road construction in accordance with the Infrastructure Design Manual must be approved and endorsed by the responsible authority. The construction plans must:
 - a. be prepared to the satisfaction of the responsible authority
 - b. be drawn to scale with dimensions and submitted electronically.
 - c. Include the following:
 - i. all necessary computations and supporting design documentation for any structure, civil and drainage infrastructure and geotechnical investigation report
 - ii. details must be consistent with the drainage plan/s and landscape plan
 - iii. fully sealed pavement including all vehicle turning areas
 - iv. how the proposed sealed pavement will transition with the existing unsealed section of Bombardieri Lane to the west
 - v. SM2 type kerb profile for Bombardieri Lane
 - vi. B3 and Edge Strip kerb profiles for proposed service road
 - vii. road drainage



- viii. street lighting to AS/ANZ 1158 using standard or non-standard lighting approved by Powercor for installation on the non-metered network.
- d. The responsible authority may consent in writing to vary any of the details of these requirements.
- e. Any modifications to the detailed construction plans agreed to by the responsible authority must be shown on an amended plan that is endorsed by the responsible authority.

Digital copy of plans

- 23. A digital Autocad copy of design and co-ordination plan must be submitted to council when requested.

Existing services

- 24. Any relocation, alteration or replacement of services/utilities affected by this development must be relocated/modified in accordance with the requirements of the relevant servicing authority and the Responsible Authority, entirely at the cost of the owner/developer.

Inspections

- 25. Before the development or any site works start, construction inspection hold points and witness points shall be identified by the applicant and agreed to by the Responsible Authority.

All works completed

- 26. Before the use starts, all construction works required by the approved construction plans must be completed to the satisfaction of the responsible authority.

Construction management plan

- 27. Before the development or any site works start, a Construction Management Plan must be approved and endorsed by the responsible authority. When approved the Construction Management Plan will be endorsed and form part of the permit. The management plan must be prepared to the satisfaction of the responsible authority and submitted in electronic form. The construction management plan must show:
 - a. Measures to control erosion and sediment and sediment laden water runoff including the design details of structures
 - b. Dust control
 - c. Where any construction wastes, equipment, machinery and/or earth is to be stored/stockpiled during construction
 - d. Where access to the site for construction vehicle traffic will occur
 - e. The location and details of a sign to be erected at the entrance(s) of the site advising contractors that they are entering a 'sensitive site' with prescribed tree protection zones and fences
 - f. The location of any temporary buildings or yards.

Works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.

- 28. Control Measures in accordance with the approved Construction Management Plan shall be employed throughout the construction of works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Construction Management Plan. If in the opinion of the Responsible Authority the



departure from the approved plan is significant than an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

As Constructed Plans

29. Before the use starts, the permit holder must submit to the satisfaction of the Responsible Authority and any relevant authority:
 - a. An assets statement for Bombardieri Lane upgrading works
 - b. As constructed information for all construction work undertaken in each stage of the development in accordance with Council's Infrastructure Design Manual (IDM).

Construction cost

30. Before the use starts, a bank guarantee for the construction works must be lodged with the Responsible Authority. The guarantee must be 5% of the cost of roads, drainage and hard landscaping and the calculated amount must be based on the Bill of Quantities. This amount is nominated to cover any maintenance works required but not completed within the maintenance period nominated by IDM clause 8.3.

Supervision fee

31. Before the use starts, the applicant shall pay the Responsible Authority a supervision fee of 3.25% of the value of the works to be taken over by Council.

HEALTH DEPARTMENT CONDITION

32. The convenience store area must comply with the Food Safety Standard 3.2.3 Food Premises and Equipment, to the satisfaction the Responsible Authority.

DEPARTMENT OF TRANSPORT CONDITIONS

33. Prior to the endorsement of plans, an Access Management Plan must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the Access Management Plan must be endorsed by the Responsible Authority and will then form part of the permit. The Access Management Plan must:
 - a. Identify and implement appropriate measures to ensure that delivery and patron vehicles of sizes equal and larger than a 26 metre-long B-double heavy vehicle must enter and exit the site from Bombardieri Lane.
34. The use must operate in accordance with the endorsed Access Management Plan.
35. Prior to the commencement of the use, the following roadworks must be completed to the satisfaction of and at no cost to the Head, Transport for Victoria:
 - a. The construction of the one-way service road with access via Bombardieri Road.
 - b. The construction of basic turn treatments the Murray Valley Highway with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles.
36. The location and details of the signs shown on the endorsed plans (Document Set ID: 5533MVH Swan Hill Mobile Pegasus. Project No: 321. Revision: E. Date: 04/07/2021) must not be altered without the written consent of the Responsible Authority.
37. The sign must be contained within the property line; no part of the structure is permitted to protrude beyond the property line and into the road reserve,



38. No advertisement must be displayed for less than 30 seconds.
39. The transition from one advertisement to another must be instantaneous.
40. Where the graphical content or colours will change between successive advertising images, the average luminance change between the new image and the previous image must not exceed 30%. Unless otherwise nominated.
41. During the operation of the sign, the following maximum average luminance and Threshold Increment values must not be exceeded:
 - Daytime
 - a. Maximum average luminance of greater than 6000 cd/m² - Morning and evening twilight and overcast weather
 - b. Maximum average luminance of greater than 700 cd/m²
 - Night-Time
 - a. Maximum average luminance of greater than 150 cd/m²
 - b. Maximum threshold increment: 20%
 - c. Adaption Luminance: 0.25
42. The operator must keep a Compliance Record of the operation of the sign. This must be provided to the Head, Transport for Victoria within 5 days of a written request. The Compliance Record must include:
 - a. The sign's luminance (cd/m² or as a percentage of its maximum luminance) in minimum 10-minute intervals.
 - b. The sign's photocell (light sensor) reading of the ambient light in minimum 10-minute intervals.
 - c. For each different set of images displayed (image loop), a compliance report demonstrating that the luminance change between images is less than or equal to 30%.
 - d. All record information must be time and date stamped to show the time of measurement
 - e. Compliance Records must be maintained for a minimum of 12 months.
43. The signs must not display content, images or text:
 - a. Giving the illusion of continuous movement.
 - b. Capable of being mistaken for traffic signals or traffic control devices, including red, amber or green circles, octagons, crosses or triangles.
 - c. Capable of being mistaken as an instruction to a road user, including the wording stop, give way, slow down, turn left or turn right.
 - d. With a flashing background, flashing text, flashing images, blinking or fading elements that create the illusion of movement.
 - e. Contain any animation.
 - f. Capable of being interpreted as projections beyond the face of the advertising screen such as through 3D technology.
 - g. Consisting of present time or other contemporary update information relating to news, weather or time.
 - h. Containing video, movie or television broadcasts
44. The signs must be dimmable and have a suitable control system to enable maximum lighting levels to be set or adjusted if deemed necessary by the Responsible Authority and the Head, Transport for Victoria.



45. Where illuminated during the day, the sign must be fitted with Photocell/s (light sensor/s) that measure the ambient light and control system technology that enables the luminance of the sign to automatically adjust relative to the measured ambient light level.
46. Any change to brightness levels must be applied during an image transition, not while an image is being displayed.
47. The advertising area must not be split into two screens with different messages.
48. The sign and any displayed advertisement must not include any ancillary extension, embellishment or accessorisation within or outside the permitted advertising area unless the Head, Transport for Victoria has agreed to in writing prior to its installation.
49. The use of sound or motion to activate the sign is not permitted.
50. The use of sound to interact with road users is not permitted.
51. The signs must not dazzle or distract road users due to its colouring.
52. In the event of an attack by a computer hacker or similar resulting in unauthorised display of visual images or any other display malfunction, the electronic sign must shut down and cease any form of visual output until the malfunction is repaired.
53. This permit expires 15 years from the date of issue, at which time the sign and all supporting structures must be removed, and the site made good to the satisfaction of the Responsible Authority.

LOWER MURRAY WATER CONDITION

54. The requirements of Lower Murray Water must be met, in regard to the provision of water supply and sewerage services to the land, including payment of all associated costs prior to the commencement of construction of the proposed development.

ENVIRONMENTAL PROTECTION CONDITIONS

55. There must be no emissions of noise and/or vibrations from the premises which are detrimental to either of the following:
 - a. The environment in the area around the premises; and
 - b. The wellbeing of persons and/or their property in the area around the premises.
56. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard
57. Pollution control devices must be installed to prevent the discharge of waste to the environment and stormwater system.
58. The permit holder must ensure that litter originating from the premises is not present beyond the boundaries of the premises.
59. Prior to the commencement of use, Vapour Recovery must be installed to ensure vapours are recovered and prevented from escaping to the atmosphere.
60. All tanks must be decommissioned by suitably qualified professionals, as outlined in EPA Publication 888.4 Underground Petroleum Storage Systems (UPSSs) 2015 or as amended and the Australian Standards referenced therein.



EXPIRY

61. This permit will expire if one of the following circumstances applies:

- a. The development is not started within 2 years of the issued date of this permit.
- b. The development is not completed within 4 years of the issued date of this permit.
- c. The use does not start within 2 years of completion of the development.
- d. This permit as it relates to signs will expire 15 years from the issued date of this permit. On expiry of the permit, the sign and structures built specifically to support and illuminate it must be removed.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Permit notes:

Responsible Authority

- a) All building works associated with this development must be in accordance with the Building Act 1993, Building Regulations 2018 and the Building Code of Australia.
- b) A building permit will be required for the building work associated with this development.
- c) A works within the road reserve permit will be required from Council prior to commencement of any works within the road reserve area (crossovers).
- d) The premises is required to be registered with Council's Public Health Services Department under the Food Act 1984.
- e) The premises must comply with the Tobacco Act 1987, if any tobacco products are sold.

Department of Transport

- f) No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- g) The increase in discharge of any concentrated drainage onto the arterial road reserve from the subject land is not permitted unless approved in writing by the Head, Transport for Victoria.
- h) Separate 'detailed design' approval (fees and charges apply) and the specifications of these are required under the Road Management Act. For the purposes of this application the works will include provision of: Construction of a Basic Right (BAR) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Construction of a Basic Left (BAL) turn treatment with full length sealed shoulders designed for 26-meter-long B-double heavy vehicles. Relocation of services (e.g. power etc); and Any other works as required within the road reserve.



Lower Murray Water

- i) **URBAN WATER SUPPLY:** The land is located inside the Corporation's Urban Water District. Urban water is available subject to the owners meeting Lower Murray Water's conditions and requirements. The owner is required to enter into a Backflow Prevention agreement with LMW and install a backflow prevention device directly after the water meter.

- j) **SEWERAGE:** The land is located inside the Corporation's Sewerage District. A Low Pressure Sewerage connection is available subject to the owners meeting Lower Murray Water's conditions and requirements including the installation of an approved pump station. This application is to be on a lot created as part of the subdivision associated with Planning Permit #2020-041. LMW permit conditions include the owner entering into a Section 173 Agreement relating to the sewerage connection. The Owner is required to enter into a trade waste agreement with LMW which will include the installation of approved pre-treatment devices to treat wastewater prior to discharge to the LMW system.

2.3 Refugee Working Group - Proposed establishment of an Official Settlement Location

Directorate: Development and Planning
File Number: 673/23
Purpose: For Decision

Council Plan Strategy Addressed

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.3 Bold leadership, strong partnerships, and effective advocacy

4.3.1 Create meaningful partnerships across our communities

4.3.2 Strong relationship with State and Federal governments to influence advocacy and funding opportunities

4.3.3 Working together in promotion of the municipality

Current Strategic documents

Council Plan
Economic Development Strategy 2017 - 2022

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the subject of this report.

Summary

Council Officers have been working with a Refugee Working Group that has been established to share information and attempt to address support issues with respect to the influx of migrants and seasonal workers into the Municipal area.

The group comprises representatives of various community organisations including churches, Victoria Police and community support groups with Council Staff attending on a regular basis.

There is an increasing concern with respect to the various community groups and organisations being able to cope with the increased numbers and the associated needs and requirements of individuals.

There is a need to advocate to the Federal and State Governments for urgent consideration to establishing Swan Hill Rural City Council Municipal area as an Official Settlement Location.

Discussion

Throughout the entire Municipality there is an increasing number of both seasonal workers and migrants moving into our community for work and to establish new lives.

Already it is well known that the Robinvale population has seen an increase in its population to somewhere in the vicinity 8000 although not officially recognised by ABS (Australian Bureau of Statistics) data.

Part of the issue is that due to lack of information being provided to community organisations it is difficult to establish what the actual numbers of people who are coming into the region with many examples being provided of when a group of workers suddenly arrive without warning. This is making it difficult to plan for services that are needed and means that the groups offering support are already facing the task of catching up to be able to provide effective support.

What is clear is that greater coordination and enhanced communication between all involved in the provision of support to seasonal workers and migrants.

The influx of seasonal workers and migrants who arrive on a variety of visas and then can wait for a considerable period of time before their application for permanent residency is considered and maybe granted also has brought with it a wide range of issues for the community to have to deal with such as:

- The need for housing.
- Access to medical and health services.
- Mental Health Issues.
- Workplace dispute support.
- Pastoral Care.
- Recognition of cultural diversity.
- Transport access.
- Need for increased communication between all levels of Government and the people needing support.
- Working with Government Agencies to go through visa applications processes.

The support services being offered at present are a combination of organisations such as Sunraysia Mallee Ethnic Communities Council (SMECC) and organisations within the community representing church groups, volunteer organizations and Swan Hill Police.

Council has been involved in supporting a group of representatives from the above organisations who have been meeting regularly to share information and updates on the increased numbers of seasonal workers and refugees.

Through these meetings it has become evident that there are a wide variety of issues impacting the seasonal workers and refugees with the organizations struggling to provide the necessary support.

A recent meeting was conducted with Federal Department of Home Affairs representatives to discuss the situation and seek help obtaining more formal support.

The discussion highlighted the need for the establishment of greater coordination to ensure that the best possible support is provided and there was information provided by the Department Representatives on other regions such as Mildura and Shepparton have Official Settlement Location status which affords them access to increased services from the Federal Government.

Advice from the Home Affairs Department indicates that the process to achieve this status is quite detailed and lengthy which adds to the concerns of the community groups who are currently dealing with the increased numbers and associated issues

The group has commenced the process of gathering data to support their application to become an Official Settlement Location which includes quantifying the number of seasonal workers and migrants within the Municipality, providing case studies relating to issues being encountered and providing information on the types of services they are providing in support of the formal service providers.

An approach was made to Dr Anne Webster, Member for Mallee, who has attended several of the group's meetings and is a member of the Parliamentary Committee hearing evidence on the Nations Migration System.

Dr Webster is aware of the issues that are confronting the community groups in the and has written directly to the Federal Minister for Immigration in support of the request for the Municipality to become an Official Settlement Location.

The Federal Government has invested heavily in the seasonal workers program, in particular the PALM in full scheme and has recently undertaken an extensive review of the Nations Migration System, which found that it was in need of a serious overhaul to ensure that it provided benefits to not only the Nation but those who are seeking to make Australia their new home.

Council should continue to support the community groups, seasonal workers, and migrants by calling upon the Federal Government to fast track an application for Official Settlement Location status to gain access to additional services to support the community organisations who are dealing with this issue now.

Whilst this is a request to the Federal Government, Council should also seek to gain the support at a State level as the issues being addressed do have State significance.

Consultation

Council Officers have been liaising with various community groups, Federal Government Department of Home Affairs Representatives, PALM (Pacific Australia Labour Mobility) Representatives, Dr Anne Webster Member for Mallee, Swan Hill Rural City Council Councillors

Financial Implications

There will be minimal costs for Council to support the advocacy campaign such as Council Officers time to attend meetings and prepare correspondence.

Social Implications

The work of the Refugee Working Group is attempting to address social issues and strengthen the community's understanding of the needs of seasonal workers and newly arrived migrants.

If successful, this will lead to an engaged and supportive relationship between the community and the various groups of people looking to become of our community.

Economic Implications

By offering support to community groups, seasonal workers, and migrants Council is seen as being a part of the solution to strengthening our local business community and protecting employment opportunities.

Environmental Implications

Nil.

Risk Management Implications

Whilst there may not be a direct risk to Council in this issue, ensuring that the community has adequate services to reduce risk should be seen as a priority.

Attachments: Nil

Options

1. Council continues to support the Refugee Working Group in its advocacy to have the Swan Hill Rural City Council area established as an Official Settlement Location by writing to both the Federal and State Governments Ministers. In addition, Council should seek the support of individual Members of Parliament and organisations that are providing support services to seasonal workers and migrants.
2. Council does not continue to support the Refugee Working Group in its advocacy to have the Swan Hill Rural City Council area established as an Official Settlement Location.

Recommendation/s

That Council:

1. **Write to the Hon Andrew Giles MP Minister for Immigration, Citizenship and Multi-Cultural Affairs requesting that he give direct urgent consideration to a request to have the Swan Hill Rural City Council Municipality being designated as an Official Settlement Location to enable additional support to be provided to address the needs and issues of seasonal workers and migrants who are arriving in the Municipality.**
2. **Write to Dr Anne Webster Member for Mallee thanking her for the support she is providing on the need to establish the Swan Hill Rural City Council Municipal area as an Official Settlement Location and requesting that she continue to advocate on behalf of the community to have the region established.**

3. Write to all Victorian Senators seeking their support for the establishment of an Official Settlement Location within the Swan Hill Rural City Municipal area and request that they write directly to the Federal Minister advising of their support and seeking an assurance from the Federal Minister to fast-track the approval process rather than undertaking the lengthy process.
4. Write to The Hon Harriett Shing MP Minister for Regional Development and the Hon Colin Brooks Minister for Multi-Cultural Affairs seeking their support to write to the Federal Minister highlighting the urgency to create an Official Settlement Location within the Swan Hill Rural City Council Municipal area.
5. Write to Mr Peter Walsh MP Member for Murray Plains and Ms Jade Benham MP Member for Mildura seeking support by writing to the Federal Minister seeking to have an Official Settlement Location established within the Swan Hill Rural City Council Municipal area as a matter of urgency.
6. Write to service providers such as SMECC and Mallee Family Care requesting that they write to the Federal Minister in support of the need to establish an Official Settlement Location within the Swan Hill Rural City Municipal area.

CM 2023/21 Motion

MOVED Cr McKay

That Council:

1. Write to the Hon Andrew Giles MP Minister for Immigration, Citizenship and Multi-Cultural Affairs requesting that he give direct urgent consideration to a request to have the Swan Hill Rural City Council Municipality being designated as an Official Settlement Location to enable additional support to be provided to address the needs and issues of seasonal workers and migrants who are arriving in the Municipality.
2. Write to Dr Anne Webster Member for Mallee thanking her for the support she is providing on the need to establish the Swan Hill Rural City Council Municipal area as an Official Settlement Location and requesting that she continue to advocate on behalf of the community to have the region established.
3. Write to all Victorian Senators seeking their support for the establishment of an Official Settlement Location within the Swan Hill Rural City Municipal area and request that they write directly to the Federal Minister advising of their support and seeking an assurance from the Federal Minister to fast-track the approval process rather than undertaking the lengthy process.
4. Write to The Hon Harriett Shing MP Minister for Regional Development and the Hon Colin Brooks Minister for Multi-Cultural Affairs seeking their support to write to the Federal Minister highlighting the urgency to create an Official Settlement Location within the Swan Hill Rural City Council Municipal area.

5. **Write to Mr Peter Walsh MP Member for Murray Plains and Ms Jade Benham MP Member for Mildura seeking support by writing to the Federal Minister seeking to have an Official Settlement Location established within the Swan Hill Rural City Council Municipal area as a matter of urgency.**
6. **Write to service providers such as SMECC and Mallee Family Care requesting that they write to the Federal Minister in support of the need to establish an Official Settlement Location within the Swan Hill Rural City Municipal area.**

SECONDED Cr Jeffery

The Motion was put and CARRIED 7 / 0

2.4 School Crossing Program

Directorate: Development and Planning
File Number: S24.26.01
Purpose: For Decision

Council Plan Strategy Addressed

1. Liveability - We will be a healthy, connected and growing community supported by a range of infrastructure and services.

1.3 Building Healthy Communities

1.3.1 Encourage active healthy lifestyles for people of all ages, abilities and interests

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.1 Excellent management and administration

4.1.3 Sound, sustainable:

- Financial management • Excellence in service delivery • Strategic planning

Current Strategic documents

Active Transport Strategy 2014 - 2034

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

The Municipal Association of Victoria, led by Monash City Council, has requested that Council join a statewide local government campaign for a review and increase in funding to the School Crossing Supervision Program.

This campaign also provides an opportunity for Council to review its continued role in providing the School Crossing Supervision Program.

Discussion

The School Crossing Supervision Program was first introduced in 1975 under a joint funding arrangement between the State Government (Department of Transport and Planning, formally VicRoads) and Local Government.

The scheme is administered by Department of Transport and Planning (DTP) who uses a detailed formula to decide if a supervisor at a crossing is warranted. The

formula is based on the number of children using the crossing, the type of road and vehicles passing through and several other factors.

Swan Hill Rural City Council currently has 8 actively supervised school crossings across 6 sites. The crossings are supervised for 40 minutes before school and 20 minutes after school with the crossing times negotiated with each individual school. There are an additional 5 crossings in the municipality that are not supervised.

For many years recruiting and retaining School Crossing Supervisors has been a considerable challenge. Council commits considerable resources to advertise, recruit, interview, and train candidates. Considerable resources are also committed to the day-to-day management of employees including leave management, back-fill for unexpected absences and monitoring performance.

On average 8 hours of officer time is spent weekly maintaining the School Crossing Supervision Program. Councils' Regulatory Services Authorised Officers often must fill in for crossing supervisors who are unwell or on other leave which means the work in their substantive roles may go unattended or be delayed.

In 1975 when the School Crossing Supervision Program commenced there was an agreement that the State Government would fund 66 per cent of the costs and councils would fund 33 per cent. This moved to a joint 50:50 funding arrangement in 1993 when the State contribution was decreased due to budgetary constraints. At the time of the funding change, Council agreed accepted the 50 per cent funding arrangement in lieu of ceasing or reducing the number of supervised school crossing locations.

In 2016 the Victorian Government said a new model for the was needed and committed to a broad strategic review of the School Crossing Supervision Program. Councils welcomed this commitment to a review of the program, but this has not progressed in the past seven years.

Monash City Council reached out to all Victorian Local Governments and the Municipal Association of Victoria (MAV) to join a campaign to secure a commitment from the Victorian Government deliver the promises made in 2016 to review and adequately fund the program. To date 29 Victorian Councils have signed up to the campaign.

The MAV has advised that Councils' also have the option to hand the program back to State Government if they no longer wish to be burdened with the rising costs of delivering the program. This would involve not applying for the State Government school crossing grant and handing the School Crossing Supervision Program delivery back to the State Government to coordinate and deliver.

At their March 2023 Council Meeting, Strathbogie Shire Council resolved to exit the school crossing program due to increasing costs to ratepayers. Strathbogie Shire Council said that by stepping away from the Program it is hoping to send a strong message to the Victorian Government about the cost shifting.

Strathbogie Shire is unique in that four of the five manned school crossing sites are located on State Government-managed roads. Swan Hill Rural City Council area has only one out of eight manned school crossing sites located on a State Government managed road.

The handover of the school crossings was challenging, and after months of negotiation four school crossings located on State Government-managed roads within Strathbogie Shire are now supervised by DTP. The fifth school has a crossing located on a council-managed road and has not received state government funding for a school crossing supervisor and is currently unmanned.

Handing the School Crossing Supervision Program back to State Government to deliver does not guarantee that the same level of supervised crossings that are currently provided will continue to be supervised.

Consultation

Twenty nine (29) Councils have signed up to the MAV advocacy campaign and have engaged in a range of activities including writing to Ministers, local Members of Parliament and election candidates, issuing media releases and posting material on their websites and social media platforms.

The campaign has garnered state-wide media attention and was prominently featured in various regional newspapers and mainstream media outlets, which provided the campaign with significant exposure and reach.

The MAV's position is that the Victorian Government has let communities down when it comes to investing on safe routes to school and the state has failed to provide adequate and ongoing funding for school crossing supervisors. It has failed to make crossings safer through infrastructure improvements and other safety measures.

A survey of Victorian Councils was conducted in October 2022 and found that 97% of councils have unsupervised crossings. The survey of 40 councils revealed a school crossing system in crisis across the state, showing 82% of councils regularly face crossing supervisor staff shortages, and 87% consider the system no longer fit for purpose.

Financial Implications

The 50:50 funding model between State Government and Councils for the School Crossing Program covers wages only. The funding does not include equipment (such as flags or signage), PPE and uniform, recruitment, training, and coordination. These costs are fully funded by council.

The funding also does not cover costs for maintaining and repairing infrastructure in these areas because that is a legislated requirement of Council under the Road Management Act.

Over the years, increases in wage costs to councils have not been matched with increases in funding levels from State Government which resulted in Councils paying more than the 50:50 share. In 2017, the MAV successfully lobbied the State Government to increase funding to Councils to return the funding model to 50:50.

There had been no additional increase in funding since 2017, and in 2022 the MAV again lobbied to the State Government to continue funding back to the 50:50 model. The State Government responded by providing an additional 20% subsidy to Councils. The subsidy is not guaranteed in future funding agreements.

The below is a conservative estimate of the actual cost to Council to run the program each year.

Income	2022/23	Estimations
SCS Program Funding	\$59,096	
Expenditure		
Wages for SCS staff	\$138,272.53	
Annual leave	\$7649.99	
Equipment and uniform	\$713.28	
Coordination	\$14,842	8 hours p/w x 41 weeks
Backfill with internal staff	\$997.48	Estimate based on leave covered in 2023 (21 hrs in term one and two)
	Income from State Gov	Expense to Council
Total:	\$59,096	\$162,475.28
Cost split:	36%	64%

Removal of the 20% subsidy would result in the cost split being closer to 29:71 split.

Social Implications

The safety of school children is the paramount consideration. Council must also consider whether it is a Local Government or a State Government responsibility to ensure children reach school safely.

Economic Implications

Nil.

Environmental Implications

Nil.

Risk Management Implications

There may be a reputational risk should Council decide to hand the School Crossing Program back to the State Government. At present it is generally perceived that School Crossing Supervisors is a Council service. There would need to be a coordinated media and community engagement plan to accompany any change to the delivery of this program.

If Council handed the Program back to DTP and they declined to continue with manned school crossings in all the current locations it may result in an increased risk for school children and road users during school pick up and drop off times. Council may potentially incur liability or other new costs for infrastructure if required.

Attachments: 1. School Crossing Locations [2.4.1 - 1 page]

Options

Swan Hill Rural City Council has a number of options to consider regarding the School Crossing Supervision Program.

Option 1: Council sign up to the Monash City Council and MAV advocacy campaign.

The advocacy campaign aims to secure a commitment from the State Government to complete the review of the School Crossing Program that was promised back in 2016, and increase the funding associated with the Program.

Signing up to the advocacy campaign allows Councils to show a leadership role alongside the other 28 councils in letters to State Government, participate in discussions with Ministers and relevant bodies, as well as access to other planning documents.

Option 2: Council advocates for a fully funded program

The advocacy campaign is aiming to secure a commitment for a review and an increase in the funding to Councils. Council can expand on this and advocate for a fully funded program.

Council may choose to advocate for a fully funded campaign as well as joining the MAV advocacy campaign.

Option 3: Consider whether Local Government is best placed to continue delivering the School Crossing Supervision Program.

Local Government has a legislated responsibility to inspect, maintain and repair the school crossing infrastructure, which includes signage and road markings. The School Crossing Supervision Program is an optional Program that Council signs up to provide each year on behalf of the State Government.

Council should review whether it is best placed to continue delivering the Program if the funding of the program remains the same.

Option 4: Continue to provide the school crossing service under the current funding arrangement with the State Government

Council can decide to continue delivering the School Crossing Supervision Program and accept the increase in costs to ratepayers.

Recommendation/s

That Council:

- 1. Sign up for the MAV Advocacy campaign, as well as advocate as an individual Council for a fully funded School Crossing Program.**

CM 2023/22 Motion

MOVED Cr King

That Council:

- 1. Sign up for the Monash Council and MAV Advocacy campaign, as well as advocate as an individual Council for a fully funded School Crossing Program.**

SECONDED Cr Young

The Motion was put and CARRIED 7 / 0

	Road Name	Nearest Intersecting Road	Suburb / Town	School(s) served	No. of supervisors	Arterial or Local?
1	Mallee Hwy	Wattle Street	Manangatang	Manangatang P-12	1	arterial
2	George Street	Morris Street	Robinvale	Robinvale College	1	local
3	Murlong Street	Clark Street	Swan Hill	St Mary's Catholic	1	local
4	Murlong Street	Chapman Street	Swan Hill	Swan Hill North Primary	1	local
5	Chapman Street	Murlong Street	Swan Hill	Swan Hill North Primary	1	local
6	Gray Street	Murlong Street	Swan Hill	Swan Hill Primary	1	local
7	Yana Street	Gray Street	Swan Hill	Swan Hill Primary	1	local
8	Watkin Street	Nicholls Street	Robinvale	St Mary's Primary	1	local
TOTAL SUPERVISORS:					8	

2.5 Disaster Ready Fund Grant

Directorate: Infrastructure
File Number: S17-02-332
Purpose: For Decision

Council Plan Strategy Addressed

2. **Prosperity** - We will continue to build and strengthen a prosperous local economy, through sustainable growth and education. We will focus on creating jobs and wealth through adding value to existing strengths in all areas of our economy.

2.3 Infrastructure that enables prosperity

2.3.2 Assets for our current and future needs

4. **Leadership** - We will ensure accountable leadership, advocacy and transparent decision making.

4.1 Excellent management and administration

4.1.1 Well managed resources for a sustainable future

4.1.3 Sound, sustainable:

- Financial management • Excellence in service delivery • Strategic planning

Current Strategic documents

No strategic documents applicable.

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

Council have been successful in its application to the Commonwealth funded Disaster Ready Fund (DRF) Round 1 grant scheme for several infrastructure projects to a total value of \$1,706,581.20. A co-contribution of \$853,960 towards the total cost of the projects is required to be funded by Council. The projects listed within the grant fund project (refer DRF Budget Infrastructure Upgrade attachment) became evident during and following the 2022 flood event.

Discussion

In January of this year, the Federal Government advised of a multi-streamed grant fund opportunity following the devastating flood events of 2022. The scheme will provide \$200m per year for flood related projects over a five-year program term. Two different funding streams were available which aligned with infrastructure upgrades and systematic risk reduction projects.

Applications for Round 1 were required by 16 February 2023. Due to the short submission period, Council engaged RMCG consultants to prepare the base information for two proposed applications, these being:

- 1) Drainage Strategy (including Model Development) for the Swan Hill region
- 2) Infrastructure Upgrade projects (to reduce risk, overcome failures and investigate against potential future failures)

Both applications were prepared by RMCG, reviewed, edited and then submitted by Council staff.

On 6 June 2023, Council was notified that the application for the drainage strategy was unsuccessful, however the infrastructure upgrade projects had been successful for an overall cost of \$1,706,581.20. The list of projects includes:

- Conversion of major pump in Swan Hill to variable speed operation
- Installation of two non-return flood gates on pipe outlets to Murray River
- Investigate and repair levee breaches at Robinvale (2 locations)
- Construction of six split pump pits
- Investigate and repair cracking on Robinvale levee (2 locations)
- Investigate risk to integrity of Robinvale levee due to private and Council pipelines being located under/through levee (approx. 48 pipelines)
- Replace existing discharge pipelines at main channel pump station (Swan Hill) to eliminate known pipeline failures and prevent future issues

A condition of the grant scheme is that successful applicants are required to provide a 50% co-contribution. For this project, Council is required to contribute \$853,960 as a co-contribution. This can be funded through both the Swan Hill and Robinvale drainage reserve funds, provided that the appropriate projects are funded from each applicable reserve fund.

This has been calculated as follows:

- The applicable cost and charge to the Swan Hill Drainage reserve will be \$287,474.11
- The applicable cost and charge to the Robinvale Drainage reserve will be \$566,485.89

To ensure that the list of successfully funded projects is still relevant and necessary, the listed projects have been reviewed. Each project on the list was extensively discussed and subsequently considered appropriate to remain as a listed project.

Consultation

Consultation has occurred with the relevant Council staff from the infrastructure and leadership team.

Financial Implications

Council's 50% co-contribution to this project is \$853,960. It is proposed that the existing drainage reserves for both Swan Hill (current reserve balance \$838,000) and Robinvale (current reserve balance \$622,000) be utilised to fund the projects and ancillary costs (on a pro-rata basis) applicable to each township.

The applicable cost and charge to the Swan Hill Drainage reserve is \$287,474.11.

The applicable cost and charge to the Robinvale Drainage reserve is \$566,485.89.

Social Implications

The implementation of these projects will ensure protection to residents living and working near Council flood assets that have been determined to have a risk liability during flood events.

Economic Implications

Completion of these projects will reduce the likelihood of future damage and maintenance needs for specific flood infrastructure, and the possible impact on private lands and buildings, following flood events.

Environmental Implications

Completion of these projects will provide additional protection against flood events.

Risk Management Implications

Undertaking the projects approved within this successful grant application will eliminate several high-risk issues which became evident during and after the flood events in 2022.

- Attachments:**
1. DRF 23 24 Application Infrastructure Upgrade 0214 1 [2.5.1 - 16 pages]
 2. DRF Budget Infrastructure Upgrade [2.5.2 - 2 pages]
 3. DRF Project Logic Template SHRCC Infrastructure Upgrade [2.5.3 - 1 page]

Options

1. That Council does not accept the grant through the Disaster Ready Fund
2. That Council accept the grant through the Disaster Ready Fund and contribute the required co-contribution of \$853,960 by utilising the Swan Hill and Robinvale drainage reserves.

Recommendation/s

That Council:

1. accept the grant through the Disaster Ready Fund and contribute the required co-contribution of \$853,960 utilising the Swan Hill and Robinvale drainage reserves.

CM 2023/23 Motion

MOVED Cr Jeffery

That Council:

- 1. accept the grant through the Disaster Ready Fund and contribute the required co-contribution of \$853,960 utilising the Swan Hill and Robinvale drainage reserves.**

SECONDED Cr King

The Motion was put and CARRIED 7 / 0

The Mayor, Cr Les McPhee adjourned the meeting at 4:06 for a 10 minute break.
The meeting resumed at 4:17pm.

Disaster Ready Fund, Round One 2023-2024 Form Preview

Disaster Ready Fund

Introduction

The Disaster Ready Fund (DRF) is a new Australian Government disaster risk reduction initiative which will fund a diverse set of large scale and long-term resilience projects in partnership with states and territories.

The DRF commits up to \$200 million per year nationally for disaster risk mitigation projects, to improve Australia's natural disaster resilience and risk reduction capabilities. The Australian Government has announced up to \$1 billion will be committed through the DRF over five years, from 1 July 2023 to 30 June 2028.

The primary objectives of the DRF are to:

1. increase the understanding of natural hazard disaster impacts, as a first step towards reducing disaster impacts in the future;
2. increase the resilience, adaptive capacity and/or preparedness of governments, community service organisations and affected communities to minimise the potential impact of natural hazards and avert disasters; and
3. reduce the exposure to risk, harm and/or severity of a natural hazard's impacts, including reducing the recovery burden for governments and vulnerable and/or affected

More information on the DRF is available at <https://nema.gov.au/programs/disaster-ready-fund>

It is important you read the [Victorian Application Guide for the Disaster Ready Fund: Round One, 2023-2024](#) in conjunction with [The Australian Government Disaster Ready Fund Application Guidelines](#), which detail all the funding and eligibility criteria for the program.

Submission process

- Closing date for submissions is **4pm, 16 February 2023**.
- Late submissions will not be accepted.
- Proposals will only be accepted by submitting this form.
- All questions marked with an asterisk must be completed to enable this form to be submitted.
- Depending on the nature of the project, you may not need to respond to all questions in the submission form.
- Once you have completed the form you must select the 'Review and Submit' tab.
- When you have finalised your submission and all the required fields have been completed, select the 'Submit' tab at the top of the form to submit your proposal.
- Upon submission of your proposal, you will receive an email confirmation and a copy of your proposal for your records.

If you do not receive the confirmation email, please contact:

Emergency Management Disaster Ready Fund team on drf@emv.vic.gov.au

Need help?

Disaster Ready Fund, Round One 2023-2024 Form Preview

Contact Emergency Management Victoria's Disaster Ready Fund team at drf@emv.vic.gov.au

Applicant Details

* indicates a required field

Organisation *

Organisation Name

Swan Hill Rural City Council

Application contact *

Peter Ross

Applicant Position *

Manager Engineering and Strategic Projects

Applicant Primary Address *

Address

45 Splatt Street, Swan Hill, Vic 3585

Applicant Primary Phone Number *

03 50362327

Must be an Australian phone number.

Applicant Primary Email *

Peter.ross@swanhill.vic.gov.au

Must be an email address.

Applicant ABN *

97 435 620 016

The ABN provided will be used to look up the following information. Click Lookup above to check that you have entered the ABN correctly.

Information from the Australian Business Register
ABN
Entity name
ABN status
Entity type
Goods & Services Tax (GST) DGR
Endorsed

Disaster Ready Fund, Round One 2023-2024 Form Preview

ATO Charity Type	More information
ACNC Registration	
Tax Concessions	
Main business location	

Must be an ABN.

Project Outline

* indicates a required field

Project Title *

Flood Asset Infrastructure Upgrade

Choose the relevant hazard type(s) being addressed *

- | | |
|---|---|
| <input type="checkbox"/> Avalanches, mudslides and landslides | <input type="checkbox"/> Severe thunderstorms, hailstorms and blizzards |
| <input type="checkbox"/> Earthquakes | <input type="checkbox"/> Floods, flash flooding, including storm surges |
| <input type="checkbox"/> Volcanic eruptions | <input type="checkbox"/> Coastal erosion, and coastal inundation |
| <input type="checkbox"/> Sinkholes | <input type="checkbox"/> Sea level change |
| <input type="checkbox"/> Tsunamis | <input type="checkbox"/> Pollen storms |
| <input type="checkbox"/> Bushfires/wildfires | <input type="checkbox"/> East Coast lows |
| <input type="checkbox"/> Heatwaves | <input type="checkbox"/> Geomagnetic solar storms (X or M Class) |
| <input type="checkbox"/> Damaging wind incidents, including but not limited to dust storms and tornados | <input type="checkbox"/> Other: <input type="text"/> |
| <input type="checkbox"/> Storms and tropical cyclones | |

Choose the group(s) that the project is intending to impact *

- | | |
|--|---|
| <input type="checkbox"/> Australian Government | <input type="checkbox"/> Individuals |
| <input type="checkbox"/> Community group / non-profit | <input type="checkbox"/> Local Governments |
| <input type="checkbox"/> Early childhood education and care services | <input type="checkbox"/> Schools (Primary & High Schools) |
| <input type="checkbox"/> Emergency responders | <input type="checkbox"/> Service Providers |
| <input type="checkbox"/> Families | <input type="checkbox"/> Small Businesses |
| <input type="checkbox"/> Farmers | <input type="checkbox"/> State and Territory Governments |
| <input type="checkbox"/> Home owners | <input type="checkbox"/> Other: <input type="text"/> |

Does, or will, this project directly support people from, or who identify as belonging to, specific population sub-groups?

- | | |
|---|--|
| <input type="checkbox"/> Aboriginal and Torres Strait Islander Peoples | <input type="checkbox"/> People with a disability |
| <input type="checkbox"/> Children (aged 0 -15 years) | <input type="checkbox"/> People with mental illness |
| <input type="checkbox"/> Individuals experiencing domestic and family violence | <input type="checkbox"/> Seniors |
| <input type="checkbox"/> People from a culturally and linguistically diverse background | <input type="checkbox"/> Youth (15-24) |
| <input type="checkbox"/> People from the LGBTIQ+ community | <input type="checkbox"/> Other: <input type="text"/> |

Disaster Ready Fund, Round One 2023-2024 Form Preview

Who will be delivering this project? *

Swan Hill Rural City Council

List the names of all organisations (e.g. LGA / Shire / Council / third party providers) that will be involved in delivery of the project and their respective roles

Project Summary

Provide a short summary description of the project including the following information (100 words):

Your response should be sufficient to highlight what your project intends to do and achieve. Your response should provide a statement on the following three elements:

- A statement that highlights the main aim / focus of your project
- An over-arching statement on how you intend to do this
- A statement on what you will have achieved / established / found out by the end of the project.

Your response here will be used for government information and public announcements.

Project summary *

This project aims to reduce the risk of flooding to the communities of Swan Hill and Robinvale. It involves upgrading antiquated drainage infrastructure, pump systems, and other assets with current technology based upon improved understanding of rainfall events, flood frequency, increased environmental flows and climate change impacts.

Fit for purpose infrastructure will reduce the impact of flooding on assets and reduce work health and safety risks to staff and contractors who manage the system during flooding events. This project will increase resilience to flooding, reduce community exposure to risk, and reduce the recovery burden for local government and communities

Must be no more than 100 words.

Project Location

Provide the location of your project and/or the location of those who will benefit from it. *

Response provided here should cover all towns and/or suburbs. If the project has a regional or statewide focus, please indicate this in the response instead.

Swan Hill and Robinvale

Choose the relevant Victorian local government area from the drop down list. *

Swan Hill Rural City Council

If you are unsure which LGA you are located in, you can search the [Know Your Council](#) website using your street address. If the project covers a number of areas, select Large area. If the project covers all of Victoria, select statewide from the drop down list.

Choose the relevant Federal electorate from the drop down list. *

If the project covers more than one electorate, choose 'Other' from the list and specify which electorates are covered. If the project covers all of Victoria, select Statewide from the list.

Mallee

Provide the precise geographical location in longitude and latitude co-ordinates

Swan Hill -35.340611,143.560638

Disaster Ready Fund, Round One 2023-2024 Form Preview

Robinvale -34.586110, 142.774590

Project Partners

Will you be partnering with any other organisation or community groups on this project?

- Yes No

If your project requires the participation of other organisation(s) or community groups, provide the details below. You will need to supply a letter from each organisation outlining their involvement/support/resources committed to the project. All letters require the endorsement from the organisations' CEO or equivalent.

Partner Organisation	Role in project	Letter of support

Project links with Disaster Ready Fund outcomes

* indicates a required field

Choose the primary DRF Objective that this project will address *

- Increase the understanding of natural disaster impacts, as a first step towards reducing disaster impacts in the future
- Increase the resilience, adaptive capacity and/or preparedness of governments, community service organisations and affected communities to minimise the potential impact of natural hazards and avert disasters**
- Reduce the exposure to risk, harm and/or severity of a natural hazard's impacts, including reducing the recovery burden for governments and vulnerable and/or affected communities**

Choose the key stream this project is focused on from the list below. *

- Infrastructure**
- Systemic Risk Reduction

Infrastructure Projects

Chose one of more categories your infrastructure project will fall into from the list below *

- investment in grey infrastructure**
- investment in green-blue infrastructure (including nature based solutions)
- investment in hazard monitoring infrastructure
- business case development for future infrastructure (including investigation, modelling, concept and detailed design activities)

Systemic Risk Reduction Projects

Chose one or more categories your systemic risk reduction project will fall into from the list below *

- supporting a better understanding of risk, through a better evidence base to understand and raise awareness of risk – to improve understanding of natural hazards and their potential impacts over time (i.e. hazard mitigation plans and resilience strategies)
- strengthening decision making by enhancing governance networks and communities of practice, including the development and/or alignment of resilience and risk reduction strategies
- adaptation projects that improve land use planning and development practice projects, including but not limited to the preparation of regional or local plans and updating land use planning instruments and building codes
- projects that build the capacity and capability of businesses, community sector organisations and/or at-risk communities to improve their preparedness and resilience to the impacts of future disasters

Project Timeframe

Disaster Ready Fund, Round One 2023-2024 Form Preview

How long will it take to complete the project? *

Your response should consider the time needed to complete and submit a final report to EMV and the time required to hire any required staff, procure services or undertake community consultation.

This project is expected to finish in June 2025.

Selection Criteria

* indicates a required field

Responses to Selection Criteria

You **must** address all three of the following selection criteria for your project to be considered for approval, in addition to your required [Project Logic](#). Failure to address the below criteria and provide all required attachments, may result in your proposal not being recommended for funding.

Required Attachment - Project Logic *

Attach a file:

[See project logic document](#)

A maximum of 1 file may be attached.

You must use the supplied DRF Project Logic Template

Selection Criteria One – Project Details

Provide a detailed description of your project including the project scope, activities and expected outcomes.

Your response **must** include statements on:

- the level(s) of disaster risk prior to and upon conclusion of the proposed project;
- how the project will deliver lasting benefits and enable adaptation to future climate and disaster impacts; and
- how the project will avoid and manage the potential for maladaptation (including any potentially negative social, environmental or economic outcomes).

*

Level of risk

The current level of risk for flooding in the Swan Hill municipality is high due to infrastructure that is insufficient to fully protect against impacts of major riverine flood events surrounding the major townships, and a substandard stormwater network.

Riverine flood activity in the Municipality is generated almost entirely from the catchment areas of the Murray River and its North Central and North Eastern Victorian tributaries. The effects of floods in the Avoca, Loddon and Wakool Rivers which all flow into the Murray system in or near to the Municipality, compound the situation.

Recent "Major" flood events have occurred within the Municipality in the following years: 1956, 1973, 1974, 1975, 1981, 1983, 1989, 1993, 2011, 2016 and 2022. The impact of these events resulted in property damage and stock losses but not loss of human life.

In Swan Hill and Robinvale, the existing underground pipe network capacity is below standard resulting in a 50% chance of flooding occurring each year. This is due to more intense and frequent rainfall events (for these areas) arising from trending changes in climate, very flat topography and more accurate rainfall data that has been reassessed over time (ARR&R 2016). In some parts of these towns the topography does not allow for normal discharge away from subdivisions or streets and some streets do not have a drainage outlet. This leads to water storage on roads and in table drains until it evaporates. This can also cause increased harbor of mosquitos and the spread of mosquito borne diseases such as Ross River Fever and Murray Valley or Japanese encephalitis, which is a current issue (February 2023) following the October / November 2022 flood event.

Disaster Ready Fund, Round One 2023-2024 Form Preview

Swan Hill itself consists of some low lying areas which are protected from Murray River flood waters by significant levees. These levees are designed and constructed to code and provide up to 600 mm free board from the 1% AEP event. The danger for Swan Hill arises from heavy periods of rainfall and simultaneous flooding of the Murray, Loddon and Avoca Rivers, and the consequential effects that arise in the Little Murray. This, coupled with poor infrastructure prevents water from draining away from the urban areas of the town.

Generally, the urban area of Robinvale is high land which does not come under threat from flooding and only pumping sites, the caravan park and agricultural lands need protection. The Eastern section of the Robinvale township is protected by a significant but uncontrolled levee bank, which was breached in several locations during the recent flood event. These breaches were brought about by old pipelines, both private and Council owned, which pass through or beneath the levee not being installed to prevent flood waters seeping through the levee.

Existing stormwater pipelines to the river, in both Swan Hill and Robinvale, are generally butt-jointed pipes and do not have non-return flood gates at the outlet. As butt jointed pipes are not a sealed system, water can penetrate the levee thus compromising its integrity.

An inspection of the Robinvale levee following the recent flood event found several locations with significant longitudinal cracking (approximately 40mm wide). This issue requires further investigation to ensure that the levee has not been compromised.

In 2011, 2016 and 2022 floods, flood waters encroached Robinvale and once the water got in, it could not drain out without the use of portable pumps. This has the potential to significantly damage high value perennial crops. Gross regional product generated by industry in the Swan Hill region is valued at \$1.18 billion (Swan Hill Region Economic Development Strategy 2017-2022).

Delivering long term benefits and preventing maladaptation

The proposed infrastructure works will reduce current issues with the drainage network. This will reduce the frequency of water storing on roads and in table drains and reduce the spread of mosquito borne diseases and risk of flooding of critical assets. It will also help council to prepare for the future and increased demand on the network as the population expands. This project will be based on sound evidence and data.

Fundamentally improving the safety and capacity of this infrastructure will provide better long term outcomes for council financially, reduce costs and reduce direct flooding impacts to communities, industry, and infrastructure.

Disaster Ready Fund, Round One 2023-2024 Form Preview

Response is limited to 5,000 characters including spaces

Selection Criteria Two - The likelihood of project success

Your response **must** include evidence of:

- capacity to complete the project in adherence with relevant industry and legislative standards
- capability (including previous experience in undertaking similar scale projects), including confirmation of the ability to deliver this project within the agreed maximum three (3) year timeframes; and
- value for money.

*

Response is limited to 5,000 characters including spaces

Swan Hill has the capacity and capability to complete the project to standards, within timeframes and providing value for money. All construction works will follow engineering construction guidelines and obtain the relevant permits from Mallee CMA.

Swan Hill Rural City Council has undertaken several infrastructure projects of a similar size and varying budgets for their local communities, these include:

- *Swan Hill Soccer Club Pavilion \$1,259,200 27/9/21 to 3/09/22*
- *Ronald St Robinvale Housing Construction \$2,417,176 21/22 FY*
- *Swan Hill Aerodrome Refurbishment & Upgrade \$1,962,505 20/21 FY*
- *Catalina Flying Boat Museum Carpark Upgrade \$443,630 1/3/22 to 4/8/22*
- *Construction of three Netball Courts Robinvale \$750,160 20/21 FY*

These projects were planned, implemented, and acquitted in accordance with funding requirements, as well as meeting the expectations of ratepayers and councilors.

Swan Hill Rural City Council has detailed procurement guidelines that any contractors involved in these projects must adhere to.

Council can confirm it will deliver the proposed drainage works within the agreed maximum timelines.

In order to ensure that the project will be completed with value for money, the project:

- Has a well-defined scope and clear objectives,
- Is designed to be executed in a cost-effective manner
- Will be managed in a transparent and accountable manner.

By focusing on these factors, the project will be well positioned to deliver the best possible return on investment and make a positive contribution to the disaster resilience of the communities of Swan Hill and Robinvale.

Selection Criteria Three – Alignment with existing plans and strategies

Your response **must** include:

- detail on the extent to which the project meets the DRF Objectives (see section 2.2 of the DRF Guidelines);
- evidence the project is supported by local government[s] and/or relevant communities;
- detail on how the project aligns with any existing state, territory or local government disaster risk reduction policies, risk assessments; and
- detail regarding why this project is not able to be funded through other potentially more appropriate sources.

Disaster Ready Fund, Round One 2023-2024 Form Preview

*

Response is limited to 5,000 characters including spaces

This project will address two of three primary DRF objectives. This project will increase the resilience, adaptive capacity and/or preparedness of Swan Hill and Robinvale by minimising the potential impact of natural hazards and avert disasters related to excess water in the landscape and an inability to move water out of the stormwater system. The installation of new pump wells and floodgates, as well as repairs and replacement of pipelines under levy banks, will give SHRCC the ability to move water out of the stormwater system more quickly and ensure that existing infrastructure is operating properly. This will reduce the exposure to risk, harm and/or severity of flooding impacts, including reducing the recovery burden for SHRCC and the local farming community.

The project is supported by SHRCC and the local community. The SHRCC Council Plan 21-25 has a strategic objective of '...funding replacement of existing infrastructure at the end of its useful life' with an intended outcome stating that, 'Council intends to increase expenditure on infrastructure maintenance and replacement of the four years of the plan. Any other major changes to service levels requiring increased resource requirements will generally be funded externally or from internal efficiencies.' This is supported by the SHRCC Strategic Asset Management Plan 22-25 which outlines how one of the management responses of the SHRCC to climate change influenced increased season weather extremes is to ensure drainage can adequately remove water away from infrastructure. The SHRCC Drainage Asset Management Plan 2021 (DAMP) demonstrates that there is a positive correlation between rainfall volumes and number of complaints made by the local community.

The Mallee CMA Floodplain Management Strategy 2018-28 identifies key infrastructure works for Swan Hill Rural City Council, including reconstruction of the Robinvale levee (already completed), design and reconstruction of a pump station solution to transfer stormwater from low sections of the town to the river side of the Robinvale levee, and remove pipelines from the levee footprint. The project supports the risk management planning of SHRCC, outlined in the DAMP and based on the fundamentals of International Standard ISO 31000:2018. Identified critical assets include drainage outfalls and pump stations. If these critical assets fail via blockage, electrical or mechanical failure there are risks of flooding to properties and in particular flooding to properties upstream of blockage during rain events. The level of service SHRCC is able to provide within the current budget prevents the SHRCC from replacing or renewing critical assets, which creates high risks and impact.

This project is not able to be funded through other sources due to the size of work required and corresponding dollar value. Opportunities to acquire additional funding for large-scale projects related to water management are few and far between. SHRCC has a drainage reserve fund, however the works required significantly exceed the value of the fund. This funding will give SHRCC the opportunity to increase resilience to natural hazards and disasters, reduce community exposure to risk, and reduce the recovery burden for our council and local communities.

Disaster Ready Fund, Round One 2023-2024 Form Preview

Project budget and funding request

* indicates a required field

Project costings

Provide a budget for your project, including the estimated cash value of any in-kind contribution using the [Disaster Ready Fund Round One 2023-24 Indicative Budget Template](#).

The budget provided should cover all elements of the project and detail what the project expenditure will cover.

In-kind contributions are considered a non-cash input, which can be given a cash value. In-kind contributions are for costs directly associated with an approved project. They are not to be used for administrative overheads, ongoing running costs or other core activities of applicant organisations.

Please refer to both Disaster Ready Fund Guidelines for eligible and in-eligible items.

If you are successful in obtaining funding, EMV will determine the amount of GST applicable and add it to grant payments. Please ensure that all listed budget items are GST exclusive.

Required attachment - Indicative Budget *

Attach a file:

You must use the supplied DRF Budget Template

What is the value of DRF funding you are requesting for this project (GST exclusive)? *

Must be a dollar amount.

Enter the funding amount (exclusive of GST) being sought from the Commonwealth through the DRF for the project, excluding co-contributions and GST. There are no minimum or maximum amounts of Commonwealth funding available per project, within the total allocated for 2023-24 of up to \$200 million.

What is the total co-contribution for this project (incl. in-kind, GST exclusive)? *

Must be a dollar amount.

Provide the total co-contribution of cash and/or in-kind that your organisation will make towards this project

Total Project Cost (GST exclusive) *

Must be a dollar amount.

This value should equal the sum of the funding required and all contributions from your organisation and partners. The value here should also match total project expenditure from the section above.

Co-Contribution

Grant funds must be matched by the applicant on at least a 50% basis, either cash or in kind. This can be provided by a single agency or can be from multiple sources (not including

Disaster Ready Fund, Round One 2023-2024 Form Preview

the Australian Government). It is the applicant's responsibility to establish and manage funding arrangements with other sources.

Please provide the total dollar value (\$000s, GST exclusive) of any confirmed and in-principle co-contributions being contributed by the Applicant and participating organisations to the project.

Commonwealth funding from any source (including historical) cannot be used to cover a co-contribution, either fully or in-part. Refer to Section 6 of the Australian Government DRF Guidelines for further information about co-contributions.

Please list your own organisations co-contribution in the first line.

Organisation name	Cash co-contribution confirmed	In-kind cash contribution	In-principle cash contribution	Total co-contribution
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	Must be a dollar amount.	Must be a dollar amount.	Must be a dollar amount.	This number/amount is calculated.

Total co-contribution

\$

This number/amount is calculated.

This value must be equal to or exceed 50% of the total project cost

Is a co-contribution waiver/reduction being sought? *

- Yes No

Co-contribution waiver or reduction

In accordance with section 6.2 of the Australian Government DRF Guidelines, requests for waivers or co-contribution reductions will only be considered in rare and exceptional circumstances. Recent natural disasters or high recent disaster expenditure will not qualify as exceptional circumstances.

Please contact the DRF team at drf@emv.vic.gov.au to discuss any co-contributions or waivers prior to submitting your proposal.

Has this waiver or reduction been discussed with the DRF team at EMV prior to submitting this application? *

- yes no

If a co-contribution waiver or reduction being sought for this project, please provide in the section below:

- the total value and percentage relative to the Commonwealth's contribution that you are seeking to have waived/reduced.
- if seeking a reduction, enter the total value and percentage relative to the Commonwealth's contribution that you expect to provide, and advise whether the co-contribution is already confirmed or anticipated (i.e. in-principle).

Disaster Ready Fund, Round One 2023-2024 Form Preview

In addition and in accordance with Section 6.2 of the DRF Australian Government DRF Guidelines, for all waiver and reduction requests you **must** attach to this submission:

- a supporting business case that provides detailed evidence demonstrating the exceptional circumstances being experienced and how they are preventing you from matching Commonwealth funding; and
- evidence demonstrating your capacity to maintain and fully utilise the project

*

Business case and evidence *

Attach a file:

A minimum of 1 file must be attached.

Has financial assistance previously been or currently being sought or provided through Commonwealth, State or other initiatives to support this project? *

- Yes No

Implementation and Evaluation

* indicates a required field

Provide details on how you will evaluate the impact of the project. *

Describe three changes you will see if the expected outcomes of the project occur (150 words recommended)

The success of this project will be measured against the medium and long term objectives set out in the project logic. Specific indicators of change we expect to see are:

- Swan Hill and Robinvale have adequate storm water and flood prevention infrastructure that reduces the risk of flooding, reduces the possibility of failure of critical infrastructure, improves operational safety and reduces operational risk

Detail how you plan to transition the project to normal business once completed or outline other ongoing funding that will support the continued implementation of the project. *

Upgraded assets will be incorporated into Council's Asset Management Plan and maintenance schedule. Further works to extend the current system to service new or emerging areas in the future will be identified through a strategic planning process.

Provide details on how the project will be managed, including who will manage the project (e.g. agency staff, contractor, consultant, volunteer officer) and what the reporting and management arrangements will be. *

If the project is a collective of more than one organisation, describe the management arrangements, including any subsequent implementation stage(s).

This project will be managed by the Project Management Office (PMO), an in-house office of SHRCC that specialises in managing large scale and complex projects. This Office will be responsible for engaging contractors to undertake the works and ensure that the project is delivered on time and on budget. The PMO will draw support and expertise from Council's Engineering Infrastructure directorate. Project progress will be reported quarterly to council's Executive Team.

Disaster Ready Fund, Round One 2023-2024 Form Preview

Are the resources required to carry out this project already in place (or able to be put in place) so that the project can commence on execution of the Funding Agreement? *

- yes no

Is your project focused on undertaking works or infrastructure construction? *

- yes no

Detail who will be responsible for future maintenance and upkeep *

Swan Hill Rural City Council's Engineering Infrastructure directorate will be responsible for upkeep and maintenance of the new infrastructure constructed through this project. All new or upgraded assets will be including in Council's Strategic Asset Management Plan and relevant Drainage Asset Management Plans to ensure that it is regularly maintained.

Provide evidence that your organisation has the capability and experience to deliver the project, include any previous examples of a good track record for delivering projects on time and meeting project deliverables. *

Swan Hill Rural City Council has undertaken several infrastructure projects of a similar size and varying budgets for their local communities, these include:

- *Swan Hill Soccer Club Pavilion \$1,259,200 27/9/21 to 3/09/22*
- *Ronald St Robinvale Housing Construction \$2,417,176 21/22 FY*
- *Swan Hill Aerodrome Refurbishment & Upgrade \$1,962,505 20/21 FY*
- *Catalina Flying Boat Museum Carpark Upgrade \$443,630 1/3/22 to 4/8/22*
- *Construction of three Netball Courts Robinvale \$750,160 20/21 FY*

These projects were planned, implemented, and acquitted in accordance with funding requirements, as well as meeting the expectations of ratepayers and councilors.

Swan Hill Rural City Council has detailed procurement guidelines that any contractors involved in these projects had to adhere to.

Council can confirm it will deliver the proposed drainage works within the agreed maximum timelines.

Links to other projects

Is this project a stage of a larger project? *

- yes no

Projects that are an element of another larger project will only be considered if it will produce a discrete output that is useable on its own, even if further stages are not funded.

N/A

What are the other stages of the larger project? *

Have you secured funding for any of the other stages of the project? *

- yes no

Disaster Ready Fund, Round One 2023-2024 Form Preview

If yes, describe the other funding. *

N/A

Does this project require a piece of work to be completed first prior to this project being able to commence? *

yes

no

If yes, when will this piece be completed by? *

Disaster Ready Fund, Round One 2023-2024 Form Preview

Will this project produce stand-alone outputs that can be used if other stages do not proceed? *

- yes no

Optional attachments

Proposals may include up to five (5) additional attachments. Attachments may include further information about the proposed project and any strategies or policies the proposed project may relate to. The maximum file size in the application form is 20 megabytes per file.

Attachment name	Optional attachments
Swan Hill Drainage Study (scope)	
Swan Hill Strategic Asset Management Plan	
Council Plan 2021-2025	
Drainage Asset Management Plan 2021	
Mallee CMA Floodplain Management Strategy	
	A maximum of 5 files may be attached.

Declaration

* indicates a required field

CEO/Secretary/Deputy Secretary/Financial Delegate Endorsement

By selecting 'yes' below you are confirming that the appropriate level of authorisation has been obtained (including CEO/Secretary/Deputy Secretary/Financial Delegate).

- I declare that the information provided in this form and attachments are, to the best of my knowledge, true and correct.
- I understand that any omission or false statement may result in the rejection of the proposal or withholding of any funds already approved.
- I understand that Emergency Management Victoria and the National Emergency Management Agency, or their agents, may check any of the statements for the purpose of assessing this proposal, and agree to provide any additional information requested.
- I understand that this is a proposal only and may not result in funding approval.
- I confirm that the contribution/s detailed in this proposal is available for the duration of the project, commencing upon execution of the Australian Government Funding Agreement.
- I confirm that the project is ready to commence once approved.
- I confirm that the outputs of the project are for a public purpose and will be used by my organisation or made available to others for no or a nominal cost.
- I consent to the release of information in the proposal (excluding personal details) for non-commercial public information purposes.

Disaster Ready Fund, Round One 2023-2024 Form Preview

- I understand that the funds are being provided by the Australian Government under the Disaster Ready Act (2019), and the Victorian Government.
- I agree to acknowledge the Australian and Victorian Government funding source publicly as appropriate, should this proposal be successful.

I confirm that the above statements have been read and are agreed to *

Yes No

Selecting 'yes' means that this proposal is endorsed by the applicant's CEO or equivalent

Name of Chief Executive Officer or equivalent *

Scott Barber

Position *

Chief Executive Officer

Phone number *

03 50362337

Email address *

Scott.barber@swanhill.vic.gov.au

Date of endorsement *

15/02/2023

Must be a date.

Project: Flood Asset Infrastructure Upgrade

Applicant: Swan Hill Rural City Council

Total amount sought from the Commonwealth: <insert AUD in \$000s>

#	Milestone	Timeframe	Total budget (\$000s)	Commonwealth contribution (\$000s)	Co-contribution (\$000s)
	<i>Infrastructure Upgrade</i>	<i>Financial Year – as specific as possible</i>	\$	\$	\$
1	<i>Development of Implementation Plan (milestone development, preparation of itemised budget, risk management/mitigation assessment, project plan)</i>	<i>22/23 FY</i>	<i>30,000</i>	<i>15,000</i>	<i>15,000</i>
2	<i>Investigation of Project Options, (incl community consultation where required)</i>	<i>23/24 FY</i>	<i>30,000</i>	<i>15,000</i>	<i>15,000</i>
3	<i>Develop Project Concepts and Designs</i>	<i>23/24 FY</i>	<i>100,000</i>	<i>50,000</i>	<i>50,000</i>
4	<i>Construction of Projects (as follows)</i>				
	- <i>Conversion of major pump to variable speed operation</i>	<i>23/24 FY</i>	<i>90,000</i>	<i>45,000</i>	<i>45,000</i>
	- <i>Installation of two NR flood gates on pipe outlets to Murray river</i>	<i>23/24 FY</i>	<i>10,000</i>	<i>5,000</i>	<i>5,000</i>
	- <i>Investigate and Repair Levee breaches at Robinvale (2 locations)</i>	<i>23/24 FY</i>	<i>150,000</i>	<i>75,000</i>	<i>75,000</i>
	- <i>Construction of six split pump pits (incl installation of penstocks, replacement of existing pipeline to river (butt joint pipe to rubber ring) and reinstatement of levee)</i>	<i>24/25 FY</i>	<i>533,000</i>	<i>266,500</i>	<i>266,500</i>
	- <i>Investigate and repair major cracking on Robinvale levee (2 locations)</i>	<i>23/24 FY</i>	<i>150,000</i>	<i>75,000</i>	<i>75,000</i>
	- <i>Investigate risk to integrity of Robinvale levee due to private and Council pipelines being</i>	<i>23/24 – 24/25 FY</i>	<i>96,000</i>	<i>48,000</i>	<i>48,000</i>

	<i>located under/through levee (approx. 48 No. pipelines)</i>				
	- <i>Replace existing discharge pipelines at Main channel pump station (Swan Hill) to eliminate known pipeline failures and prevent future issues (butt joint pipes to rubber ring)</i>	<i>24/25 FY</i>	<i>252,600</i>	<i>126,300</i>	<i>126,300</i>
	- <i>Contingency (20%)</i>		<i>266,320</i>	<i>133,160</i>	<i>133,160</i>
TOTAL			<i>\$1,707,920</i>	<i>\$853,960</i>	<i>\$853,960</i>

All figures should be GST exclusive. Refer to Section 5 of the DRF Guidelines for eligible and ineligible expenditure types. Eligible expenditure may include:

- *amounts for contingencies*
- *up to \$50,000 to support the development of an Implementation Plan. This cost should be included as a separate line item in the budget table and reflect the anticipated cost attributable to each project. If total implementation plan development costs for all project proposals submitted by a jurisdiction exceed \$50,000, the Commonwealth's contribution to this line item will be capped at \$50,000 per jurisdiction as outlined in Section 5.1 of the DRF Guidelines.*

Project: Flood Asset Infrastructure Upgrade

Applicant: Swan Hill Rural City Council, Victoria

Problem Statement: Council has inadequate drainage throughout Swan Hill and Robinvale, and the urban communities are at significant risk of flooding. The current system is at capacity and below standard as a result of changing climate and improved understanding of historic event information. Antiquated systems at high risk of failure also present WHS hazards and risks to first responders during flood events. *<indicate the underlying issue that you are trying to address. Maximum 400 characters including spaces>*

Solution/Goal: The aim of this project is to improve drainage and flood protection infrastructure to ensure flood resilience in a changing climate. Projects will include upgrade to pipe networks, pump stations, pump wells, Council owned levee banks and flood gates to increase operational efficiencies of existing drainage/flood infrastructure and to reduce safety and risk hazards. *<explain how you intend to address the issue outlined in your problem statement. Maximum 400 characters including spaces>*

→→→ →→→ Your planned work →→→ →→		→→→ →→→ Your intended results →→→ →→→	
Inputs	Outputs:	Short to medium-term outcomes (2024)	Long-term outcomes (2025)
With Commonwealth support, Swan Hill Rural City Council will provide the following resources: <ul style="list-style-type: none"> - Project management office staff to oversee the project - Co-contribution of \$853,960 to fund improvement works on existing main pump, pump wells to house penstocks, pipe replacements (butt joint to rubber ring) and flood gates at Swan Hill, and Robinvale 	<ul style="list-style-type: none"> - Upgrade of main pump - 459m of pipe replacement works - 6 pump wells with penstocks - 2 x flood gates - Investigation into, and repair of, major cracking in Robinvale levee - Investigation and repair of Robinvale levee breaches - Investigation determining Robinvale levee integrity 	Improve operational safety during flood events Reduce operational risk during flood events Protect levee integrity in both Robinvale and Swan Hill	Swan Hill and Robinvale have adequate storm water and flood prevention infrastructure that reduces the risk of flooding.
Assumptions: The proposed works are appropriate for reducing the risk of flooding to the community and, improving WH&S and reducing operational risk. Modelling and data are sufficient to inform decision making. Project stakeholders and community members are adequately informed.		External factors: Other environment disasters (e.g., drought, fire) will change government priorities. Changes to site access for works and upgrades resulting in delays to work schedules	

2.6 Council Plan 4th quarter progress report (KSI's) June

Responsible Officer: Bhan Pratap, Director Corporate Services

File Number: S16-28-03

Purpose: For Decision

Council Plan Strategy Addressed

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.3 Bold leadership, strong partnerships and effective advocacy

4.3.1 Create meaningful partnerships across our communities

4.3.2 Strong relationship with State and Federal governments to influence advocacy and funding opportunities

4.3.3 Working together in promotion of the municipality

Current Strategic documents

Council Plan

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

The purpose of this report is to present the fourth quarter progress update of Council's performance against the Council Plan 2021-2025. The period reported is from 1 April 2023 to 30 June 2023.

The quarterly progress report, provided as an attachment, offers a summary of the progress against the four Council Plan areas; Liveability, Prosperity, Harmony and Leadership.

Regular reporting to Councillors and the community is a key principle of transparency and good governance. This quarterly report is provided to Council and published online for the community to access to give Councillors and the community the confidence that Council is on track to meet its published commitments.

Discussion

In accordance with Section 90 of the *Local Government Act 2020*, Council developed and adopted a four-year Council Plan on 26 October 2021.

The plan is a strategic document outlining what Swan Hill Rural City Council will do to help achieve Council's and the community's vision for the municipality.

The plan describes Council's priorities and outcomes for its four-year term and how these will be resourced.

The plan has been divided into four strategic pillars:



Liveability

We will be a healthy, connected and growing community supported by a range of infrastructure and services.



Prosperity

We will continue to build and strengthen a prosperous local economy, through sustainable growth and education. We will focus on creating jobs and wealth through adding value to existing strengths in all areas of our economy.



Harmony

We will be a welcoming community for all, recognised for our maturity and respect for each other.



Leadership

We will ensure accountable leadership, advocacy and transparent decision making.

This report provides the fourth quarter update in relation to the actions taken and progress made to achieve these goals and strategic initiatives in the 2022/23 financial year.

Regular reporting to Councillors and the community is a key principle of transparency and good governance. This report will be provided to Council on a quarterly basis and published online for the community to access.

During the past quarter Council has made progress on the following objectives:

1.1.1.7. Develop a Small Town Strategy - Small Town residential land audit draft has been completed and has been reviewed by officers. A report detailing the study and its findings will be brought to Council later this year.

1.2.1.2. Prepare an advocacy document for renewable energy resources in the municipality - Upon further review of the draft and in light of recent developments, additional information was required to be incorporated into the draft document, it will now be taken to an Executive Leadership Team meeting in Q1 of 2023/24.

1.3.1.3. Support initiatives leading to better outcomes for children and families
The Swan Hill Pregnancy and Early Years Expo was held on 4 May 2023. The Expo was well supported by local services. 104 adults, 68 children and 45+ service providers attended the expo. Feedback received (from 49

evaluations) will be considered in future planning. SHRCC Maternal and Child Health Service will participate in a Pregnancy and Early Years Expo in Robinvale on 8 Sept 2023.

2.2.1.2. Continue to support existing businesses to grow through the implementation of the Better Approvals process - Better Approvals team will be merged into a new group following Council's participation in a pilot study that focused on streamlined approvals for business.

2.3.2.1. Complete road network services review, identify and pursue funding opportunities, focusing on the agricultural sector and industry - Work was completed the High Performance Freight Vehicle (HPFV) strategy for both Council and Gannawarra Shire. This strategy will be used for future grant fund applications and advocacy. Final study report was presented and well received at the March Council meeting and will be used for prioritising road projects for future grant applications and Council works programs.

3.2.2.3. Proactively support leadership within our Aboriginal community - Action Plan to be prepared on how to advance this process. Council needs to be briefed on the treaty process being undertaken by the State Government and the Traditional Owners. Terms of Reference for advisory group drafted.

3.2.3.1. Investigate and seek funding for Aboriginal tourism opportunities – Funding application for Pental Island planning was successful. Consultants engaged and completed their work in June 2023. Final Pental Island plan presented to Council and adopted in June 2023. Funding being sought to implement Pental Island Plan.

4.1.2.1. Implement a Project Management Framework and system - Training and roll out of project management framework (PMOF) completed in May 2023. A new reporting method introduced to capture progress of major projects. Launch of PMOF took place in early June 2023, ongoing with specific support and training to continue. Project Approval Committee (PAC) meetings have commenced and will continue monthly.

The following objectives were marked from Not Started to In Progress during fourth quarter:

4.2.2.1. Maximising the opportunities for Councillors and senior staff to represent Council at relevant community meetings, functions and events – Chief Executive Officer (CEO) and Deputy Mayor joined Murray River Group of Council's on an advocacy trip to Canberra. Mayoral or CEO visits to Robinvale to meet with Community members monthly. Mayor and Senior Staff met with Minister Shing for Regional Development in Robinvale

on 20 April 2023. Robinvale Concept design workshop for residents to attend on 18 May 2023. Drop in sessions were held in Robinvale for the skatepark and natureplay. Community Comfort centre biggest morning tea attended by 2 Councillors and Director. PS Gem Exhibition opening 22 June 2023 attended by Councillors and Senior Staff. Pental Island Group re started. Community group engagement in relation to key projects for example the Art Gallery and Cultural and Tourism Hub.

The following objectives were marked as complete and ongoing during fourth quarter:

1.3.2.1. Reinvigorate performance spaces across the area, including Robinvale Community Art Centre - Hoyts digital projector installed and the first movie night using new projector took place. A matinee movie session for families took place with an evening session taking place for teenagers. 80 attended over the two sessions. Robinvale Ballet Guild presented its first workshop with the Victorian State Ballet on Feb 2023. Fly Tower has been inspected and the stage is now operational. Joe Avati took place and attracted 175 attendees. Three movie session have taken place. The Merinda's are scheduled to perform as part of NADOC week on 5 July 2023.

4.3.1.2 Support Robinvale with its Committee for Robinvale Euston (C4RE) - Robinvale Euston Workforce Network (REWN) established with external funding in May 2022, and Council is a partner with the Coleman Foundation program in Robinvale which supports the REWN. The REWN has now met in February 2023 and is overseeing a suite of Government grants, which is refining the governance structure into a formal entity. Three projects have been supported to assist improving the local workforce.

The following objectives were marked as Complete during the quarter:

2.1.2.1. Establish a Terms of Reference and develop an Annual Plan with the AgriBusiness Advisory Committee - Committee Terms of Reference was reviewed and updated to include a bimonthly meeting. Committee now meeting every second month and has new members. Focusing on key issues relating to agriculture. The Annual Plan to be reviewed to ensure maximum benefit for Council. Report required to go to the Executive leadership team on reviews.

The following objectives were marked In Planning during the quarter:

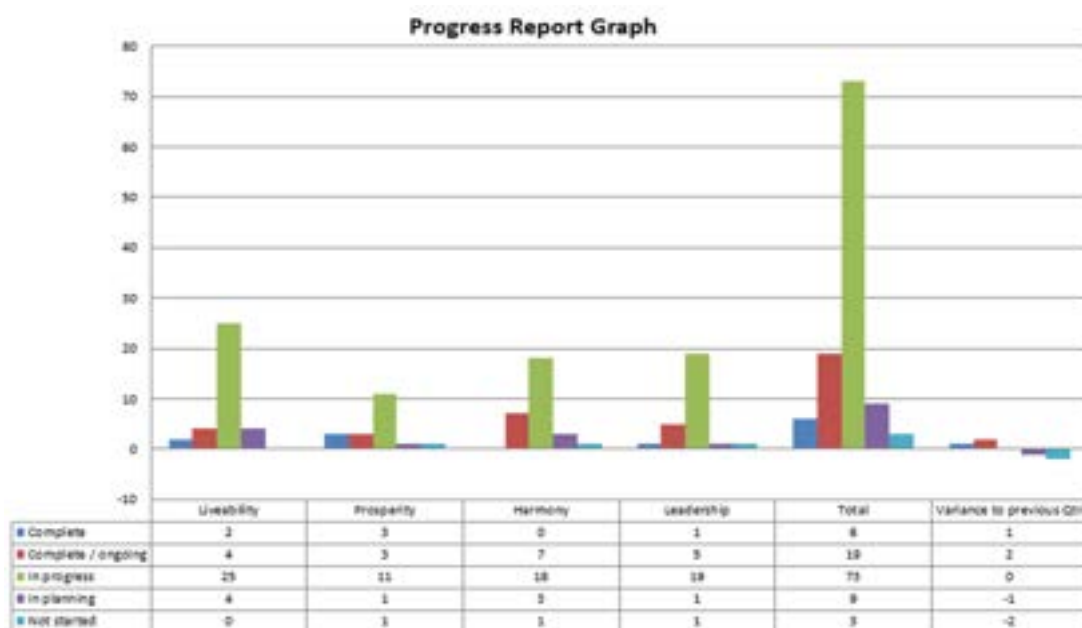
4.2.2.3 Arrange structured tours of the municipality where Councillors and senior staff meet with key community groups – Nyah and Nyah West tour and Robinvale business mixer for Councillors and Senior Staff planned for July 2023.

Mayor and CEO met with various Victorian Ministers on the housing issues across our municipality. Pentel Island Tours and engagement being planned.

The following objectives were marked from In Planning to Not Started during the quarter:

3.2.1.3. Support our Aboriginal community to work towards a treaty or treaties-
Extra funding for Aboriginal support needs to be achieved to enable this work to proceed.

Progress Report Graph



Consultation

Council consulted the community during the development of the Council Plan 2021-2025

Financial Implications

This report contains no financial implications, however many of the initiatives contained within the Council Plan requires Council to allocate funds in its 2022/23 budget to implement the Council Plan.

Social Implications

The report is provided and made available to the community to increase awareness of the activities of Council, provide a mechanism for transparency and could increase community involvement in decision making at Council level.

Economic Implications

Implementation of the actions will improve a number of economic outcomes for our community.

Environmental Implications

Implementation of the actions will improve a number of environmental outcomes for our community.

Risk Management Implications

Council is required to be compliant with the *Local Government Act 2020* regarding the Council Plan and annual reporting. This quarterly report supports that compliance

Attachments: 1. Council- Plan- Progress- Report June+-2023 [2.6.1 - 32 pages]

Options

1. That Council adopts the fourth quarter Council plan progress Report 2022/23 as presented.
2. That Council adopts with changes to the fourth quarter Council plan progress Report 2022/23.

Recommendation/s

That Council adopts the fourth quarter Council plan progress Report 2022/23 as presented

CM 2023/24 Motion

MOVED Cr Jeffery

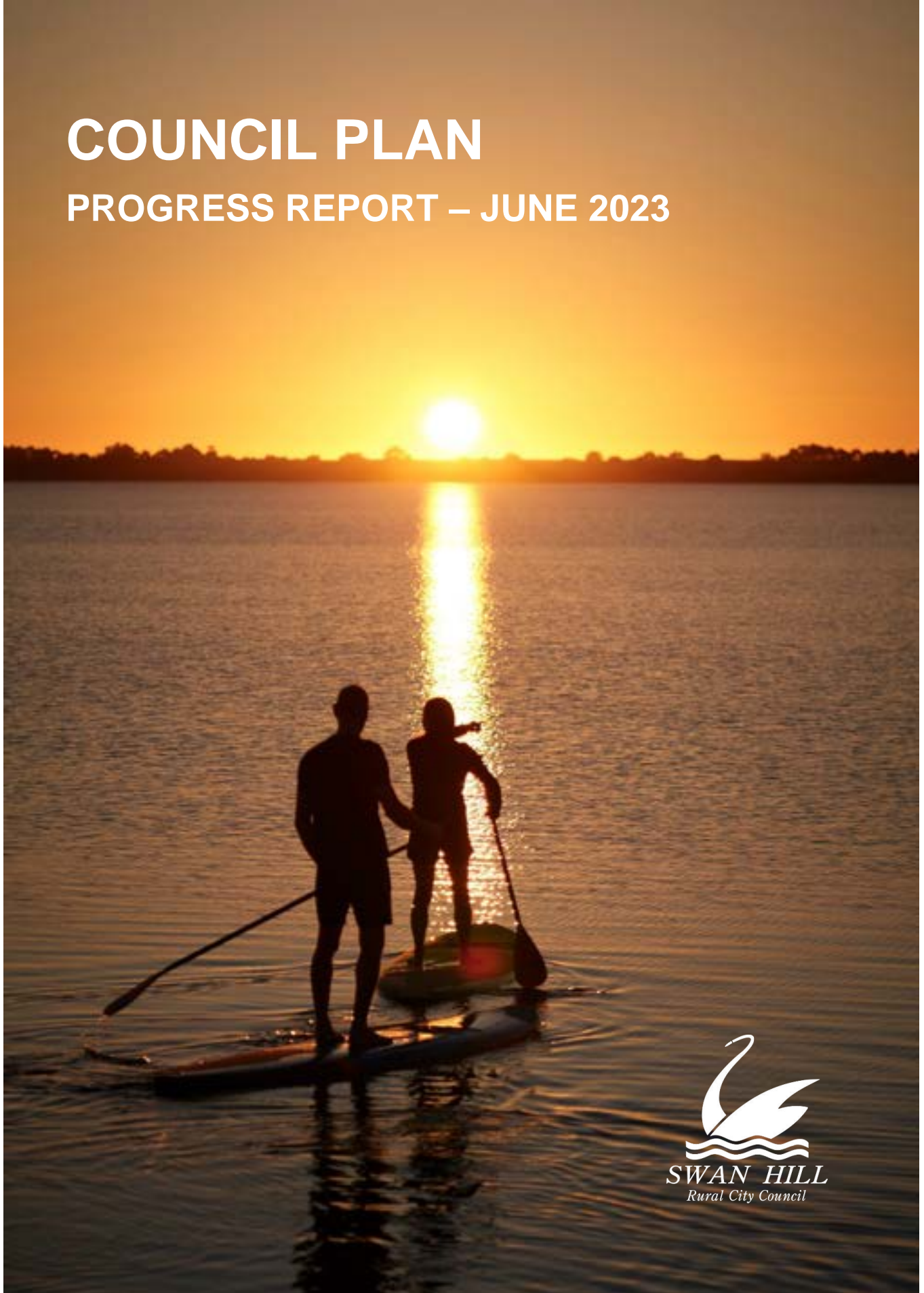
That Council adopts the fourth quarter Council plan progress Report 2022/23 as presented

SECONDED Cr Moar

The Motion was put and CARRIED 7 / 0

COUNCIL PLAN

PROGRESS REPORT – JUNE 2023



CONTENTS

Introduction	2
Overall results snapshot	3
Strategic Pillars	6
Liveability	8
Prosperity	16
Harmony	20
Leadership	24

INTRODUCTION

What is the Council Plan?

The Council Plan is a strategic document outlining what the Swan Hill Rural City Council (Council) will do to achieve Council's and the community's vision for the municipality. The 2021-2025 plan describes Council's Strategic Initiatives for its four-year term.

The Council Plan is an important document that drives everything the Swan Hill Rural City Council does over a four- year period. It sets the vision, priorities and outcomes for Council's term and lists how progress will be measured. The plan guides Council's annual budget, which determines the projects, services, events and other initiatives that will be funded and delivered in the next financial year.

Council is held accountable for its progress on the Council Plan's outcomes through quarterly progress reports, and annually in the Swan Hill Rural City Council's Annual Report.

How we will track and measure our progress

Each of the Council Plan Initiatives has a number of actions that will track Council's progress. Council will report on its progress in completing the four-year priorities quarterly with updated progress commentary.

All actions will be marked with the following symbols to represent their current status:



Complete - the action has been completed.



Complete/ongoing - actions that span over a number of years that cannot be marked as completed until later years.



In progress - these actions are past the planning phase, and are in progress towards completion.



In planning - actions that are not complete or in progress but actions have been taken are marked as in planning stage.

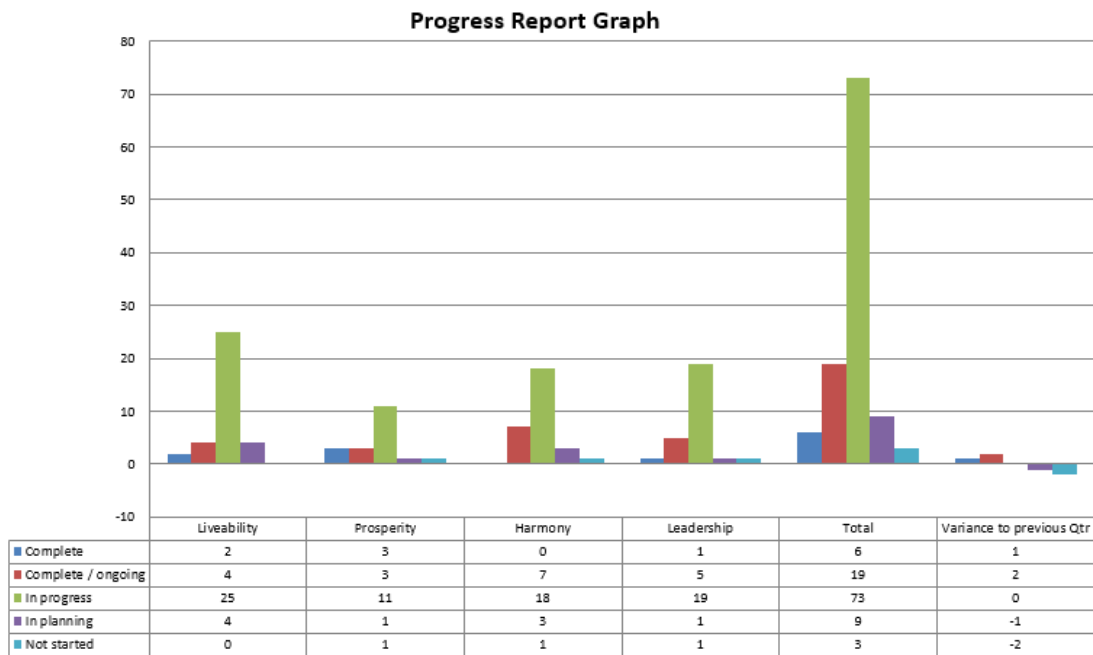


Not started - actions that have not been commenced at the time of reporting.

OVERALL RESULTS SNAPSHOT

The Council Plan 2021-25 includes 29 initiatives and 110 actions through which the achievement of the Council Plan may be measured over its four-year term.

Each action has a nominated responsible officer who is a member of the Leadership Team, reflecting the importance placed on achieving targets. As some objectives/actions span over a number of years they cannot be marked as completed until later years.



Council has made progress on the following:

- 1.1.1.7. Develop a Small Town Strategy** - Small Town residential land audit draft has been completed and has been reviewed by officers. A report detailing the study and its findings will be brought to Council later this year.
- 1.2.1.2. Prepare an advocacy document for renewable energy resources in the municipality** - Upon further review of the draft and in light of recent developments, additional information was required to be incorporated into the draft document, where it will now be taken to an Executive leadership team meeting in Q1 of 2023/24.
- 1.3.1.3. Support initiatives leading to better outcomes for children and families** - The Swan Hill Pregnancy and Early Years Expo was held on May 4th 23. The Expo was well supported by local services. 104 adults, 68 children and 45+ service providers attended the expo. Feedback received (from 49 evaluations) will be considered in future planning. SHRCC Maternal and Child Health Service will participate in a Pregnancy and Early Years Expo in Robinvale on September 8th 2023.
- 2.2.1.2. Continue to support existing businesses to grow through the implementation of the Better Approvals process** - Better Approvals team will be merged into a new group following Council's participation in a pilot study that focused on streamlined approvals for business.
- 2.3.2.1. Complete road network services review, identify and pursue funding opportunities, focusing on the agricultural sector and industry** - Consultants completed the High Performance Freight Vehicle (HPFV) strategy for both Council and Gannawarra Shire. This strategy will be used for future grant fund applications. Final study report was presented and well received at the March Council meeting and will be used for prioritising road projects for future grant applications and Council works programs.
- 3.2.2.3. Proactively support leadership within our Aboriginal community** - Action Plan to be prepared on how to advance this process. Council needs to be briefed on the treaty process being undertaken by the State Government and the Traditional Owners. Terms of reference for advisory group drafted.
- 3.2.3.1. Investigate and seek funding for Aboriginal tourism opportunities** - Funding application for Pentland Island planning was successful. Consultants engaged and completed their work in June 23. Final Pentland Island plan presented to Council and adopted in June 23. Funding being sought to implement Pentland Island Plan.
- 4.1.2.1. Implement a Project Management Framework and system** - Training and Roll out of project management framework (PMOF) completed in May 23. A new reporting method introduced to capture progress of major projects. Launch of PMOF took place in early June 23, ongoing with specific support and training to continue. Project Approval Committee (PAC) meetings have commenced and continue monthly.
- 4.1.3.2. Working to budget and ensure future planning to meet financial needs** - The 2023/24 Budget is to be adopted at the June Council meeting. The budget has been prepared using the prescribed rate cap of a 3.5% increase and is expected to deliver over \$30M in capital works projects. The result for the 2022/23 year is forecast to be \$894K better than budget.

The following objectives were marked from Not Started to In Progress during fourth quarter:

4.2.2.1. Maximising the opportunities for Councillors and senior staff to represent Council at relevant community meetings, functions and events - Chief Executive Officer (CEO) and Deputy Mayor joined Murray River Group of Council's on an advocacy trip to Canberra. Mayoral or CEO visits to Robinvale to meet with Community members monthly. Mayor and Senior Staff met with Minister Shing for Regional Development in Robinvale on April 20. Robinvale Concept design workshop for residents to attend and on 18 May. Drop in sessions were held in Robinvale for the skatepark and natureplay. Community Comfort centre biggest morning tea attended by 2 Councillors and Director. PS Gem Exhibition opening 22 June attended by Councillors and Senior Staff. Pental Island Group re started. Community group engagement in relation to key projects for example the Art Gallery and Cultural and Tourism Hub.

The following objectives were marked as complete and ongoing during fourth quarter:

1.3.2.1. Reinvigorate performance spaces across the area, including Robinvale Community Art Centre - Hoyts digital projector has been installed and the first movie night using new projector took place. A matinee movie session for families took place with an evening session taking place for teenagers. 80 attended over the two sessions. Robinvale Ballet Guild presented its first workshop with the Victorian State Ballet on Feb 23. Fly Tower has been inspected and the stage is now operational. Joe Avati took place and attracted 175 attendees. Three movie sessions have taken place. The Merindas are scheduled to perform as part of NADOC week on July 5.

4.3.1.2 Support Robinvale with its Committee for Robinvale Euston (C4RE) - Robinvale Euston Workforce Network (REWN) established with external funding in May 2022, and Council is a partner with the Coleman Foundation program in Robinvale which supports the REWN. The REWN has now met in February and is overseeing a suite of Government grants, which is refining the governance structure into a formal entity. Three projects have been supported to assist improving the local workforce.

The following objectives were marked as complete during fourth quarter:

2.1.2.1. Establish a Terms of Reference and develop an Annual Plan with the AgriBusiness Advisory Committee - Committee Terms of Reference was reviewed and updated to include a bimonthly meeting. Committee now meeting every second month and has new members. Focusing on key issues relating to agriculture. The Annual Plan to be reviewed to ensure maximum benefit for Council. Report required to go to the Executive leadership team on reviews.

The following objectives were marked In Planning in fourth quarter:

4.2.2.3 Arrange structured tours of the municipality where Councillors and senior staff meet with key community groups - Robinvale tour and business mixer for Councillors and Senior Staff planned for July 2023. Mayor and CEO met with

various Victorian Ministers on the housing issues across our municipality. Pental Island Tours for and engagement being planned.

The following objectives went from In Planning to Not Started in fourth quarter:

3.2.1.3. Support our Aboriginal community to work towards a treaty or treaties - Extra funding for Aboriginal support needs to be achieved to enable this work to proceed.

STRATEGIC PILLARS

The Community Vision is supported by four themed pillars – which form the key directions and focus of this Council Plan.

Our vision for the municipality anchors and connects these pillars to deliver real outcomes for the community.



Liveability

We will be a healthy, connected and growing community supported by a range of infrastructure and services.



Prosperity

We will continue to build and strengthen a prosperous local economy, through sustainable growth and education. We will focus on creating jobs and wealth through adding value to existing strengths in all areas of our economy.



Harmony

We will be a welcoming community for all, recognised for our maturity and respect for each other.












Leadership



We will ensure accountable leadership, advocacy and transparent decision making.










1. We will be a healthy, connected and growing community supported by a range of infrastructure and services






1.1. A modern municipality: Vibrant, connected and resilient				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
1.1. Attractive urban areas and regional townships	1.1.1.1. Finalise and implement rural living / rural residential strategy	2022/23	In Progress 	A brief for additional work to complete the Study has been finalised and distributed for select request for quote.
	1.1.1.2. Complete stage 1 of Vibrant Villages project	2021/22	Complete 	Vibrant Villages stage 1 project completed (re: \$500,000 RDV funding) Nyah, Nyah West, Lake Boga and Woorinen.
	1.1.1.3. Continue to implement relevant actions of the Swan Hill Riverfront Masterplan.	2021-2025	In Progress 	Monash Drive Carpark / Path upgrade completed. Draft Update Landscape Masterplan - Swan Hill Riverside Park - including Splash Park, Wharf and Pond upgrades completed. Irrigation works currently under construction. Clearance and site works completed former graincorp site. Initial meeting of the Swan Hill Railway overpass conducted. Board walk project has commenced. Preparing for the Swan Hill Light Show.
	1.1.1.4. Complete and implement the Robinvale Riverfront Masterplan	2021-2025	In Progress 	Robinvale Riverfront Master Plan 2022 completed including public exhibition period. Feedback provided back to Council and draft to be adopted early 2023. Funding in the order of \$1.5m has been received to support the development new active & nature play precinct at Centenary Park. Works to commence on Skate Park August 2023 and final designs on playground in July 2023.
	1.1.1.5. Develop Nyah Riverfront Masterplan	2021/22	In Progress 	Funding received to support activating Nyah West community park, including new toilet facilities, stage and power upgrade. Toilet block position finalised after consultation with community, during May 2023 with final discussions being conducted on the site of BBQ shelter. Final consultation being undertaken to determine sites for infrastructure.
	1.1.1.6. Develop Boundary Bend Riverfront Masterplan (Pending funding)	2022-2025	In Planning 	No funding in this year's budget for this project - will commence once funding is available. A project bid will be made as a part of the 23/24 Budget process. Deferred to the 24/25 budget process.



	1.1.1.7. Develop a Small Town Strategy	2022/23	In progress 	Small Town residential land audit draft has been completed and has been reviewed by officers. A report detailing the study and its findings will be brought to Council later this year.
1.1.2. Ensure adequate provision of a variety of safe and secure housing	1.1.2.1. Explore the development or sale of Council and other government land in urban areas	2022/23	In Progress 	Council continues to review land ownership with a view for development or sale. For example Feldtmann Lane and development of land in Ronald Street, Robinvale for housing.
	1.1.2.2. Develop and build houses on Council owned property	2021-2025	In Progress 	Ronald St Project - Four houses from stage 1 have sold. Preparations for the next four houses (stage 2) underway.
	1.1.2.3. Continue to Implement the Robinvale housing strategy	2021-2025	In Progress 	Three funded projects are underway to help in the provision of housing across the municipality. Two projects relate specifically to Robinvale - Seasonal Workers Accommodation Program and Robinvale housing Investment Strategy. The construction of 4 dwellings in Ronald Street is complete.
	1.1.2.4. Continue development of Tower Hill stages	2021-2025	In Progress 	Stage 13 released and sold as at 31 December 2021. Stage 14 construction completed, remaining lots are on the market. Stage 15 construction commenced and will be available for sale at the end of 2023.
	1.1.2.5. Assist South West Development Precinct developers	2021-2025	In Progress 	This is ongoing as developers require assistance.
1.1.3. Excellent transport links to allow ease of movement	1.1.3.1. Advocate for a review of the Swan Hill Town Bus route	2022/23	In Progress 	Letter has been sent to PTV and local MPs advocating for review of the Swan Hill Town bus route in light of the growth of the town and ongoing requests from the community for new bus stops. Ongoing and regular communication occurs with PTV (every two months). Response from PTV was appreciative of the request to review the current bus routes due to changing community expectations and needs, however there is limited funding available to provide a review at this stage. Representations will continue to be made to PTV, particularly as subdivision development proposals are now being received for the South West Development area. This is an on-going Process
	1.1.3.2. Advocate for the completion of the Murray Basin Rail Project	2021-2025	In Progress 	Council continues to support the Rail Freight Alliance and its work in advocating for the completion of the Murray Basin Rail Project. Council has previously signed a petition seeking additional State government funding and has acknowledged the Federal Government's contribution of a further \$200m for the completion of the project.
	1.1.3.3. Advocate for the continual improvement of the Murray Valley Highway and upgrade of the Robinvale Sea Lake Road	2021-2025	In Progress 	Recent improvements to Murray Valley Highway following adoption of the Central Murray Regional Transport Strategy several years ago include completion of enhancements to the Lake Charm to Lake




				Boga section and construction of truck stops/rest areas between Robinvale and Swan Hill. A list of possible improvements has been provided to the department of transport for inclusion in the Murray Valley Highway strategy.
1.1.3.4. Actively participate in the Central Murray Regional Transport Forum	2021-2025	Complete and Ongoing		The reconvened Central Murray Regional Transport Group had a meeting on 29th June 23.
1.1.3.5. Implement relevant actions from the CMRT strategy	2021-2025	Complete and Ongoing		Finalised the study for A-Double access jointly with Gannawarra Shire. Received the final report with recommendation for improvements and gaps. The Freight Road Network Mapping and Infrastructure Investment Report was presented to Council 21st March 23.

1.2. Careful and responsible management of our Environment for a sustainable future				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
1.2.1. Engage, empower and mobilise communities to prepare for, adapt to and mitigate the effects of a changing climate	1.2.1.1. Support initiatives that align with policy such as the Circular Economy and provide tangible outcomes for the community, for example: ↑ cleaner air for all, quality and smell ↓ litter, roadside dumping, co-mingling waste	2021-2025	In Planning 	Grant fund RV Household Education and Behaviour Change Fund - Round 2 was successful (\$60,918 Ex GST), inception meeting was held on Thurs 2 June 2022. Grant fund Deed signed 17 June 2022. The project aims to educate and help residents to quickly adapt to and correctly use new household recycling and waste services. Council has been advised of success in two more grant fund applications: Stage 2 of Compost Facility Infrastructure \$961,400 and Transfer Station Upgrade Fund Rd 2 \$296,350. Grant application is being prepared for the purchase of a high compression mobile plastic baler through the SV Circular Economy Councils Fund Rd 3 program. Following great success with the Ag Plastic recovery trial at Swan Hill landfill late last year, a huge opportunity exists within the Loddon/Mallee region for such a facility. Grant fund is based on a 5 to 1 co-contribution arrangement. Further grant applications will be submitted when opportunities arise. No advice received as yet on SV Circular Economy Councils Fund Rd 3 application.
	1.2.1.2. Prepare an advocacy document for renewable energy resources in the municipality	2022/23	In Progress 	Upon further review of the draft and in light of recent developments, additional information is required to be incorporated into the draft document, it will be taken to an Executive Leadership Team meeting in Q1 of 2023/24.
	1.2.1.3. Develop drainage strategies for key urban areas in the municipality	2023/24	In Planning 	A brief is being prepared to engage a consultancy to prepare a city-wide drainage strategy. During the major projects budget process for 23/24 FY, Council has allocated a further \$82,000 to this project for the development of a drainage model. The drainage model will help define appropriate drainage projects to support the drainage strategy. This project has also been submitted as an application, on 16 Feb 2023, under the Disaster Ready Fund (DRF) Rd 1. A Request for quote (RFQ) for this project was advertised and has now closed. Submissions are currently being assessed to determine a preferred consultant to undertake the project. Unfortunately Council was unsuccessful with its submission to DRF Rd 1 for this project.
	1.2.1.4. Implement effective diversion and reuse of waste resources	2022/23	In Progress 	A grant application has been made for the implementation of a mattress recycling process to a value of \$355k. Council was successful in its application for a Mattress Processing Facility (Grant value \$167,500 with dollar for dollar contribution from Council). Deed of agreement still to be received and signed. Site inspection has been undertaken to determine the best

				location for the mattress facility. Site survey has been completed and draft layout plans prepared. Mattress project progressing.
	1.2.1.5. Develop irrigation strategies for key urban areas in the municipality	2022/23	In Progress 	Strategy document under development with aim to control irrigation online. Riverside park project is expected to be completed in the next quarter. Riverside Park Irrigation Upgrade still not complete. Waiting on connection of recent power upgrade at Milloo St Pump Shed. New irrigation system currently being installed on Monash Drive opposite Pioneer Settlement. Cloud based controller units (control irrigation on phone/laptop) being installed at Showgrounds and Alan Garden Reserve sports fields. All grounds to get upgrade before end of financial year. McCallum St irrigation project completed using cloud based controller units. Cloud based controller units being rolled out on all sports fields. Currently installed at the Showgrounds and Tyntynder grounds. Works to install on remaining grounds will continue. All parks within 1.5k of controller will have receivers installed, which will result in parks/sports fields irrigation controlled from phones, tablets and/or laptops. All new controllers have been installed on sports fields and major reserves. Audit now commencing on where to install relay receivers.
1.2.2. Accessible open spaces and healthy rivers and lakes	1.2.2.1. Improve the presentation of the Lake Boga foreshore and its environs in collaboration with the community	2021-2025	In Progress 	An irrigation plan and cultural heritage assessment completed and approved for the southern end of Lake Boga (between Caravan Park and housing estates). A draft landscape master plan for this section of public land completed with feedback sought from stakeholders within Council and the community. Consultant developed plans but no funding to deliver project... Parks and Gardens team have met with PMO on 9/3/23 to review plans for Lake Boga Foreshore Irrigation Project. "must have" components of project requested were 1. PMO to allow for reinstatement in initial cost. 2. GSI cloud based controller to align with other units currently being installed 3. Roller door on pump shed 4. Town water for BBQ facilities. Project has gone out for tender and submissions are currently being evaluated. Works expected to commence at the start of spring. Irrigation design and construct works at Lake Boga Skate Park awarded. Works have commenced and Estimated project completion is 31st July.
	1.2.2.2. Prepare a Murray River and lakes access strategy for the municipality incorporating - camping / walking and bike tracks	2024/25	In Progress 	Working in partnership with Murray Regional Tourism (MRT) Council represented on the Murray River Art Trail (MRAT) working with the committee developing the plans. Consultants to be appointed next quarter.





1.3. Building Healthy Communities				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
1.3.1. Encourage active and healthy lifestyles for people of all ages, abilities and interests	1.3.1.1. Continue to implement master plans for all recreation facilities	2021-2025	In Progress 	Consultant awarded for the Swan Hill Sporting Hub Designs and Governance Model and the draft government report received for the Swan Hill Sporting Hub. (\$300,000 Sport Recreation Victoria (SRV) funding.) Robinvale Recreation Reserve sports oval lighting upgrade on track for completion very soon (re: \$250,000 SRV funding) Swan Hill showgrounds sport and recreation reserve masterplan currently being developed. Nyah pavilion changeroom refurbishment design underway and successful funding via LRC14 for project delivery.
	1.3.1.2. Develop detailed plans for the Lake Boga - Swan Hill trail	2022/23	In Planning 	Economic Community Development preparing brief to engage a consultant for reviewing the alignment of the path.
	1.3.1.3. Support initiatives leading to better outcomes for children and families	2021-2025	In Progress 	The Swan Hill Pregnancy and Early Years Expo was held on May 4th 23. The Expo was well supported by local services. 104 adults, 68 children and 45+ service providers attended the expo. Feedback received (from 49 evaluations) will be considered in future planning. SHRCC Maternal and Child Health Service will participate in a Pregnancy and Early Years Expo in Robinvale on September 8th 23.
	1.3.1.4. Partner with agencies to address preventable illnesses and active lifestyles	2021-2025	In Progress 	Council services continue to partner with other agencies and networks on health and wellbeing initiatives benefitting all age cohorts, from early years to youth and elderly. These partner organisations include Swan Hill District Health, Mallee Family Care, Robinvale District Health, Robinvale Our Place, headspace, Murray Valley Aboriginal Cooperative. Recently Council has been participating in an initiative led by the Centre for Excellence in Rural Sexual Health to trial a Sexually Transmitted Infection test vending machine that will be trialled in Swan Hill.
1.3.2. Spaces where people of all ages, abilities and backgrounds can flourish	1.3.2.1. Reinvigorate performance spaces across the area, including Robinvale Community Art Centre	2022/23	Complete and ongoing 	Hoyts digital projector has been installed and the first movie night using new projector took place. A matinee movie session for families took place with an evening session taking place for teenagers. 80 attended over the two sessions. Robinvale Ballet Guild presented its first workshop with the Victorian State Ballet on Feb 23. Fly Tower has been inspected and the stage is now operational. Joe Avati took place and attracted 175 attendees. Three movie sessions have taken place. The Merindas are scheduled to perform as part of NADOC week on July 5th 23.







	1.3.2.2. Incorporate child and family-friendly principles into development of outdoor spaces	2022/23	In Progress 	A Child Safe Standard One Self Audit tool was developed and distributed to members of the Leadership Team in April/May 2023. Results of the tool indicate that some Council service areas are committed and taking meaningful action to progress compliance with Standard One.
	1.3.2.3. Review and implement the public art policy	2021/22	Complete 	Public Art Policy formally adopted by Council 15 March 2022.




1.4. Foster Creative and Cultural opportunities				
TRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
1.4.1. Promote and celebrate the creative and cultural pursuits within the region	1.4.1.1 Deliver creative industries projects across the region	2022/23	In Progress 	Continuing inter LGA and interstate opportunities using the Australian Creative Rural Economy (ACRE) Project as a vehicle. Currently planning for ACRE 2023 in partnership with Regional Arts Victoria, South West Arts NSW, Hay Shire Council and Murray River Council. Go North Arts Festival to support ACRE residency outcomes. Facilitated various workshops for local creatives
	1.4.1.2. Support local creatives in developing their businesses (Arts Action)	2022/23	Complete and Ongoing 	Local artist solo exhibition in Main Gallery. Planning for local First Nations group exhibition mid-year. Facilitated various workshops for local creatives. Commissioning local artists to deliver workshops at Go North Arts Festival.
	1.4.1.3. Enhance artistic outreach programs in smaller towns and communities, including Fairfax Youth Initiative and ACRE programs	2022/23	In Progress 	Successful grant, receiving \$50,000 from Festivals Australia. Mallee. New Town Hall website created. Events supported or produced by council in the region has been implemented. First of the Under The Stars series took place featuring Rockwiz Live (over 800 attended). A large number of the audience were from the surrounding towns and regional areas. Keep The Circle Unbroken presented by SHTHPA featuring 3 local artists was enthusiastically appreciated. The first Twilight Arts Market was presented at the Town Hall with over 1000 attending. A new director and coordinator for the Fairfax Youth Initiative have been appointed under procurement contract role as part of the successful \$251,000 grant for Fairfax. Unplugged at The Bar an acoustic series at the Cafe bar area has had two performances, Mully's Place is now the official name for the Cafe bar area. Victorian State Ballet presented Snow Queen to over 400 attendees.









2. We will continue to build and strengthen a prosperous local economy, through sustainable growth and education. We will focus on creating jobs and wealth through adding value to existing strengths in all areas of our economy

2.1. Effective partnerships for prosperity				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
2.1.1. Support diverse educational opportunities that fosters life-long learning	2.1.1.1. Establish an effective relationship with the education sector through regular engagement	2022/23	In Progress 	Regular meeting with SuniTAFE to consider shared opportunities. April 22 - Attended the funding announcement for the purchase of electric and Hybrid Vehicles. Recent meeting and Tour at SuniTAFE Swan Hill.
	2.1.1.2. Advocate for the establishment of an education hub in Swan Hill	2023/24	In Progress 	Councillors supported grant application for Federal funding of a Country Universities Centre in Swan Hill. Application submitted March 2022. Grant application successful. Commonwealth Agreement currently being drawn up between the Government and the board of Community University Centre – Mallee.
	2.1.1.3. Support effective and responsive early years education opportunities in Manangatang, Woorinen South and Swan Hill	2023/24	In Progress 	The State Government of Victoria has begun the process of updating the Kindergarten Infrastructure and Service Plan (KISP) for all LGAs including SHRCC. New data including updated Victoria in Future (VIF) population projections will be available in the third quarter of 2023. This will be incorporated into estimates of unmet demand for three and four year old kindergarten. Council has contracted Local Logic Consultant to undertake the Robinvale Early Childhood Education and Care Consultation and research to understand the demand for early years services in Robinvale and to revisit the implications for Manangatang and Woorinen South early years infrastructure needs in light of the rollout of three and four year old kindergarten.
	2.1.1.4. Assist youth with diverse employment pathways through the Empower and Engage! Programs	2022/23	Complete and ongoing 	Empower and Engage programs focusing on Manangatang and Robinvale - established links with Student Representative Councils at both schools, as well as VCAL classes and regular presence in both towns. Ongoing.

2.1.2. Support our key industries	2.1.2.1. Establish a Terms of Reference and develop an Annual Plan with the AgriBusiness Advisory Committee	2022/23	Complete 	Committee Terms of Reference was reviewed and updated to include a bimonthly meeting. Committee now meeting every second month and has new members. Focusing on key issues relating to agriculture. The Annual Plan to be Reviewed to ensure maximum benefit for Council. Report required to go to the Executive leadership team on reviews.
	2.1.2.2. Consider the establishment of an Industry Support Committee (Manufacturing and other)	2022/23	In Progress 	Discussion with Swan Hill Inc. about the possible reactivation of the Industrial Committee. Preparation of a report to ELT and the Council on the benefit of establishing an Industry Support Committee given that the future development of industry and manufacturing is likely to feature in the Draft Economic Development Strategy. Presentation of report in August 2022. Listed for discussion with Swan Hill Inc. at the April 2023 meeting of representatives and Council Officers before reporting to ELT and Council. Preparation of draft terms of reference to enable consideration by Swan Hill Inc.
	2.1.2.3. Review the Economic Development Strategy to ensure a targeted focus on key outcomes	2022/23	In Progress 	Review of all current documentation relating to the Economic Development Strategy to determine requirements. Development of these key priorities to form the basis of the Strategy being prepared. Council were briefed on the process to review and develop a new strategy with Officers engaged in meeting the time line outlined. This review involved workshops, business visits and surveys, which have concluded. Draft document and consultation findings will be presented to Council for comment. Implementation Plan and draft copy completed in June 2023. Final Economic Development Strategy to be presented to Council in August/Sept 2023.
	2.1.2.4. Develop a strategic plan for future success of the Pioneer Settlement	2023/24	In Planning 	This will commence once approval given via Heritage Victoria on exact location of pioneer settlement building. Once known tender will commence for strategic planning.
	2.1.2.5. Develop an Economic recovery plan in response to Covid-19	2021/22	Complete 	A response plan was developed in late 2020 is complete.
	2.1.2.6. Establish a Livestock Exchange Stakeholder committee to improve stakeholder engagement and to better meet the needs of Livestock Exchange users	2022/23	Complete 	Advisory committee established and appointed by Council in February 2022. Committee meets quarterly. Stakeholders are very engaged.

2.2. A thriving diverse economy				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
2.2.1. Encourage the growth and development of our economy	2.2.1.1. Develop a new planning scheme that is clear in its intention, supports growth and builds confidence and certainty in land use	2024/25	Not Started 	On work plan for 2024/25. Currently Reviewing resourcing for this work to commence.
	2.2.1.2. Continue to support existing businesses to grow through the implementation of the Better Approvals process	2021-2025	In Progress 	Better Approvals team will be merged into a new group following Council's participation in a pilot study that focussed on streamlined approvals for business.
	2.2.1.3. Actively pursue the establishment of a designated area migration agreement (DAMA)	2021-2023	In Progress 	Regional interest is limited. Once all nearby Councils have formally responded a further report will be presented to Council.







2.3. Infrastructure that enables prosperity				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
2.3.1. Digital connectivity that allows people to live, work and play across our region	2.3.1.1. Advocate for high speed broadband access to all businesses and residents	2022/23	In Progress 	Federal funding application - Connectivity Round 2. Funding application successful. Sites being determined and infrastructure to be installed early 2024.
	2.3.1.2. Seek innovative solutions for broadband and mobile connectivity	2022/23	Complete and ongoing 	Funding application successful for new towers to support Woorinen, Nyah, Piangil and Murray Downs. Sites being determined and infrastructure installed 2024.
2.3.2. Assets for our current and future needs	2.3.2.1. Complete road network services review, identify and pursue funding opportunities, focusing on the agricultural sector and industry	2022/23	In Progress 	Consultants completed the High Performance Freight Vehicle (HPFV) strategy for both Council and Gannawarra Shire. This strategy will be used for future grant fund applications. Final study report was presented and well received at the March Council meeting and will be used for prioritising road projects for future grant applications and Council works programs.
	2.3.2.2. Deliver and review Councils capital works program and Major Projects Plan each year	2021-2025	Complete and ongoing 	PMO has delivered projects worth \$ 9.4 M since Oct-21. Projects worth \$ 12.2M on board and have delivered \$ 6M by Jun'23 and plan to deliver \$ 5M by Dec'23. Targets are on track to be achieved.
	2.3.2.3. Review current assets and identify future needs - create a program to bridge the gap and identify funding requirements.	2021-2025	In Progress 	AMP's for all asset classes being progressed. - Transport and Stormwater to be updated for 2023/2024 and be ratified by CEO and included in long term planning (delayed due to flood impact on networks) - Openspace AMP expected completion by SEPT 23. - Fleet AMP Expected completion Aug 23 Other portfolios to be completed require the following prior to completion. - Building Asset Condition Inspection (last completed 2017) - Buildings, Rec & Leisure will both require significant stakeholder consultation Pioneer Settlement may require heritage consultant due to nature of the assets
	2.3.2.4. Continue to plan and seek funding to implement the development of community infrastructure	2021-2025	In Progress 	Funding application with both Federal and State Governments to support the Robinvale Riverfront Masterplan including a new nature / adventure playground and skate park successful. Finalised projects for Local Roads Community Infrastructure projects round 2 3 and 4 - including Lake Boga southern entrance, Nyah & Nyah West Football Netball Club Change Rooms, solar, shade etc. Lake Boga Southern Entrance Landscape Designs drafted and presented Council for comment. Regional University now in progress. Applications being developed e.g. Growing Regions Fund and submitted on priority projects after discussions with Councillors.



















Harmony

3. We will be a welcoming community for all, recognised by our maturity and respect for each other.

3.1. Communities that are safe, welcoming and inclusive				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
3.1.1. The diversity of our communities is celebrated	3.1.1.1. Engage with LGBTIQ+ community members to improve inclusion and community awareness through leadership of the Inclusion Network.	2022/23	In Progress 	Local LGBTIQ+ committee has been rejuvenated with secretarial now – Meeting was held in October 2022 to go through Swan Hill’s Roadmap draft. Challenging Resistance workshop to be held in the second half of 2023. With multiple services and groups also invited.
	3.1.1.2. Support co-designed development of multicultural events and activities	2022/23	Complete and Ongoing 	Council continues to support co designed events and activities, such as Harmony day and Robinvale lantern Festival.
	3.1.1.3. All-abilities events and activities are well-planned and promoted	2022/23	In Progress 	Ongoing - working with other multicultural groups to promote events grants, and providing knowledge of existing events, lining Harmony Day and Lantern Festival committees.
	3.1.1.4. Continue to develop the annual Harmony Day and Lantern Festival events.	2022/23	In Progress 	Harmony day to be held on 26 March 2023. Robinvale Lantern Festival held successfully on 9 September 2022, planning underway for the 2023 event. Greater liaison between multicultural agencies and community groups in the planning of these events.
3.1.2. Encourage the growth and positive development of our youth	3.1.2.1. Improve Youth Support Services outreach to young people in Manangatang and Robinvale	2022/23	Complete and ongoing 	Ongoing – Robinvale Youth Group and Manangatang Student representative council operates with a co-design model for all events.
	3.1.2.2. Ensure young people are involved in co-design of annual events	2023/24	Complete and ongoing 	Robinvale Youth Group is active with 18 current members- weekly meetings. NOVO Youth Council Active with 8 members - weekly meetings. Sexuality and Gender Alliance Group active with 20+ members - weekly meetings
	3.1.2.3. Support and redevelop the Fairfax Youth Initiative to enhance leadership outcomes for rural and remote youth involved in creative pursuits	2022/23	In Progress 	Strategic work underway for redesigned FYI model - multiple applications for funding for 2022-2025 submitted. Application for Federal Restart Investment to Sustain and Expand (RISE) submitted, successful with \$251,000 grant in March 2022. Artistic Director appointed and under contract, work has begun on establishment of a governing body. A further \$50,000 grant from the

				Commonwealth was successful in December 2022. The 2023 events are underway with workshops and grant expenditure for the key events. The interim governing body is overseeing the works.
	3.1.2.4. Undertake the youth wellbeing actions from the Youth Strategy, specifically mental and sexual health.	2023/24	Complete and ongoing 	Ongoing - Empower and Engage programs focusing on Manangatang and Robinvale and focusing on mental health as a result of Covid - planned for resumption of school 2022. Sexual Health presentations delivered in 2023 and to be delivered in 2023/24 through partnerships with local high schools and community groups. There will also be Mental Health First Aid Training completed in Robinvale for College staff and students late 2023.
3.1.3. Flourishing community organisations	3.1.3.1. Actively promote the benefits of Volunteering in all our communities, streamline the process to facilitate volunteering in Council activities and programs	2022 - 2024	In Progress 	Volunteer Day was celebrated in December 2022, and an action plan is being developed for the region to encourage volunteerism.
	3.1.3.2. Provide support and training (Governance, Leadership and Strategic Planning) for our small town progress/improvement groups	2022/23	In Progress 	Information has been provided on Governance to the Piangil Community Group and Piangil Memorial Park Committee. Community Plan consultation has begun with Lake Boga Progress association. The Nyah District Action Group are currently going through strategic planning for the Nyah Riverfront Masterplan. Council are currently working on a project proposal to develop resources for Governance, leadership and Strategic Planning on a web portal.
	3.1.3.3. Improve engagement with community based special interest groups	2022/23	In Planning 	Council to take a more active profile and to initiate meetings with service and other organisations
3.1.4. Our elderly and vulnerable are cared for	3.1.4.1. Support the development of Residential Aged Care services	2023/24	In Progress 	Respond to opportunities for development or increase of aged care places in the region. Detailed work on the aged care needs of the region is underway, from November 2022 to March 2023.
	3.1.4.2. Determine Council's role in aged care services	2022/23	In Progress 	Information update was provided to Councillors on current status of aged care reform in February 2022. New Commonwealth Government confirmed one-year extension to changes (1 July 2024). Detailed work on the aged care needs of the region is underway, from November 2022 to March 2023 with engagement of a consultant, to examine options, and enable a Council decision by 30 June 2023. A draft report was held for Councillor and staff update on 4th April 2023, another session on 6th June with in-principle decision at 20th June Council Meeting.






	3.1.4.3. Undertake actions in the Municipal Early to Middle Years Plan associated with improving services to greater assist vulnerable families	2022/23	In Progress 	SHRCC MCH and MDAS have developed a new partnership under a Memorandum of Understanding to deliver a MCH service for Aboriginal and Torres Strait Islander families at MDAS. Due to ongoing challenges in recruiting a suitably qualified MCH Nurse this new partnership has been formed and MCH Nurses employed by SHRCC are contracted by MDAS to deliver MCH Services.
	3.1.4.4. Actively engage with local support networks to assist with accessibility and inclusion initiatives	2022/23	In Progress 	Ongoing - Youth Program working with schools, headspace, and other agencies such as health services to ensure inclusion in all events and programs. Planning for Mental Health Week events underway, Youth Ball and Youth Arts Festival held during October 2022. Accessibility support agencies now involved in major events such as Harmony Day, such as headspace, Sunraysia Mallee Ethnic Communities Council, and Mallee Family Care.
	3.1.4.5. Review Community Access and Inclusion Strategy (CAIS).	2021/22	In Progress 	Community Access and Inclusion Strategy currently has no funding has been identified to assist with this, staff will look at alternatives to review the strategy in 2023-2024. An allocation to undertake this work has been included in the draft 2023-24 Budget.
3.1.5. All members of our Communities are supported	3.1.5.1. Work in partnership with local agencies to prevent all forms of Family Violence.	2021 - 2025	In Progress 	Application for Prevention of Family Violence funding submitted in late February 2022 was unsuccessful.
	3.1.5.2. Develop and implement a Gender Equality Action Plan (GEAP)	2021/22	Complete and ongoing 	The People matters survey was completed in July 2021, internal data extractions completed. Data from both was submitted to Gender Equality Commissioner by 1 December 2021. Data collected formed the basis of the GEAP. This was submitted to the Commission on 31 March 2022 and compliant as of June 2022. Actions of the GEAP continue to be implemented. There are 32 actions in the GEAP 14 have been completed, progress has also been made on 8 other actions.
	3.1.5.3. Ensure that we consider people of all abilities in the development of infrastructure and events	2021-2025	In Progress 	Swan Hill Riverfront all abilities equipment recently installed. Will be considered as part of the Gender Impact Assessments.
	3.1.5.4. Develop a Building Safer Communities program	2022/23	In Planning 	A list of potential community safety projects is being compiled for potential funding submissions, including CCTV in public parks. Potential for Riverside Swan Hill CCTV and safety fencing project in Caix SquareRobinvale. Awaiting suitable funding rounds to open.



3.2. An engaged and respected Aboriginal community				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
3.2.1. Strengthening our trust, relationships and partnerships with Traditional Owners and the Aboriginal and Torres Strait Islander community	3.2.1.1. Develop a Reconciliation Action Plan	2022/23	In Planning 	Registration has been paid and have a Registered Aboriginal Plan ID. Funding available in the 2023/2024 budget. Draft invitation for a consultant being developed.
	3.2.1.2. Adequately resource Aboriginal Engagement	2022/23	In Progress 	New Council web page dedicated to engaging with local Aboriginals on key elements including welcome to country ceremonies, public art program and project developments. Aboriginal Officers hours have increased. Web page being developed.
	3.2.1.3. Support our Aboriginal community to work towards a treaty or treaties	2021-2025	Not Started 	Extra funding for Aboriginal support needs to be achieved to enable this work to proceed.
3.2.2. Encourage and support community leadership	3.2.2.1. Continue to offer Aboriginal scholarships and leadership opportunities	2021-2025	In Progress 	Opportunities for scholarships advertised in February/March 2022. Scholarship advertising conducted with no applications received. Looking at other options, potential traineeships in this space. Host traineeships targeted to Aboriginal applicants yet to commence (WFP# 1.5)
	3.2.2.2. Continue to assist to develop Our Place identifying an Aboriginal language name and business model	2021/22	In Progress 	This work is ongoing and will be part of the planning for the new cultural and tourism hub at the Pioneer Settlement.
	3.2.2.3. Proactively support leadership within our Aboriginal community	2021-2025	In Progress 	Action Plan to be prepared on how to advance this process. Council needs to be briefed on the treaty process being undertaken by the State Government and the Traditional Owners. Terms of reference for advisory group drafted.
3.2.3. Celebration and recognition of Aboriginal and Torres Strait history and culture	3.2.3.1. Investigate and seek funding for Aboriginal tourism opportunities	2022-2025	In Progress 	Application for funding for planning for Pentel Island successful. Consultants were engaged and completed their work in June 2023. Final Pentel Island plan presented to Council and adopted in June 2023. Funding being sought to implement Pentel Island Plan.
	3.2.3.2. Formal inclusion of Aboriginal and Torres Strait Islander input in Art Gallery programming and cultural activities	2021-2025	Complete and Ongoing 	Swan Hill First Nations artists are co curating with the gallery to stage an all First Nations exhibition in June 2023. A First Nations artist was appointed to the Advisory Committee in January 2023. Sunraysia Tafe Aboriginal art student's annual exhibition, date yet to be confirmed. Milloo Dreaming exhibition opened in June highlighting local Aboriginal artists.
	3.2.3.3. Support Aboriginal and Torres Strait Islander days of significance	2021-2025	Complete and Ongoing 	Funding support NAIDOC Week. Scheduled activities to again participate in NAIDOC Week have been planned. Council participated in National Sorry Day in May 2022.











1. We will ensure accountable leadership, advocacy and transparent decision making.







4.1. Excellent management and administration				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
4.1.1. Well managed resources for a sustainable future	4.1.1.1. Invest in the development of employees to enable a highly skilled and engaged workforce	2021-2025	In Progress 	Training needs analysis has been completed following the staff review process in September 2020 & 2021. The 2022 Organisational Training Plan was approved by ELT following the 2022 Staff Review Process. Training reports generated following the review process and nominated training has been arranged .Organisational Training Plan implementation has commenced.
	4.1.1.2. Promote a culture of continuous improvement with a focus on efficiency and customer service	2021-2025	In Progress 	Ongoing work will see improvements when the IT strategy is implemented and changes to customer interactions. June 22 LGA implementation completed with over 30 new policies, and plans that will impact on how we do business and improve customer service. Currently rolling out the new payroll and HR system. Financial hardship policy reviewed and adopted in April 2023. PMO continues to work on the project framework and reporting. Customer service is currently working on customer engagement process with the view of improving the customer satisfaction. Doc Assembler (agenda management software) is being rolled out to all reporting officers to improve the council meeting agenda, minutes and actions.
	4.1.1.3. Embed rigor in our planning process to ensure long-term sustainability and continuity of Council's services	2021-2025	In Progress 	2022 Annual Report completed, Local Government Performance Reporting submitted and Service Performance report completed. 10 Year Major Project Plan approved. Council adopted 2023/24 Budget at its June Council meeting.
	4.1.1.4. Develop and implement a Workforce Development Plan	2021/22	Complete and ongoing 	Workforce Development Plan completed and approved in December 2021. Actions from the Workforce Development Plan are being implemented with six actions completed.



<p>4.1.2. Provide robust governance and effective leadership</p>	<p>4.1.2.1. Implement a Project Management Framework and system</p>	<p>2021/22</p>	<p>In Progress</p> 	<p>Training and Roll out of project management framework (PMOF) completed in May 23. A new reporting method introduced to capture progress of major projects. Launch of PMOF took place in early June 23, ongoing with specific support and training to continue. Project Approval Committee (PAC) meetings have commenced and will continue monthly.</p>
	<p>4.1.2.2. Develop and implement a Strategic Asset Management plan and supporting Asset Management plans</p>	<p>2021/22</p>	<p>Complete and ongoing</p> 	<p>Strategic Asset Management Plan (SAMP) ratified at Council meeting 14 June 2022.</p> <p>The Transport Asset Management Plan (TAMP) and Stormwater Asset Management Plans (SWAMP) being updated to be ratified by CEO. Open Space Asset Management Plan due by APR 23.</p>
	<p>4.1.2.3. Provide Councillors with professional development and support to ensure effective governance</p>	<p>2021-2025</p>	<p>In Progress</p> 	<p>Councillors provided with opportunities to attend MAV and LGPro courses and workshops. Two Councillors and CEO attended the ALGA Conference in Canberra in June 2022 and June 2023. New Councillor has attended 2 MAV sessions in March 2023.</p>
	<p>4.1.2.4. Work with Town Representative groups to better plan and deliver projects</p>	<p>2021-2025</p>	<p>In Progress</p> 	<p>Working with Community group to implement Community Plans. Currently 2 Town representative groups (TRG) are reviewing their community plans (Lake Boga and Ultima). Nyah West has almost completed Riverfront masterplan document. New toilets are being installed at Nyah West within Monash Dr Community Park on the site of the old maternal child health building which has been demolished. New BBQ shelters are in the pipeline for Nyah and Lake Boga. The BBQ shelter at Nyah requires an assessment for native title but undertake that assessment Council requires a Cultural Heritage Management Plan (CHMP) to be completed which is currently underway. The Lake Boga BBQ shelter requires Heritage assessment for permits and potentially requires an amendment to CHMP.</p>
<p>4.1.3. Sound, sustainable: o Financial management o Excellence in service delivery o Strategic planning</p>	<p>4.1.3.1 Deliver projects on time, on budget and within scope</p>	<p>2021-2025</p>	<p>Complete and Ongoing</p> 	<p>Ongoing and achieving, however, projects are impacted by price rise and flood impacts. Impacted projects such Swan Hill Leisure Centre, Boardwalk, Activation of Lighting have obtained a time extension from funding body. Good traction resulting in improvement in this area, as a result of the PMO framework starting to bed down and be implemented.</p>

	4.1.3.2. Working to budget and ensure future planning to meet financial needs	2021-2025	Complete and Ongoing 	The 2023/24 Budget adopted at the June Council meeting. The budget has been prepared using the prescribed rate cap of a 3.5% increase and is expected to deliver over \$30M in capital works projects. The result for the 2022/23 year is forecast to be \$894K better than budget.
	4.1.3.3. Review two service delivery areas in years 2 (Parks and Gardens / Library) and 4 (Economic and Community development / Circular economy) of this Council Plan to improve and ensure accessibility and consistency of our customer experience	2022/23 & 2024/25	Not Started 	Not commenced, the intent is to use the internal auditor services once appointed to complete this work.

4.2. Transparent communication and engagement				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
4.2.1. Effective and authentic engagement with our community	4.2.1.1. Review our Community Engagement Strategy to ensure our engagement is meeting the needs of the community	2022/23	In Progress 	Planning for the review of 2019/22 Communication and Community Engagement Strategy has commenced.
	4.2.1.2. Embed the Community Engagement principles and practices across the organisation	2023/24	In Progress 	Community engagement training will be offered to key staff in the organisation, training will be based on the Community engagement Guidelines and potentially delivered by a consultant. Still investigating training options.
	4.2.1.3. Build constructive relationships with special interest groups in our community	2021-2025	In Progress 	This is ongoing and will continue to change as projects are initiated and progress.
	4.2.1.4. Review our use of social media platforms across Council with a view of increasing Councils exposure and ensuring consistent moderation	2021/22	Complete 	Working closely with the Town Hall to increase engagement through Socials. Library have created an Instagram account. Media Policy and Procedure approved at February council meeting. The addition of a new Councillor Media Policy was approved to ensure more appropriate inclusion of Councillors.
4.2.2. Visible presence in our community	4.2.2.1. Maximising the opportunities for Councillors and senior staff to represent Council at relevant community meetings, functions and events	2021-2025	In Progress 	Chief Executive Officer (CEO) and Deputy Mayor joined Murray River Group of Council's on an advocacy trip to Canberra. Mayoral or CEO visits to Robinvale to meet with Community members monthly. Mayor and Senior Staff met with Minister Shing for Regional Development in Robinvale on April 20. Robinvale Concept design workshop for residents to attend and on 18 May. Drop in sessions were held in Robinvale for the skatepark and natureplay. Community Comfort centre biggest morning tea attended by 2 Councillors and Director. PS Gem Exhibition opening 22 June attended by Councillors and Senior Staff. Pental Island Group re started. Community group engagement in relation to key projects for example the Art Gallery and Cultural and Tourism Hub.
	4.2.2.2. Continue quarterly Coffee with a Councillor around the municipality	2021-2025	In Progress 	Coffee with a Councillor (CwC) will be held bi-monthly at events throughout the municipality, discussions held concluded that stand alone events are not effective at engaging our community. Coffee/Coldie with a Councillor 1 15 April at Nyah, May 19 in Beverford, 5 June in Lake Boga.
	4.2.2.3. Arrange structured tours of the municipality where Councillors and senior staff meet with key community groups	2022/23	In Planning 	Robinvale tour and business mixer for Councillors and Senior Staff planned for July 23. Mayor and CEO met with various Victorian Ministers on the housing issues across our municipality. Pental Island Tours for and engagement being planned.

	4.2.2.4. Create a culture where staff are ambassadors for the Council	2021-2025	In Progress 	Review and continue to improve internal communication tools. Acknowledge and reward staff appropriately
--	---	-----------	--	---

4.3. Bold leadership, strong partnerships and effective advocacy				
STRATEGIC INITIATIVES	ACTION	DUE DATE	PROGRESS	COMMENTARY
4.3.1. Create meaningful partnerships across our communities	4.3.1.1. Continue involvement in community groups	2021-2025	In Progress 	Ongoing
	4.3.1.2. Support Robinvale with its Committee for Robinvale Euston (C4RE)	2022/23	Complete and Ongoing 	Robinvale Euston Workforce Network (REWN) established with external funding in May 22, and Council is a partner with the Coleman Foundation program in Robinvale which supports the REWN. The REWN has now met in February and is overseeing a suite of Government grants, which is refining the governance structure into a formal entity. Three projects have been supported to assist improving the local workforce.
	4.3.1.3. Support the health and wellbeing partnerships that address preventable illnesses.	2023/24	In Progress 	Finalising the transition from the Primary Care Partnership model to the Primary Health Unit model, took place 31 March 2022. Council is a partner is the local Health and Wellbeing, LGBTIQ+ and Mental Health committees, and supports their ongoing initiatives. Council is now divided between two Primary Health Units (Mallee and Murray) and initial reference group meetings held in March 2023.
	4.3.1.4. Continue to support and work with Swan Hill Incorporated	2021-2025	In Progress 	Ongoing relationship with Swan hill Inc. Council continue to work closely with Swan Hill Inc. on projects with Swan Hill Inc. to present their 2023/24 marketing plan and budget which will listed for the July 2023 Council Meeting.
4.3.2. Strong relationship with State and Federal governments to influence advocacy and funding opportunities	4.3.2.1. Continue to advocate on the following issues: Improved Healthcare for our people, including a new hospital for Swan Hill <ul style="list-style-type: none">A new Murray River Bridge at Swan Hill Complete the Murray Basin Rail Project Housing and enabling infrastructure Better use of environmental water and the development of a plan specific to the Murray River between Swan Hill and Robinvale.	2021-2025	In Progress 	Construction of 4 houses in Ronald St Robinvale, part funded by State Government Grant. Various studies on housing opportunities in Robinvale and the region were completed in 2022. Advocacy against proposal by State Government to remove rates from social housing. Representations to Federal and State Governments on need for improved water and wastewater infrastructure for small towns.
	4.3.2.2. Review Council's advocacy strategy on an annual basis	2021-2025	In Progress 	Advocacy Strategy adopted on 21 May 2019 - review by 30 June 2022. Investigating new (more modern) ways of producing this information - through media and website. Advocacy document reviewed January 2023.

4.3.3. Working together in promotion of the municipality	4.3.3.1. Positively promote our region as a great place	2021-2025	In Progress 	Continue with Tourism promotion across the municipality and region and during all recruitment.
	4.3.3.2. Continue to work with Murray River Tourism and Swan Hill Incorporated to promote the municipality	2021-2025	In Progress 	Former CEO Board member of Murray River Tourism Board. We continue to work actively on issues of mutual interest eg. Workshop scheduled for February 2022. CEO and Chair of Swan Hill Inc. meet monthly to discuss opportunities and issues of common interest.



2.7 Appointment of Two Councillors to Sign Annual Financial Statements

Directorate: Corporate Services
File Number: S15-28-14
Purpose: For Decision

Council Plan Strategy Addressed

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.1 Excellent management and administration

4.1.2 Provide robust governance and effective leadership

Current Strategic documents

Annual Report

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

The Local Government Act 2020 requires that Council appoint two Councillors as authorised signatories for the Annual Financial Statements and Performance Statement.

Discussion

The Local Government Act 2020 requires that Council appoint two Councillors to be the authorised signatories to the final set of Annual Statements. The signing will occur once the Statements have been reviewed by the Victorian Auditor General's Office.

The Annual Statements comprise of the General Purpose Financial Statements prepared in accordance with Australian Accounting Standards, and the Performance Statement prepared in accordance with the Act.

The Statements will be reviewed by the Audit Committee and the Auditor General's Office. The two Councillors can then sign the statements enabling Audit opinions to be issued and the Annual Report to be finalised.

An advertising process will then take place, with the Statements being adopted at the Scheduled Meeting of Council, in October 2023.

Consultation

Not applicable.

Financial Implications

Nil.

Social Implications

Nil.

Economic Implications

Nil.

Environmental Implications

Nil.

Risk Management Implications

It is a statutory requirement that two Councillors are nominated to sign the Financial and Performance Statements.

Attachments: Nil

Options

1. Council may choose to appoint any two Councillors to sign the Statements.
Past practice has been that the Mayor is one of the appointed signatories.

Recommendation/s

That Council appoint two Councillors to sign the Annual Financial and Performance Statements once audit clearance has been obtained.

CM 2023/25 Motion

MOVED Cr Moar

That Council appoint Councillors McPhee and King sign the Annual Financial and Performance Statements once audit clearance has been obtained.

SECONDED Cr Jeffery

The Motion was put and CARRIED 7 / 0

3 Officer Report for Noting

3.1 Audit and Risk Committee Meeting Minutes 8 June 2023

Directorate: Corporate Services
File Number: S15-28-01
Purpose: Information Only

Council Plan Strategy Addressed

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.1 Excellent management and administration

4.1.2 Provide robust governance and effective leadership

Current Strategic documents

Council Plan

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

Council's Audit Committee met on 8 June 2023 and this report summarises the items that were discussed at this meeting.

Discussion

The Audit Committee met on 8 June 2023 and as well as the usual procedural items the agenda items included:

1. Departmental Presentation
2. Interim Audit - Management Letter
3. Strategic Internal Audit Plan (FY2024)
4. Internal Audit updates on recommendations
5. Risk Management Update
6. Swan Hill Art Gallery and Visitation Centre and Swan Hill Tourism and Cultural Hub
7. Financial Performance and Position Review to 31 March 2023
8. Strategic Risk Review
9. Report of Suspected and Actual Frauds, Thefts and Breaches of the Law by Management (Nil)
10. Charter Review

Consultation

Not applicable.

Financial Implications

The sitting fees paid to independent members on the Audit Committee is adjusted annually by CPI. Sitting fees are included in Council's Budget.

Social Implications

Nil.

Economic Implications

Nil.

Environmental Implications

Nil.

Risk Management Implications

The Audit Committee helps to oversee Council's risk management practices. Internal and other audits are routinely done to reduce the risk to Council.

Attachments: 1. AC Placeholder [3.1.1 - 1 page]

Options

Not applicable.

Recommendation/s

That Council note the contents of this report.

CM 2023/26 Motion

MOVED Cr McKay

That Council note the contents of this report.

SECONDED Cr Jeffery

The Motion was put and CARRIED 7 / 0

Confidential attachment

- Audit Committee Confidential unconfirmed Minutes 8 June 2023 (attachment will be included into the in-camera agenda)

3.2 Major Project Plan End of Year Report

Directorate: Corporate Services
File Number: NA
Purpose: Information Only

Council Plan Strategy Addressed

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.1 Excellent management and administration

4.1.1 Well managed resources for a sustainable future

4.1.2 Provide robust governance and effective leadership

4.1.3 Sound, sustainable:

- Financial management • Excellence in service delivery • Strategic planning

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.2 Transparent communication and engagement

4.2.1 Effective and authentic engagement with our community

4.2.2 Visible presence in our community

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.3 Bold leadership, strong partnerships and effective advocacy

4.3.1 Create meaningful partnerships across our communities

4.3.2 Strong relationship with State and Federal governments to influence advocacy and funding opportunities

4.3.3 Working together in promotion of the municipality

Current Strategic documents

10 Year Major Project Plan

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

This report provides an update on the status of the projects managed by the Project Management Office of the Swan Hill Rural City Council, that are considered large, specialised or challenging in nature. The report highlights the projects completed within the last financial year and the status of the projects currently ongoing.

Organisational focus on project management and project delivery in the last twelve months being driven by the CEO, with the assistance of the directors and managers, resulted in a marked improvement in transparency, reporting, accountability, project governance and community engagement.

Discussion

A major achievement in the Project Management Office (PMO) was to implement monthly reporting to the Project Approval Committee and quarterly reporting to the Councillors which has increased the transparency of projects. The PMO has also built in accountability and transparency to the community in all our projects.

The last twelve months have been centred on increasing governance in our projects by building and implementing standard templates, processes and project reporting. The PMO has continuously improved the Project Management Governance Framework and upskilled people involved with projects in the use of the new templates and reports.

The CEO has been extremely generous in his guidance to the PMO and provided clear and unwavering direction, mentoring and support.

The year ahead will see the PMO build on what we've learnt over the last year with the direction of thorough planning, transparency and governance for all projects. The table below shows the projects completed in the last financial year.

Projects completed in last financial year

Location	Project Title	Construction Complete
Lake Boga	Catalina Car Park Upgrade	Aug 2022
Woorinen	Woorinen Netball Courts	Mar 2022
Robinvale	Leisure Centre Entry Stage 2	Aug 2022
Swan Hill	Grain Silo Site - Purchase	Sep 2022
Swan Hill	Soccer Pavilion – Ken Harrison Reserve	Sep 2022
Multiple Towns	Small Town Enhancements – Vibrant Villages	Oct 2022
Lake Boga	Lake Boga Amenities Block	Nov 2022
Robinvale	Ronald Street Housing – Lot 1 & 2	Nov 2022
Swan Hill	Town Hall Auditorium Air Con Renewal	Dec 2022

Swan Hill	Swan Hill Leisure Centre Pool Equipment Renewal Project	Dec 2022
Swan Hill	Monash Drive Carpark Upgrade - 2022 Road & Kerb	Dec 2022
Robinvale	Ronald Street Housing – Lot 3 & 4	Jan 2023
Swan Hill	Monash Drive Carpark Stage 2	June 2023
Swan Hill	The Pental Island Bridge Investigation and Condition Report Project	May 2023
Swan Hill	McCallum Street Shared Path	June 2023

Projects completed in the last quarter

The following major projects were completed in the last quarter of the financial year. Year.

The Monash Drive Carpark Stage 2 Project

This project was to construct car parking along Monash Drive to compliment and maximise car parking capacity in preparation for the Art Gallery redevelopment and Tourism and Cultural Hub projects.

This project was planned to be delivered in 2 stages, with stage1 works completed in 2022. Stage 2 included construction of a Footpath, Kerb and channel works, drainage upgrade works on the eastern side of the road and the construction of roadside carparks.

Key stakeholders for this project, the Pioneer Settlement, were kept informed throughout the project and disruptions during their operating hours were minimal.

The key deliverables of this project include;

- 4 Disabled car parking bays
- 2 Bus parking bays including one long vehicle park
- 2 Car parking bays
- Re-line marking for existing 5 car parking bays.

The project was completed under budget and on time.





The Pental Island Bridge Investigation and Condition Report Project

Council engaged a consultant to complete an extensive investigation and condition report on the Pental Island Pedestrian Bridge.

Included in the consultant's brief was to provide high level cost estimates along with multiple options that will inform the preferred option to put forward for a detailed design and cost estimate in a future project. The options included upgrading the existing bridge or construction of a new pedestrian bridge.

The project was completed on time and under budget.



McCallum Street Shared Path Project

This project included connecting and supporting the existing footpath network aiming to encourage and foster greater use of the public space. Included was:

- Concrete shared path
- Lighting
- Irrigation

The construction of a dedicated 975m long x 2.5m wide shared concrete path has been completed. Delivering on eliminating some of the problems identified, by improving public safety via new connectivity and lighting.

Connecting and supporting the existing footpath network, this project also supports increased active participation levels for children accessing the many schools in the area.

The project was supported by of all Swan Hill Rural City Council (SHRCC) departments, who have together, facilitated and ultimately delivered this key project on the busy northern gateway into and out of Swan Hill.

This project was completed on time and under budget.



Please review attached June Quarter project report for further detail.

Consultation

This report was presented to the Council Assembly in July and was approved to proceed to Council meeting.

Financial Implications

Needs to be considered for each project.

Social Implications

Needs to be considered for each project.

Economic Implications

Needs to be considered prior to commencement of a project.

Environmental Implications

Needs to be considered for each project.

Risk Management Implications

Needs to be considered for each project.

Attachments: 1. Quarterly project report for Council June 2023 [3.2.1 - 1 page]

Options

Not Applicable

Recommendation/s

That Council:

1. **Note the report.**

CM 2023/27 Motion

MOVED Cr McKay

That Council:

1. **Note the report.**

SECONDED Cr Kelly

The Motion was put and CARRIED 7 / 0

High Level Overview on Major Projects

Location	Project Title	Work completed %	Project status as at June 2023	Forecasted completion date*
Swan Hill	SH Town Hall Exterior Refurbishment	70%	The project will provide a facelift to the pride of Swan Hill Community and will provide the community with a revived and attractive asset. The desalination works are completed. Render repair works are scheduled to commence by end of July.	Sep-23
Robinvale	Robinvale Leisure Centre Expansion	80%	The project was to construct an additional highball court and gym space that supports current and future users of the facility, including basketball for the region and the project is nearing completion. Plastering works are in progress. External works including ramps, cladding, painting and stormwater connection works are in progress. Final inspections and certifications are in progress for the completed works.	Sep-23
Robinvale	Robinvale Skate Park	20%	The project was to construct a regional level Skate Park that supports and increases participation levels in skateboarding/BMX/ scootering and roller blading etc in the Robinvale region. The design options are currently presented to the key stakeholders for the review and approval. Works at site are expected to commence in August/ September 2023.	Dec-23
Robinvale	Robinvale Playground	10%	The project was to construct a regional Active/Nature Playground that support and increase participation levels in the Robinvale region. The design works are currently underway.	Jun-24
Swan Hill	Boardwalk and Viewing Platform-Monash Drive	50%	This project was initiated to provide the community and visitors an amazing experience to view the Marray river. The project has experienced significant delays in finding a suitable steel fabricator and a consultant who can produce detailed shop drawings for works. The weather and river level rise were also contributing to the time delays of the project.	Sep-23
Swan Hill	Swan Hill LC-Dry Fitness room	75%	This project was initiated to construct a fitness area adjoining the current facility to encourage larger visitation capacity, extended programming capacity and concurrent programming of services. The painting and fit off works are currently underway with an aim of completing this project in September 2023.	Sep-23
Lake Boga	LRCIP3 - Lake Boga Southern Entrance Beautification Project	20%	This project aims at enhancing the view of the Southern entrance of the Lake Boga. Currently, the project is at the procurement stage.	Nov-23
Swan Hill	Butterworth St- Road & Drainage upgrade	10%	The main objective of this project was to reconstruct a section of Butterworth Street between Holloway Grove & Berrybank Drive and to improve the Butterworth Street stormwater drainage facilities from Berrybank drive, connecting into the main drain. The improvements required to the drainage system on the adjoining streets are excluded from this project scope. The project is currently in the procurement stage to engage a contractor to do the construction works.	Jun-24
Swan Hill	Landfill Waste Cell Construction	10%	This project is initiated to increase the capacity of the Swan Hill landfill and is currently in procurement stage.	Jun-24
Swan Hill	Activation of Lighting and Digital Content in Pioneer Settlement	90%	This project is nearing completion and currently the crew at site is installing laser show and activation products. Project is expected to be completed in August 2023.	Aug-23
Swan Hill	LRCIP2 - Riverside Park Irrigation & Pump Shed Upgrade	98%	All major works related to this project are completed and are awaiting on the cloud controller to integrate and commission the system.	Sep-24
Robinvale	John James Lighting	40%	This project was initiated to provide four new lighting systems which allows the John James Oval to accommodate night-time AFL training and local level competitions as per the Australian standards. Installation of the footing for the light poles are completed. The installation of the light poles are expected to be carried out in August 2023.	Sep-23
Swan Hill	SH Art Gallery Redevelopment - Design & Construction	10%	This project is currently in the design phase and the stakeholder consultation and engagement in regard to the design options is in progress.	Apr-25
Swan Hill	SH Tourism and Cultural Hub @ P/S - Design & Construction	10%	This project is currently in the design phase. Consultation and engagement with the relevant authorities, key stakeholders and community are in progress. The preferred design option was presented to the Councillors, key stakeholder group and the Community for further feedback.	Jun-25
Nyah West	Nyah West Footpath	20%	This project aims to construct a footpath from the aged care facility to the CFA building along the Monash Avenue Nyah West, as part of the Council's missing links strategies. The project is currently in the procurement stage to engage a suitable contractor to do the construction works.	Sep-23
Robinvale	Robinvale Leisure Centre Splash Park	20%	This project is initiated to construct a public splash park that provides the community and visitors access to safe, gender equitable and all-inclusive aquatic leisure and recreational facilities and aims to position Robinvale as a vibrant, liveable and active place to live. The project is currently in its design phase and the finalising the design works are in progress.	Nov-23
Nyah West	Nyah West Revitalisation - Toilet Block	40%	The primary aim of the project is to construct a new toilet block for the community. The construction works are in progress.	Aug-23
Nyah West	Nyah West Revitalisation- Multi-use Performance stage Landscaping & Street Furniture	5%	The community consultation works are in progress to finalise the scope of works for this project.	Mar-23
Lake Boga	Fish Point Road Reconstruction	10%	This project aims at upgrading a section of the Fish Point Road to ensure that the infrastructure is of sufficient quality to meet the service requirements. The project is in its procurement phase to engage a suitable contractor to carry out the construction works.	Nov-23
Lake Boga	Tresco West Road Reconstruction	10%	This project aims at upgrading a section of the Tresco West Road to ensure that the infrastructure is of sufficient quality to meet the service requirements. The project is in its procurement phase to engage a suitable contractor to carry out the construction works.	Nov-23

*Subject to weather conditions and any other unforeseen delays

4 Decisions Which Need Action / Ratification

4.1 Sign and Seal

Directorate: Chief Executive Officer
File Number: S16-05-01
Purpose: For Noting

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

The following documents and agreements have been signed and sealed by the Councillors and the Chief Executive Officer on the respective dates. Those actions require the ratification of the Council.

Discussion

During any month Council is required to sign and seal a range of documents arising from decisions made on a previous occasion(s). Examples include sale of land, entering into funding arrangements for Council programs etc.

As the decision to enter into these agreements has already been made, these documents are signed and sealed when received, with Council ratifying the signing and sealing at the next Council meeting.

The following documents were signed and sealed since the last Council meeting:

No.	Document Type	Document Description	Date signed/ sealed
1142	Instrument of Appointment and Authorisation	To Fiona Houlihan	01/08/23
1143	173 Agreement – PL2022107 condition 7 – 559 Murraydale Road, Tyntynder 3586.	Between Swan Hill Rural City Council and Goulburn-Murray Rural Water Corporation and LG.Hewitt and L.N.Bramich	01/08/23
1144	Lease – Catalina Museum Cafe	Between Swan Hill Rural City Council and The Lions Club Lake Boga Inc and R.Hart	08/08/23

1145	Section 173 Agreement – sewerage system 1-19 Nyah Road Swan Hill	Between Swan Hill Rural City Council and Lower Murray Urban and Rural Water Corporation and Fawkner Property Ltd	08/08/23
------	--	---	----------

Note: A Section 173 Agreement is a typically a contract between the Council and a landowner that places use or development restrictions on the land.

They are intended to ensure compliance with conditions contained in permits granted by the Council and are often used in subdivision matters. These agreements refer to Section 173 of the Planning and Environment Act 1987.

Consultation

Council authorise the signing and sealing of the above documents.

Recommendation/s

That Council notes the actions of signing and sealing the documents under delegation as scheduled.

CM 2023/28 Motion

MOVED Cr Jeffery

That Council notes the actions of signing and sealing the documents under delegation as scheduled.

SECONDED Cr Young

The Motion was put and CARRIED 7 / 0

4.2 Councillor Assemblies - Record of Attendance and Agenda Items

Directorate: Chief Executive Officer
File Number: S15-05-06
Purpose: For Noting

Declarations of Interest:

Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

Summary

The following report provides attendance details of Councillor Assemblies on a monthly basis.

Discussion

Whilst Minutes have not been recorded, Agenda items and those in attendance are reported and presented to Council.

An assembly of Councillors is defined as a meeting that is planned or scheduled at which at least half of the Council and one Officer are in attendance, and where the matters being considered that are intended or likely to be the subject of a Council decision.

No formal decisions can be made at an assembly but rather direction can be given that is likely to lead to a formal decision of Council.

Details of the most recent assemblies of Council are attached.

Council Plan Strategy Addressed

4. Leadership - We will ensure accountable leadership, advocacy and transparent decision making.

4.1 Excellent management and administration

4.1.1 Well managed resources for a sustainable future

4.1.2 Provide robust governance and effective leadership

4.1.3 Sound, sustainable:

- Financial management • Excellence in service delivery • Strategic planning

Current Strategic documents

No strategic documents applicable.

Key Legislation

There is no key legislation applicable

Attachments: 1. COUNCILLOR ASSEMBLIES ATTENDANCE AND AGENDA August [4.2.1 - 3 pages]

Options

Council Assemblies are reported to ensure good governance and transparency.

Recommendation

That Council note the contents of the report.

CM 2023/29 Motion

MOVED Cr Kelly

That Council note the contents of the report.

SECONDED Cr King

The Motion was put and CARRIED 7 / 0

COUNCILLOR ASSEMBLIES ATTENDANCE AND AGENDA

25 July 2023 at 1.00pm, Swan Hill Town Hall – Council Chambers

AGENDA ITEMS

- Murray Valley Highway Swan Hill – Proposed Service Station
- Swan Hill Tourism Cultural Hub
- 266-280 Murray Valley Highway Lake Boga, Erection and Display of a Major Promotion Sign in the Commercial 1 Zone
- 4th Quarter Council Plan update
- Planning permit application 2022 049 Murray Valley Highway Swan Hill
- Planning permit application – 300 River Road Swan Hill
- Planning permit issued – 32 Murlong Street, Swan Hill
- Rezoning of the Graincorp site in Monash Avenue, Swan Hill
- Councillor/Directors question time

ADDITIONAL ITEMS DISCUSSED

- Nil

ATTENDANCE

Councillors

- Cr Bill Moar
- Cr Les McPhee
- Cr Jacquie Kelly
- Cr Ann Young
- Cr Chris Jeffery
- Cr Nicole McKay (online)
- Cr Stuart King

Apologies

- Nil

Leave of Absence

- Nil

OFFICERS

- Scott Barber, Chief Executive Officer
- Bruce Myers, Director Community and Cultural Services
- Leah Johnston, Director Infrastructure
- Heather Green, Director Development and Planning
- Helen Morris, Acting Director Corporate Services / Organisational Development Manager
- Nathan Keighran, Economic Development Coordinator
- Dennis Hovenden, Economic & Development Manager
- Dione Heppell, Liveability and Project Development Coordinator
- Sam Steel, Development Officer Community
- Jay Jeyakanthan, Manager Project Management Office
- Brian White, Project Manager

Other

Architects for the Tourism Cultural Hub

CONFLICT OF INTEREST

Nil

**COUNCILLOR ASSEMBLIES ATTENDANCE AND AGENDA
1 August 2023 at 1.00pm, Swan Hill Town Hall – Council Chambers**

AGENDA ITEMS

- Art Gallery Quantity Surveyor & landscape design presentation
- School Crossing Program
- Dragstrip
- Refugee Working Group Update
- Financial reserves
- Contract Management Policy
- Procurement Policy
- Councillor/Directors question time

ADDITIONAL ITEMS DISCUSSED

- Nil

ATTENDANCE

Councillors

- Cr Bill Moar
- Cr Les McPhee
- Cr Jacquie Kelly
- Cr Ann Young
- Cr Nicole McKay
- Cr Stuart King (online)
- Cr Chris Jeffery

Apologies

- Nil
-

Leave of Absence

- Nil

OFFICERS

- Scott Barber, Chief Executive Officer
- Bruce Myers, Director Community and Cultural Services
- Leah Johnston, Director Infrastructure
- Heather Green, Director Development and Planning
- Dennis Hovenden, Economic & Development Manager
- Grant Jones, Development Officer Facilities
- Ash Free, Finance Manger
- Helen Morris, Organisational Development Manager
- Jess Chislett, Procurement and Properties Coordinator
- Dione Heppell, Liveability and Project Development Coordinator
- Ian Tully, Art Gallery Manager

Other

- Brandrick & Thompson Hayes architect

CONFLICT OF INTEREST

Nil

COUNCILLOR ASSEMBLIES ATTENDANCE AND AGENDA
8 August 2023 at 12.00pm, Swan Hill Town Hall – Council Chambers

AGENDA ITEMS

- Quarterly Updates On Major Project Progress
- Butterworth Street valuation report – Procurement
- Australia Day
- Swan Hill Stormwater model and Strategy
- Pedestrian Overpass project
- Lake Boga Caravan Park Areas 4 and 5
- Inverell Court
- Disaster Ready Grant Fund
- South West Development Road Naming
- Councillor/Directors question time

ADDITIONAL ITEMS DISCUSSED

- Nil

ATTENDANCE

Councillors

- Cr Bill Moar
- Cr Jacquie Kelly
- Cr Ann Young
- Cr Nicole McKay
- Cr Stuart King
- Cr Chris Jeffery
- Cr Les McPhee

Apologies

- Nil

Leave of Absence

- Nil

OFFICERS

- Scott Barber, Chief Executive Officer
- Bruce Myers, Director Community and Cultural Services
- Leah Johnston, Director Infrastructure
- Heather Green, Director Development and Planning
- Bhan Pratap, Director Corporate Services
- Grant Jones, Development Officer Facilities
- Dennis Hovenden, Economic & Development Manager
- Dione Heppell, Liveability and Project Development Coordinator
- Jay Jeyakanthan, Manager Project Management Office
- Azam Suleman, Project Manager
- Laura O'Dwyer, Enterprise Assets Manager
- Jacinta Chaplin, Aboriginal Community Development Officer
- Sarah Rogers, Economic Development and Events Officer/COVID Support Officer

Other

- WMS – Catherine Walker, Jacqueline Woodlock, Kelly Ji and Ashley Chen.

CONFLICT OF INTEREST

Nil

5 Notices of Motion

5.1 Drainage

Having given due notice, **Councillor Stuart King MOVED That Council in preparing the budget for Financial Year 2024/25 bring a report to Council by October 2023 with options to significantly increase the drainage financial reserves for the townships of Swan Hill and Robinvale. The purpose of the increased reserves is to fund strategic drainage developments which support existing systems and enable residential and industrial/commercial land development.**

Preamble

Historically a 4% drainage levy was charged over and above ordinary rates for the urban drainage districts of Swan Hill and Robinvale to fund the renewal and upgrade of the stormwater systems within these districts. In the current rate capping environment this 4% is no longer an additional charge but rather is effectively the quarantining of 4% of the rates income from these districts into the drainage reserves.

Whilst it is a positive step to be reserving funds for drainage projects, the amount of reserves is highly inadequate to fund the drainage projects required in these townships. In late 2022 we again experienced the inadequacies of our current drainage systems, let alone new drainage systems which will support the future development and growth of our towns.

The current reserves are approx. \$800K for Swan Hill and \$600K for Robinvale. As a positive, these funds have enabled Council to source significant matching funds from Commonwealth Funded programs recently to upgrade existing stormwater systems to alleviate problems such as those encountered in late 2022.

However, the reserves are inadequate to fund, support and enable residential and commercial land development in our townships into the future. Too often development projects are delayed or not pursued because of stormwater drainage issues and the majority of the responsibility falling onto the developer. We often also finish up with poorer outcomes, including retention basins, rather than a well planned integrated system. Council needs a large reserve, a “war chest”, to be able to strategically fund drainage projects which solve existing problems and enables land development into the future. Council has invested approx. \$250K in the current FY to have our current and future stormwater requirements accurately modelled to enable the best planning to be undertaken, but we require significant funds, most likely in the tens of millions of dollars, to execute these projects in the coming years.

A percentage of rates from all ratepayers within the township boundaries needs to be quarantined to facilitate this. This is not an extra charge but rather a strategic reserve from rates collected.

Attachments: Nil

CM 2023/30 Motion

MOVED Cr King

Having given due notice, Councillor Stuart King **MOVED** That Council officers in preparing the budget for Financial Year 2024/25 bring a report to Council Assembly by October 2023 with options to significantly increase the drainage financial reserves to apply to all land classes except recreational, farm irrigation and non-irrigation and dryland farming. The purpose of the increased reserves is to fund strategic drainage developments which support existing systems and enable residential and industrial/commercial land development.

SECONDED Cr Moar

The Motion was put and CARRIED 7 / 0

The Mayor Councillor Les McPhee asked Councillors by show of hands to vote for an extension of time for the meeting to be extended for 30 mins. By a majority vote, the 30 minute extension of time was passed.

5.2 Takasuka Bank

Having given due notice, **Councillor Jacquie Kelly MOVED That a report come to Council at the October Meeting about new information and current status of protection for the Takasuka Bank, Vinifera and any potential threat to the site by the Lower Murray Water project (VMFRP).**

Preamble

The Takasuka Bank, Vinifera (HO188) is a very important heritage site in our municipality. The Allom Lovell 2001 Study listed it as a Grade B site. It is important for the historical recording of immigration and agriculture, particularly the Rice Industry. The site, with memorial stone and interpretive signage is a local tourist destination and part of tourist trail.

During the VMFRP Planning Panel held in Swan Hill in May 2023 new information on Takasuka bank was presented from the cultural heritage research done by project consultants. This new information on the extent and structure should be added to the file. It also became clear that there was a threat to the Takasuka Bank from this project.

1. Works would destroy some of the site.
2. The heritage overlay was not adequate or correct.
3. Further protection and interpretation is needed.

Swan Hill Rural City Council is a stakeholder in the VMFRP but had minimal input/ involvement by Officers, which may lead to protection of the Takasuka Bank being overlooked. By bringing a report on the current situation we can try to avert damage and ensure the best outcome.

Grade B places provide evidence of the historical, agricultural and social development of the municipality, often on a regional level (the Mallee), because of geography and distance, rather than a local level (Rural City of Swan Hill) as defined by current municipal boundaries. Such places may make a considerable scientific (technological) or aesthetic contribution. The loss of these places would adversely impact upon the cultural heritage of the region and the municipality. Grade B places are recommended for inclusion on the *Register of the National Estate* and individual Heritage Overlay controls in the Planning Scheme. (Allom Lovell 2001)

The following is from Museums Victoria website:

Takasuka rice was the first rice ever to be grown in Australia, by a Japanese man of the name, Jo (Isaburo) Takasuka. Jo Takasuka was born on 13 February 1865 in Matsuyama, Ehime Prefecture, Japan. Educated in Japan and America, he was elected as a member of the House of the Representatives in Japan in 1898, and he served as a Member of Parliament for five years.

In 1905 with his wife, Ichiko, and two small children, Sho and Aiko, he migrated to Australia, arriving in Melbourne on the ship "S.S. Empire" on 15 March. Soon after his arrival, he set up a trading company called "Takasuka, Dight and Company" at 136 Queen Street. He also taught Japanese at Stotts' and Hoare Business College, being the first Japanese to teach Japanese in a classroom situation in Australia. Due to the White Australia policy the Takasuka family were only given visas for a year. However, Jo managed to extend their visas for another year with Japanese consular assistance.

With the extension to his visa, Jo Takasuka decided to grow rice, which Australia had to import from overseas at that time. With the help of Commonwealth analyst WP Wilkinson, he met the Premier and Minister for Crown Lands, Thomas Bent, and persuaded them to lease him crown land near the Murray River to undertake a rice growing experiment. The area was famous for flooding and Jo thought that it was an ideal area for rice farming as nothing else could be grown in that area.

Jo battled against drought, floods, locusts, banks and changing government policies in his attempts to grow rice in Australia. His first rice crop in 1906, sewn on 35 acres of land in Nyah with seeds sent to him by his father, was eaten by sheep. In 1907 he planted 65 acres in a different location but only harvested three bags of rice. In 1909 his crop was destroyed by flooding which was again an issue the following year, though he was able to harvest enough rice to use as seeds in 1911. In 1913 Jo had his most successful year to date harvesting one ton of rice per acre, this success continued in 1914 with a harvest of over one ton per acre. From 1915 Jo began a long running battle with the government relating to assistance with his rice growing trials and security of tenure over his land. Jo battled more floods in 1920 and 1921 which put him under severe financial strain. Despite a successful harvest in 1922, Jo faced continued opposition from the government who had been planning to use his land to settle newly arrived migrants since 1911. In 1926 commercial production of rice started around Murrumbidgee area (NSW), using Takasuka rice grain, however it was unsuccessful. By 1927 an American variety of rice, Caloro, had become the dominant variety of rice in Australia. Jo abandoned rice growing due to financial difficulty, and he turned his attention to vine growing. By 1928, the government concluded that Takasuka rice was unviable, and Takasuka rice growing was completely abandoned.

Jo returned to his home town, Matuyama, Japan in 1939 leaving his family behind, and passed away on February 15, 1940. His son Sho Takasuka became a successful tomato grower, and was Huntly Shire President from 1964 to 1970.

Despite the hardships and continual setbacks he faced Jo Takasuka is undoubtedly the pioneer of rice growing in Australia. The road leading to the levee bank he constructed in Nyah Vinifera Park was named Takasuka Road, and a monument was built near the levee bank. The Takasuka family's possessions are displayed at The Pioneer Settlement Museum in Swan Hill, and samples of the first rice ever grown in Australia by Jo Takasuka are in the collection of Museum Victoria

Attachments: Nil

CM 2023/31 Motion

MOVED Cr Kelly

Having given due notice, Councillor Jacquie Kelly MOVED

That Council write to LMW to request a full report on the Takasuka Bank as it relates to the recent VMFRP ER Central process, held in Swan Hill in May 2023, including:

- 1. Any new information found during the preparation of the ER Central**
- 2. The impact the proposed VMFRP Vinifera project will have on this heritage site.**
- 3. How the site is to be protected and if current heritage overlay is sufficient**
- 4. Any recommendations for Council to amend Planning Scheme, Heritage Overlay**
- 5. Need for any further recording or interpretation before, during or after any construction works, and then during operation.**
- 6. How the project can assist with improvement and ongoing management of Nyah Vinifera Park, including values such as heritage, tourism, recreation, walking trails, interpretation.**

SECONDED Cr McKay

Cr Jeffery left the meeting at 5:21 pm.

The Motion was put and CARRIED 6 / 0

6 Foreshadowed Items

7 Urgent Items Not Included In Agenda

Councillor McKay requested an urgent item "That a report be provided to Council about siting signage on Campbell Street and Dead Horse Lane, to advise B-Double drivers that it is not legal to use Werril Street, and if it is possible add further signage of the unofficial Heavy Vehicle Bypass Route on the Murray Valley Highway."

The Mayor, Cr Les McPhee ruled that the item was not urgent.

8 To Consider and Order on Councillor Reports

8.1 Cr Stuart King

List events / meetings attended

Date	Organisation / Group	Details (if relevant)
20/07/2023	MAV Training (Online)	Advanced Session: Audited Financial Statements

8.2 Cr Nicole McKay

List events / meetings attended

Date	Organisation / Group	Details (if relevant)
07/08/2023	Nyah District Action Group	
	Art Gallery Opening	
09/09/2023	VHM Tour	
	Residents and Ratepayers Meeting	
	Art Gallery New Building Consultation	
	Pioneer Settlement Tourism Hub Consultation information session	

8.3 Cr Bill Moar

List events / meetings attended

Date	Organisation / Group	Details (if relevant)
21/07/2023	Coldie with a Councillor	
04/08/2023	BPW Dinner – Thank you address	

09/08/2023	VHM Mine site tour	
------------	--------------------	--

8.4 Cr Ann Young

List events / meetings attended

Date	Organisation / Group	Details (if relevant)
22/06/2023	Council	PS Gem Diamond Jubilee
05/07/2023	Tracey Lowe	Proposal for photos at Pioneer Sett
10/07/2023	Art Gallery Advisory Committee	
11/07/2023	Council	District Tour
20/07/2023	CUC meeting	Centre Manager
26/07/2023	Tourism and Cultural Hub	
	Art Gallery – Football photo display/sport	
07/08/2023	Nyah District Action Group Meeting	Tour of the Nyah Area

8.5 Cr Jacquie Kelly

List events / meetings attended

Date	Organisation / Group	Details (if relevant)
19th July 2023	Pental Island project community consultation session	10am Tourist Info Centre
26th July 2023	Pioneer Settlement, Tourism Hub Info Session	11am
26th July 2023	Meet with Uniting Church issues group	Food Next Door project
27th July 2023	Art Gallery redevelopment Info Session	4pm
28th July 2023	MAV, Everyone Needs a Home workshop-zoom	1-2.30pm
1st August 2023	Riding for the Disabled, RDA AGM	6pm
3rd August 2023	Meet with SMECC	11am
3rd August 2023	MAV Good Governance Workshop. Zoom	2.30pm-4pm
4th August 2023	Beyond the Boundary and Home Ground Exhibition opening night	6pm
9th August 2023	VHM Tour to Kerang and proposed Goschen mine site	9am-4pm
11th August 2023	VMFRP Burra Creek Planning Panel-zoom	10am

8.6 Cr Les McPhee

List events / meetings attended

Date	Organisation / Group	Details (if relevant)
19/07/2023	Our Swan Hill interview	
24/07/2023	ABC Radio interview	
25/07/2023	Sunrise Rotary Breakfast meeting	
25/07/2023	Mayor & CEO meeting	
26/07/2023	Tourism & Cultural Hub information session	
26/07/2023	ABC Radio Interview	
27/07/2023	ACE radio interview	
27/07/2023	Mayors Ministerial Forum	Public disruptions at Council meetings
27/07/2023	Art Gallery information session	
27/07/2023	Friends of Pioneer Settlement AGM	
01/08/2023	Mayor & CEO meeting	
01/08/2023	Resident & Ratepayers meeting	
02/08/2023	Tennis Australia, Tennis Victoria & Swan Hill Tennis Club	Future of tennis
02/08/2023	Our Swan Hill interview	
03/08/2023	MacKillop College	Tree Planting
08/08/2023	Mayor & CEO meeting	
08/08/2023	Robinvale Rotary Changeover dinner	
10/08/2023	Robinvale visit with CEO	
11/08/2023	It's a Bloke Thing	Welcome Shed down the Murray and dinner
12/08/2023	CFA Annual Dinner and Awards	
14/08/2023	Mayor & CEO meeting	

8.7 Cr Chris Jeffery

Nil to report.

The Mayor Councillor Les McPhee asked Councillors by show of hands to vote for an extra extension of time for the meeting to be extended for a further 30 mins. By a majority vote, the 30 minute extension of time was passed.

9 In-Camera Items

RECOMMENDATION

That, in accordance with sections 66(1) and 66(2)(a) of the *Local Government Act 2020*, the meeting be closed to members of the public for the consideration of the following confidential items:

Tender Approval - Butterworth Street Drainage and Road Reconstruction Project

CM 2023/32 MOTION

MOVED Cr King

That Council, resolve to close the meeting at 5:34 pm to members of the public to consider the following items.

SECONDED Cr Moar

The Motion was put and **CARRIED 7 / 0**

9.1 Tender Approval - Butterworth Street Drainage and Road Reconstruction Project

CONFIDENTIAL ITEM This item is to be considered at an In Camera meeting in accordance with Section 3(1) (a) of the Local Government Act 2020, this item is to be considered in an incamera meeting on the grounds that the item concerns Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

CM 2023/33 Motion

MOVED Cr King

That Council:

- 1. Award the tender of Butterworth Street Drainage and Road Reconstruction Project to Whitfield Excavations Pty Ltd for the agreed amount.**

SECONDED Cr Moar

Cr Young left the meeting at 5:37 pm.

The Motion was put and **CARRIED 5 / 0**

CM 2023/34 MOTION

MOVED Cr King

That the meeting move out of closed session at 5:43 pm

SECONDED Cr McKay

The Motion was put and CARRIED 6 / 0

10 Close of Meeting

There been no further business the Mayor, Councillor Les McPhee closed the meeting at 5:44 pm