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Submission: I feel the SRV "to maintain and renew local road network", is not justified and is deceptive.

A GTCC manager on mid north coast ABC radio was interviewed late last year about where the money for the SRV was being spent, his reply was predominantly on infrastructure. Where as GTCC has made a submission to Ipart and have told the community saying it is all on the local road network. I feel that the GTCC will spend it partly on employee benefits, as IPART set the 15/16 rates peg at 2.4% and 16/17 1.8%, but from the GTCC own submission the employee benefits and oncosts was \$18065000 14/15 and

\$19048571 15/16 a increase of 5.44% with projected similar increases in the future. An example of the largess from the GTCC website, the General manager gets paid \$359,700 with an allowance of \$14,383 for salary & wages penalties, (when a Power Station manager with over a billion dollars of assets and over 500 employees and contractors gets paid \$250k). I think there could some efficiencies to gained here if this is what goes on from the top (employee benefits and oncosts are 76% of the ratable income).

The GTCC submission was based on very old reports and doesn't represent the current situation, e.g. Treasury Corp report 3 Oct 2014, GHD report dated 21/2/ 14 but was quoting data 2005/2006 pre the last SRV. We own two properties one in Maitland where the rates have gone up 34.4% from 2011/12 to 2015/16 while our GTCC property rates have gone up 67.7% over the same period. Further efficiencies in GTCC could be gained by not using consultants as the council already employs Professional qualified personnel.

I feel GTCC does not have a money problem, the current budget is \$60 million, they have a staff problem.