

**Colac Otway
SHIRE**

AGENDA

**ORDINARY COUNCIL MEETING
OF THE
COLAC-OTWAY SHIRE
COUNCIL**

26 MAY 2009

at 3.00 pm

**COPACC Meeting Room
Rae Street, Colac**

An audio recording of this meeting is being made for the purpose of verifying the accuracy of the minutes of the meeting. In some circumstances the recording may be disclosed, such as where Council is compelled to do so by court order, warrant, subpoena or by any other law, such as the Freedom of Information Act 1982.'

COLAC-OTWAY SHIRE COUNCIL MEETING

26 MAY 2009

TABLE OF CONTENTS

OFFICERS' REPORTS

CHIEF EXECUTIVE OFFICER

OM092605-1	CEO'S PROGRESS REPORT TO COUNCIL	8
OM092605-2	TIMING OF LOCAL GOVERNMENT LEGISLATION IN VICTORIA	22

CORPORATE AND COMMUNITY SERVICES

OM092605-3	INSTRUMENT OF DELEGATION - SPECIAL COMMITTEES	28
OM092605-4	S86 COMMITTEE OF MANAGEMENT APPOINTMENTS	33
OM092605-5	COLAC OTWAY YOUTH COUNCIL STENCIL ART PROJECT	35
OM092605-6	BARWON SOUTH WEST REGIONAL TRAILS MASTER PLAN PROJECT.	38
OM092605-7	SALE OF WINGEEL RECREATION RESERVE - 270 BARUNAH PLAINS ROAD, WINGEEL	43
OM092605-8	FINANCIAL PERFORMANCE REPORT.....	47

INFRASTRUCTURE

OM092605-9	ROADS TO RECOVERY - 2009 TO 2014.....	63
OM092605-10	APOLLO BAY HARBOUR RISK MITIGATION FUNDS - DEED OF GRANT	65
OM092605-11	LOCAL ROADS TO MARKETS PROGRAM – IRREWILLIPE ROAD UPGRADE	69
OM092605-12	SALE OF LAND - 470 COLAC FORREST ROAD, YEO	73
OM092605-13	SPECIAL CHARGE SCHEME - ELLIMINYT NATURAL GAS	75
OM092605-14	INSTALLATION AND USAGE OF CATTLE GRID POLICY.....	90
OM092605-15	CONTRACT APPROVAL.....	95

SUSTAINABLE PLANNING AND DEVELOPMENT

OM092605-16	2009/2010 SMALL TOWN IMPROVEMENT PROGRAM ALLOCATIONS	102
OM092605-17	COLAC OTWAY SHIRE TOURISM SIGNING POLICY	106
OM092605-18	DRAFT ECONOMIC DEVELOPMENT ACTION AGENDA 2009-2013	108

GENERAL BUSINESS

OM092605-19 GENERAL BUSINESS

OM092605-19.1 Item for Signing and Sealing - Section 173 Agreement, 1995 & 2045 Colac
Forrest Rd, Gerangamete. 113

NOTICES OF MOTION

OM092605-20 NOTICES OF MOTION

OM092605-20.1 NOTICE OF MOTION 152-0809 - REUSE AND RECYCLING OF WASTE
MATERIALS (Cr Stephen Hart) 115

NOTICE is hereby given that the next **ORDINARY COUNCIL MEETING OF THE COLAC-OTWAY SHIRE COUNCIL** will be held in the COPACC Meeting Room, Rae Street, Colac on 26 May 2009 at 3.00 pm.

AGENDA

1. OPENING PRAYER

Almighty God, we seek your blessing and guidance in our deliberations on behalf of the people of the Colac Otway Shire. Enable this Council's decisions to be those that contribute to the true welfare and betterment of our community.

AMEN

2. PRESENT

3. APOLOGIES

4. MAYORAL STATEMENT

Colac Otway Shire acknowledges the original custodians and law makers of this land, their elders past and present and welcomes any descendents here today.

Colac Otway Shire encourages active community input and participation in Council decisions. Council meetings provide one of these opportunities as members of the community may ask questions relating to matters being considered by Council at the current meeting. Questions not related to current agenda items can be made in writing and will be addressed if received within two days of the Council meeting. Council meetings also enable Councillors to debate matters prior to decisions being taken.

I ask that we all show respect to each other and respect for the office of an elected representative.

An audio recording of this meeting is being made for the purpose of verifying the accuracy of the minutes of the meeting. In some circumstances the recording may be disclosed, such as where Council is compelled to do so by court order, warrant, subpoena or by any other law, such as the Freedom of Information Act 1982.'

Thank you, now question time. 30 minutes is allowed for question time.

1. Questions received in writing prior to the meeting
2. Questions from the floor

5. QUESTION TIME

6. DECLARATION OF INTEREST

7. CONFIRMATION OF MINUTES

- Ordinary Meeting of the Colac-Otway Shire Council held on the 22/04/09.
- Special Meeting of the Colac-Otway Shire Council held on the 05/05/09.

Recommendation

That Council confirm the above minutes.

OFFICERS' REPORTS

Chief Executive Officer

OM092605-1 CEO'S PROGRESS REPORT TO COUNCIL
OM092605-2 TIMING OF LOCAL GOVERNMENT LEGISLATION IN VICTORIA

Corporate and Community Services

OM092605-3 INSTRUMENT OF DELEGATION - SPECIAL COMMITTEES
OM092605-4 S86 COMMITTEE OF MANAGEMENT APPOINTMENTS
OM092605-5 COLAC OTWAY YOUTH COUNCIL STENCIL ART PROJECT
OM092605-6 BARWON SOUTH WEST REGIONAL TRAILS MASTER PLAN PROJECT
OM092605-7 SALE OF WINGEEL RECREATION RESERVE - 270 BARUNAH PLAINS ROAD, WINGEEL
OM092605-8 FINANCIAL PERFORMANCE REPORT

Infrastructure

OM092605-9 ROADS TO RECOVERY - 2009 TO 2014
OM092605-10 APOLLO BAY HARBOUR RISK MITIGATION FUNDS - DEED OF GRANT
OM092605-11 LOCAL ROADS TO MARKETS PROGRAM – IRREWILLIPE ROAD UPGRADE
OM092605-12 SALE OF LAND - 470 COLAC FORREST ROAD, YEO
OM092605-13 SPECIAL CHARGE SCHEME - ELLIMINYT NATURAL GAS
OM092605-14 INSTALLATION AND USAGE OF CATTLE GRID POLICY
OM092605-15 CONTRACT APPROVAL

Sustainable Planning and Development

- OM092605-16 2009/2010 SMALL TOWN IMPROVEMENT PROGRAM ALLOCATIONS
- OM092605-17 COLAC OTWAY SHIRE TOURISM SIGNING POLICY
- OM092605-18 DRAFT ECONOMIC DEVELOPMENT ACTION AGENDA 2009-2013

GENERAL BUSINESS

OM092605-19 General Business

- OM092605-19.1 ITEM FOR SIGNING AND SEALING - SECTION 173 AGREEMENT, 1995 & 2045 COLAC FORREST RD, GERANGAMETE.

NOTICES OF MOTION

OM092605-20 Notices of Motion

- OM092605-20.1 NOTICE OF MOTION 152-0809 - REUSE AND RECYCLING OF WASTE MATERIALS (CR STEPHEN HART)

Rob Small
Chief Executive Officer

CONSENT CALENDAR

OFFICERS' REPORT

D = Discussion

W = Withdrawal

ITEM	D	W
<p><u>CHIEF EXECUTIVE OFFICER</u></p> <p><u>OM092605-1 CEO'S PROGRESS REPORT TO COUNCIL</u></p> <p>Department: Executive</p> <p><u>Recommendation(s)</u></p> <p><i>That Council receive the CEO's Progress Report to Council for information.</i></p>		
<p><u>OM092605-2 TIMING OF LOCAL GOVERNMENT LEGISLATION IN VICTORIA</u></p> <p>Department: Executive</p> <p><u>Recommendation</u></p> <p><i>That Council supports the following motion at the MAV State Council meeting on 27 May 2009: "That the State Government be requested to amend the Local Government Act to provide for municipal elections in Victoria to be held on the second Saturday in October, in order to create the opportunity for a far earlier start to the Council Plan process and thereby creating the opportunity for a far more influential involvement for Councillors in the first budget of a new Council."</i></p>		

Recommendation

That recommendations to items listed in the Consent Calendar, with the exception of items, be adopted.

MOVED

SECONDED

OM092605-1 CEO'S PROGRESS REPORT TO COUNCIL

AUTHOR:	Rob Small	ENDORSED:	Rob Small
DEPARTMENT:	Executive	FILE REF:	GEN00460

EXECUTIVE**Budget Workshops and Meetings**

The budget preparation process has involved a logical sequence of analysis and review of separate budget elements:

- A services review and service level analysis
- Business case analysis of all non recurrent items with each being rated in terms of mandatory, high priority and priority optional items.
- The budget has been further scrutinised to pull back like items to minimum levels. Care has been taken in this process, however not to set unattainable budget levels following the accounting principles of making adequate, realistic provisions while being attentive to not overstating income.
- A further workshop is scheduled to bring the final priorities into consideration.
- At this stage the process of setting the budget and the public consultation phase will be approximately one week behind schedule. This has been necessary to allow the new CEO to conduct a review of the process to date.

Future of Local Government Summit

Council's Acting CEO attended the 'Future of Local Government' Summit in Melbourne on 6 & 7 May 2009.

The President of the LGA, Geoff Lake spoke about the opportunities available to Councils' through greater recognition at the Federal level of Government. He spoke about Local Government being at a fork in the road - on the one side a parochial/obstructive path and on the other a proactive/strategic path. He pointed out the benefits of capitalising on Local Government's share of the \$2.5 billion of Federal funding.

Another speaker, Peter McKinley, spoke of the difference between parochialism and community patriotism. He also spoke of "Place Shaping" and the benefits to be achieved through strategic alliances and listening to other comments and other shareholders.

We need to be pushing Local Government as a critical element in the governance of our localities, regions and ultimately our nation.

One of the key outcomes of the Summit was the recognition of the difficulties being faced by small to medium sized municipalities in funding the ever expanding range of responsibilities and the growing concern with regard to the reliance on rates as the primary funding source. The concerns related to the uncertainty of government grants, particularly given the impacts of the Global Financial Crisis and the Victorian bushfires were also raised as a further concern in this regard.

Great South Coast Municipalities Group Meeting

A meeting of the Great South Coast Municipalities Group was held on Friday 15 May. The Deputy Mayor, Cr Lyn Russell and the CEO were in attendance.

At that meeting the four key items on the agenda were:

- GSC Regional Plan Proposal

- Sea level rise implications and catchment commission discussions with the State Govt.
- Progress on a water supply study for the South West region
- Princes Highway West safety study which is at a proposal stage

CORPORATE AND COMMUNITY SERVICES

Substitute Public Holiday

Council resolved at the April 2009 Council Meeting that Colac Show Day should be the public holiday throughout the Shire instead of Melbourne Cup Day.

A letter was forwarded to the Minister for Small Business requesting the alternative day be gazetted.

The gazettal of the public holiday on 6 November 2009 was in the Victoria Government Gazette on 14 May 2009.

Corangamite Regional Library Corporation (CRLC)

The Library Board held a Special Meeting on Thursday 14 May 2009. The main purpose of the meeting was to consider the Library Plan for 2009/10 to 2013/14 and the Library Budget for 2009/10.

The Library Budget for 2009/10 includes a proposed funding increase of 4.5% per municipality. This is in line with the 2008/09 Library Plan which indicated a 4.5% increase.

Both documents will now be available for the community to make submissions.

The Board will be considering any submissions and the adoption of the Plan and the Budget at the next Board meeting to be held in June.

Health and Community Services

Universal Access to Childhood Education Project

Council has been funded by the Department of Education and Early Childhood Development to increase the number of enrolments and sustained attendance in kindergarten programs for disadvantaged children. This may include Indigenous children, children living in low socio-economic communities, children known to child protection or children from culturally and linguistically diverse communities (CALD).

This can be achieved by developing sustainable procedures and resources to address barriers to kindergarten participation and to increase the understanding and uptake of support programs including free kindergarten for four (4) year old children who hold concession cards; the introduction of kindergarten for three (3) year old Indigenous children and three (3) year old children known to child protection.

Pandemic Flu Planning

A draft copy of the Colac Otway Shire Pandemic Flu Plan has been completed for circulation to relevant officers and authorities for input. This plan has been prepared following our health officers attending a number of statewide workshops and reviewing progressively produced guidelines, data and international research over a period of two years.

The draft plan will be discussed at a Councillor briefing session in June, before being presented to an ordinary meeting of Council.

Wye River & Separation Creek Sewerage – Functional Design Consultation Phase

Meetings have been held with the Regulatory Reference Group and the Community Reference Group to discuss issues feeding into options for functional design. It has been emphasised by the Department of Sustainability and Environment that it is not possible to sewer all of the hamlets and that the most inefficient household waste water systems are identified and prioritised for connection to sewerage.

Council has undertaken an audit of waste water systems and has prepared comprehensive data sheets and criteria to identify priority systems.

This phase is funded by DSE following the development of the Waste Water Concept Report by Council.

Wye River, Separation Creek & Kennett River Water Management Project

A Regulatory Reference Group has met to discuss the findings from a survey conducted by Deakin University earlier this year to identify the water use metrics and the water use needs for Wye River, Kennett River and Separation Creek. A list of options have been prepared to consider to improve water supply.

This project is funded by DSE following the development of the Water Supply Concept Report by Council.

Apollo Bay to Colac Bus Service

Following the cessation of the Apollo Bay to Colac bus service last year, Council's Transport Connections Project Worker has been working with a number of communities including Apollo Bay, Forrest and Barwon Downs to identify their travel needs. These have been assessed and presented in an application to the Department of Transport for the trial of a new service.

It is with pleasure to advise that a trial service will commence in June/July 2009 and continue to June 2010. The service will operate on Wednesdays and has been scheduled to provide access to COPACC, medical and rehabilitation services, the Blue Water Fitness Centre, Melbourne and Warrnambool train services, general shopping and a hot lunch option at the Kanyana Seniors Centre. Access to the Colac town bus is also available for social and personal interest travel opportunities.

Events**E Team Meetings – May**

The May E Team meeting was held on 12 May to debrief the following events: Hoot 'n' Nanny (14 February) and FReeZA ABMF Stage (28 March). Preliminary discussions for the Birregurra Weekend Festival (9 to 11 October), Herald Sun Tour (13&15 October), Kona Bike Ride (28 & 29 November), FReeZA Art Arvo (2 July) will also be conducted.

FReeZA

FReeZA (Lac & Co Productions) are currently arranging a very different event which will be an Art Show including two acoustic acts performing at the Colac Botanic Gardens on Thursday 2 July during the school holidays.

A FReeZA Central Workshop will be held at COPACC on 11 August 2009. Music industry experts will pass on their knowledge to young people at the event hosted by Colac Otway FReeZA committee (Lac And Co Productions). The workshop is open to all young people aged 15 to 25 years from Colac and district and includes five individual career stream sessions covering performance, technical, event management, marketing and promotion and

music business operations. Participants will get a chance to meet industry experts and ask panellists questions. They are also eligible to complete an assessment sheet from NMIT and complete the course component, Certificate IV in Music, Plan A Career in Music for free.

Annual Event Organisers Training Survey

A half day Event Organisers Workshop has been scheduled for 18 June, 2009. Three presenters will deliver topics identified in the 2009 Training Survey including Funding, Sponsorship and Waste Management. The Workshop is a direct outcome of the 2007-2011 Festival and Events Strategic Plan.

Traffic Management Course

A full day traffic management course will be held for volunteers of Service clubs and community groups on 2 June, 2009 at the Colac Saleyards. The course will be run by *ACT – Associated Training Consultants* and participants who successfully complete the course will be fully accredited to manage traffic at any events at which they are employed. This course is provided free of charge to participants as part of ongoing training and development opportunities offered by the Colac Otway Shire.

Attendees who successfully complete the one day course will receive a photographic Statement of Attainment as Accredited Traffic Controllers and will be registered on a Council managed database. It is proposed that this database will be accessible to event organisers and community groups within the Shire. Once qualified, Traffic Management Officers are registered on the database, event organisers and community groups/clubs requiring traffic management services can engage the Accredited Officers to support their event. This would allow clubs to generate income from community based events and could be a great fundraiser for a club/association.

GOR Marathon (16 and 17 May, 2009)

The Great Ocean Road Marathon was held Saturday 16 May, including the 6.5km run from Apollo Bay to Marriner's Lookout return, the 14km Wheelchair Athletes' Challenge and the 14km Apollo Bay to Paradise return. The 23km half-marathon from Kennett River to Apollo Bay and the 45km Marathon between Lorne and Apollo Bay was held on Sunday 17 May. Runners hailed from Ethiopia, Kenya, Japan, England, New Zealand, India, Indonesia, Hong Kong, Denmark and the US all chasing some of the \$50,000 in prize money on offer.

Festival and Events Support Scheme

The 2009/10 round of the Festival and Events Support Scheme closed on 8 May, 2009. Applications will be evaluated in June with notification of funding in July. Fourteen applications were received including the Great Victorian Bike Ride.

Upcoming Events

Events which will be held throughout Colac Otway in June include the Otway Soup Festival (8 June) and the Forrest Arts of Fire (20 June).

Recreation

Council Community Grants

Applications for the 2009/2010 Council Community Funding Program closed on 8 May 2009.

- Thirty six applications were received under the Community Recreation Facilities category.
- Twenty seven applications were received under the Community Projects category.
- Eight applications were received under Colac Otway Performing Arts and Cultural Centre (COPACC) Hire Assistance.

There has been a slight increase in the number of applications received across all categories.

Applications will be assessed throughout May with all applications being considered by the Councillor Community Funding Advising Committee on 9 June 2009 with successful applicants being notified in July.

Leisure Networks Partnership and Club Network

Over thirty individuals attended the Liquor Licensing Seminar on Monday 4 May 2009 conducted by Leisure Networks in partnership with the Colac Otway Shire.

A Responsible Service of Alcohol course is planned for Monday June 15, 2009 at COPACC – Meeting Room 1, from 7.00pm – 10.00pm. Community and Sporting Clubs are encouraged to attend these meetings.

North Melbourne's "shinboner of the century" Glenn Archer is a guest speaker at the first Club Network Meeting for 2009 to help sporting clubs go online.

A "Paperless Clubs workshop" on Wednesday, May 27 will discuss how clubs can market themselves on the web and is presented by Leisure Networks in partnership with the Colac Otway as part of "Club Network."

Topics to be covered include creating effective websites, building traffic to a club's website, resources and directories, online newsletters, communicating with members, building a network or database and the cost benefits of websites. Information will also be provided about the launch of the new *sportslink* website taking place in June.

Old Beechy Rail Trail Review and Strategic Action Plan Complete

A 5-Year Strategic Action Plan for the Old Beechy Rail Trail has been completed following the facilitation of a workshop and consultation undertaken with stakeholders. Representatives of the Rail Trail Committee, Friends Group and other stakeholders (e.g. relevant Council staff, Otway Tourism, private land owners) were invited to provide direct input into the document.

Key outcomes from the workshop have been used to help develop the Strategic Action Plan which focuses on the following key areas:

- Trail maintenance and management,
- Capital development and infrastructure improvement,
- Trail marketing and access,
- Trail development and expansion, and
- Risk management.

Birregurra Skatepark

Tenders have been received for the construction of the Birregurra Skatepark. All tenders were over the allocated budget. The Recreation Unit is currently liaising with contractors, design planner and the Birregurra Skate Park Committee regarding reviewing the project scope. The Birregurra Community Group is currently liaising with local contractors to ascertain if any elements could be performed/donated as in-kind. A meeting was held between Council Officers and project stakeholders on Tuesday 19 May to discuss and negotiate the project to enable the commencement of the skate park construction.

Multi-purpose sports field redevelopment project

The multi-purpose sports field redevelopment project scheduled works have been completed by the engaged contractor, Turf Care and Hire Pty Ltd. An eight week maintenance period is currently in progress and is expected to be completed by mid June 2009.

Funds available within the project budget will enable training lighting infrastructure to be undertaken. Central Reserve user groups have been consulted for feedback with regard to the lighting works to be undertaken by July 2009.

Sport and Recreation Victoria – Country Football Netball Program

State Government representatives formally announced the Alvie Recreation Reserve and the Forrest Netball Club funding for development/upgrade of their netball and community facilities. Council will continue the work in partnership with the Committees and contractors to ensure project outcomes are being fulfilled. Works are scheduled to commence in the 2009/10 financial year. Council contributions to these projects are being considered as a part of the 2009/2010 budget process.

Bluewater Fitness Centre

Following the successful implementation of a 5 week pilot program exploring healthy living and physical activity for new mums called “Life after Birth”, participants are achieving their personal objectives. Consultation is now being made with local service providers and networks of the maternal health areas to advertise and promote the program to the wider community.

The *All Inclusive Netball* competition has commenced at Bluewater for the second season following the success and demand for programs that increase participation in physical activity among people with disabilities. The Colac Night Netball Association has developed a successful competition that increases participants knowledge and confidence to undertake physical activity by participating in organised recreational sport. Bluewater staff are working with local sporting associations and networks looking to expand these programs to involve other inclusive sports such as basketball, cricket and soccer.

Centre staff are participating in a State Government initiative to assist the development of Disability Action Plans for the Facility. The plan is to assist and better equip the staff and facility to deliver inclusive programs and services for people with disabilities.

COPACC Activity Report

May has seen the COPACC team accelerate into full theatre mode, presenting several of our subscription season productions and planning for more in the coming weeks;

- The Melbourne Comedy Festival Roadshow played to a sellout audience.
- The brilliance of Circa’s ‘61 Circus Acts in 60 Minutes’ played to a near capacity crowd.
- We look forward to the exotic offerings from Polytoxic’s ‘Teuila Postcards’, the rich tones of ‘Sunwrae Ensemble’ and ‘Thursday’s Child’ from Monkey Baa Theatre.

The corporate spaces were well utilised again hosting such events as:

- DSE – Fire Season Debrief
- Youth Substance Abuse Service Workshop
- Green Plumbers Solar Hot Water Expo
- Victoria Police Medal Presentation Ceremony
- as well as our usual array of operational meetings and training programs

Community events hosted include:

- The Catholic Primary Schools “Let Your Light Shine” musical evening
- The Colac Custom Car & Bike Show exhibition and launch
- Alpaca Week Exhibition

- The return of Trinity College drama and performance in the next fortnight.

Following our May theatre rollout, the refurbishment of the Civic Hall, including painting, installation of truss and audio, lighting and multimedia system upgrade will be undertaken.

INFRASTRUCTURE AND SERVICES

General

The following activities have been carried out over the last month:

- Resolution of the purchase of the Skills Connection Lease based on a settlement date of 22 May 2009;
- Planning of Skills Connection building refurbishment in order to accommodate relocation of staff from the main Rae Street office;
- Finalisation of Budget analysis and review of the evaluation and scoring criteria for Capital Works and Major Projects;
- Finalisation of Best Value Review for Waste and progressing the Assets and Infrastructure services best value review;
- Review of subdivision pavement analysis for industrial areas, to ensure works are carried out in accordance with recognised industry standards; and
- Review of Council Infrastructure & Services policies for compliance requirements.

Capital Works

- Swan Marsh Irrewillipe Road. 1.7km of the works have been sealed and are 95% complete – only linemarking, signage and minor tidying up to be completed. The intersection with Timboon-Colac Road is in the final stages with sealing works anticipated for 15 May 2009 (weather permitting);
- Gallop Street Rehabilitation in two areas has been completed;
- Pound Road. Works had been suspended due to inadequate compaction. A resolution has been determined and it is expected that works will recommence in mid-late May. It is anticipated that the works will be completed by end of June. It is expected that expenditure will be approximately 20% over budget. This over-expenditure will be met out of the available Roads-To-Recovery funding. There will be no change to the Special Charge Scheme;
- Binns Road The bridge is essentially complete and is now open to traffic. Some minor works remain, such as the completion of the installation of approach guard rail.
- Binns Road Resheeting works of the top section (Beech Forrest Rd to Wyr River Crossing) is nearing completion.

Asset Management

COPACC Painting

Painting of the external areas of COPACC have been completed. Works were completed at a total cost of \$28,900 and are part of Council's Annual Building Renewal Program.

Swan Marsh Hall Upgrades

Works have recently commenced to undertake various improvements to the Swan Marsh Public Hall. This project involves:

- Internal and external painting;
- Provision of infrastructure to improve accessibility;
- Improved lighting for patron safety;
- Installation of site fencing; and
- Provision of heating and cooling system.

These upgrades were made possible by a grant received through the Small Towns Development Fund. Total project cost is \$42,000. Installation of disabled access ramp, verandah to outside toilets, and fencing have been completed to date. Other improvements to come next month.



Truss Repairs – Apollo Bay VIC

Quotations have been accepted from Lyness Steel Fabricators to supply and install a series of steel covers on the ends of the existing exposed timber roofing beams to the Apollo Bay VIC. The ends of the existing beams have rotted due to environmental conditions and will be trimmed. The new steel covers or sleeves will then be installed over the new ends of the beam to provide protection. It is expected that these works will commence in late May 2009.

Blue Water Fitness Centre Improvements

Co-ordination of the various improvement works to be undertaken at Blue Water Fitness Centre as part of the Federal Government's Regional and Local Community Infrastructure Program has commenced. These works include:

- Replacing roofing to areas of the stadium;
- Construction of a new program room adjacent to the minor hall;
- Replacement of the existing glass wall along the north frontage of the facility; and
- Repairs and servicing to existing HVAC systems.

Total project cost is \$300,000 and is required to be completed by September 2009. Quotations from local contractors and suppliers will be sought upon confirmation of the scope of works.

Sealed Road Condition Survey

As detailed previously, Puredata Ltd have been engaged to undertake a condition audit of sections of Council's sealed road network. Field data capture has now been completed with rating and analysis of the information collected now underway. It is expected that final reporting will be received by mid June 2009.

This will provide a valuable information source. The information collected from these surveys provides inputs into Council's Capital Works planning and the assessment of long-term road rehabilitation and investment needs.



COSWorks

- Road Regrading: Maintenance grading has been completed in all areas as weather permits.
- Minor Patching: Ongoing in all areas.
- Major Patching: Cape Otway Road, Rifle Butts Road, Woodrowvale Road, Stones Road, Collins Road, Queen Street, Deans Creek Road, Cressy Road.
- Gravel Road Re-sheeting: Undertaken on Hickeys Cutting, Southorn Street, Lardeners Track, Egans Track, Ashes Rd, Wonga Rd, and Wye River Streets.
- Major Drainage completed on: Separation Creek Rd, Binns Rd, Killala Rd, Barham River Rd and Wild Dog Road.
- Routine Drainage: Ongoing program mainly in the Otway areas.
- Vegetation and Tree Maintenance at:
 - Barongarook Road, Binns Road, Wild Dog Road, Sunnyside Road, Mt Sebine Benwerrin Road, Montrose Ave
- Footpath Replacement: Gravesend Street.
- Linemarking: Rural centreline marking has been completed.
- Township Mowing: This has been undertaken in all townships as required.
- Weed Spraying: This has begun around Roadside furniture.
- Bridge Maintenance: Spraying completed around structures.
- Gardens: General maintenance and tree trimming. This has included the removal of the trees outside the Council offices.
- Capital Works:
 - Gallop Street Rehabilitation Completed.
 - Swan Marsh – Irrewillipe Part 1 Guard rail installed
 - Swan Marsh – Irrewillipe Part 2 70% complete
 - Binns Road - Resheet 50% Complete
- Playground Maintenance: Inspect and repair defects, as per program.
- Old Beechy Line Rail Trail: Reach Arm mowing and general maintenance/ repairs carried out.
- Saleyards: Front gates installed but not operational. Lighting cables and pole pads installed.

Major Contracts / Waste Management

Maritime Infrastructure Forum

A Maritime Infrastructure Forum was coordinated by Heritage Victoria for the South West region on 1 May 2009 at the Flagstaff Museum, Warrnambool. The forum was attended by Manager Major Contracts for developing an understanding of issues that may be of relevance for Port of Apollo Bay. The purpose of the forum was to raise awareness of maritime infrastructure along the South West coast and increase understanding of items of Cultural and Heritage importance. A number of papers were presented focusing on Permit and Consent process, role of archaeologists, maritime infrastructure planning, regional infrastructure changes, community involvement, maritime tourism etc. Information was provided on archaeological works involving surveying, excavation, assessment and reporting process while working in an area of cultural and heritage sensitivity. The forum provided an opportunity to network with officers of Heritage Victoria and archaeologists.

Regional Waste Management Groups – Structure Review

Sustainability Victoria is currently undertaking a structural review of Regional Waste Management Groups, Victoria. The review will consider aspects such as (1) effectiveness of current roles of regional waste management groups, (2) future structure, funding and governance arrangements, (3) waste management education role, (4) objective and needs of Local Governments and Regional Waste Groups and (5) end markets for waste products

produced in Regional Victoria. A consultative workshop was held on Tuesday 5 May 2009 in Geelong attended by representatives of Barwon Region member Councils. Cr Stephen Hart and Council officers represented the Council in this consultative forum. Another workshop is proposed on 15 June 2009 to consider and discuss the first draft of the report.

Drop Off Facilities Contract

Tenders have been advertised for the above contract and close Wednesday 4 June. The contract is for a 12 month period with the ability to extend to fit in with the main Waste Contract which will be due to commence after a tender process in September 2010. The contract includes waste collection from the Drop Off Facilities at Carlisle, Beech Forest, Lavers Hill and Gellibrand.

E Waste Collection – World Environment Day

Council Staff are currently investigating the possibility of running an E-Waste (electronic) collection from drop off points in both Apollo Bay and Colac. GT Recycling have agreed through the auspice of BRWVG to allow Colac Otway Shire to dispose of such waste at their facility at no charge.

Mattress Recycling Shed

Quotes have been sought to construct a storage shed at Alvie Transfer Station for storage of mattresses for recycling. Monies towards construction have been gained from a grant from DSE.

Binns Road Bridge - Design And Construct

Binns Road Bridge over the Aire River was opened to traffic on Thursday 30 April 2009 after signs were erected to complete the works.



Tenders

Tenders have been called and are in the process of either being evaluated or awarded for the following major contracts:

- Current tenders advertised are :-
 - 0817 Gellibrand Landfill Rehabilitation Works – closed 20 May 2009
 - 0908 Waste Drop-Off Facilities Service - closes 3 June 2009

SUSTAINABLE PLANNING AND DEVELOPMENT

Heathfield Estate Reserve Public Consultation

Council recently sought submissions from the community outlining possible interim uses for the Heathfield Reserve site between Marengo and Apollo Bay. Submissions closed on Friday 17 April 2009, and officers are currently reviewing the range of comments and issues raised. An officer report will be prepared for Council consideration in the coming months.

Beeac Broiler Farm Proposal – Pierces Road, Beeac

An amended proposal has been received by Council for a single 640,000 bird capacity broiler farm at 210 Pierces Road Beeac, replacing two previous applications for that property. This follows an agreement reached between the applicant and objectors. After previously resolving not to support the two individual applications, Council resolved at a Special Meeting on 15 April to give conditional support to the proposal subject to the Victorian Civil and Administrative Tribunal (VCAT) being satisfied with the revised Environmental Risk Assessment (ERA). The matter was subsequently heard by VCAT on 20 April, at which time the Tribunal member directed that the hearing be deferred to 23 June to allow further notification of potentially affected parties. The Tribunal also directed that Council take a more definitive position in relation to the revised ERA prior to the hearing. Officers have responded to this direction by engaging an external odour expert to undertake a peer review of the ERA, which will give guidance to Council in arriving at a position on this matter. The ERA has also been forwarded to the Environment Protection Authority (EPA) for comment.

Colac and Apollo Bay Car Parking Study

Consultants were appointed to undertake a Parking Study for the townships of Apollo Bay and Colac in January 2009. An Issues and Options Paper is currently being prepared, using data collected from parking surveys undertaken in late February. Essential Economics are currently preparing forecasts of retail floor space requirements for each town centre (based on population projections and trends in retail spending) which will contribute to the identification of future parking needs. It is expected that this will be workshopped with Council in the coming months prior to public consultation.

Rural Living Strategy and Birregurra/Forrest Structure Plan

The 2008/09 budget funded a Rural Living Strategy to occur as a follow-up to the Rural Land Strategy adopted by Council in 2007. It will examine appropriate areas for rural residential development, as well as the boundaries of small towns in the Shire. The budget also funded a Structure Plan for Birregurra and Forrest. There has been a delay in commencing both these projects, however tenders are in the process of being called, and consultants are expected to be appointed to commence the projects in June.

Review of Planning and Environment Act

The Minister for Planning has released a discussion paper "Modernising Victoria's Planning Act". The review aims to simplify current laws, remove redundant provisions, and strengthen timelines in the planning process, including an examination of the planning permit and amendment processes.

Submissions were invited from the community, industry, the planning profession and local government, but only a short period was made available for submissions which has limited the capacity of the industry to respond in a timely manner. The due date for submissions was Friday 1 May 2009. Officers workshopped a draft submission with Councillors early in May, and have lodged a submission to the Review. Further information can be obtained from the Department of Planning and Community Development (DPCD) website: www.dpcd.vic.gov.au/planning.

VCAT Review

The President of VCAT is conducting a review of VCAT to ensure it remains accessible to all Victorians and continues to improve its capacity to resolve disputes effectively and fairly. A consultation paper has been prepared. Submissions close on 8 June 2009. VCAT will be holding a number of information forums in April and May 2009. Further details can be obtained from VCAT website: www.vcatreview.com.au/events.

Grassy Groundcover Restoration Project

A cross-Tasman expert panel has just announced the top 25 outstanding ecological restoration projects being undertaken in Australia and New Zealand. The Grassy Groundcover Restoration Project (GGRP), managed by Greening Australia and the University of Melbourne in partnership with Colac Otway Shire, is included on this prestigious list. This project is working to restore the wildflower grassland landscape of which the last 1% is on the brink of extinction in Victoria.

This project has set up 13 widely separated demonstration sites in Victoria's (and perhaps Australia's) most threatened plant community – temperate grasslands one of which is on Council managed land at the Beeac Cemetery. The GGRP has demonstrated for the first time under Australian conditions that it is possible to reconstruct these communities on bare-field sites. It has also established techniques for seed production that will enable direct-seeding to occur at scale without impacting negatively on existing remnant populations.

The 18-month search for the top projects was initiated by Ecological Management & Restoration (EMR), the management-oriented journal of the Ecological Society of Australia, and the Society for Ecological Restoration International, the world's premier restoration body. The specialist panel was made up of two ecology professors, two restoration specialists, a consulting ecologist and the EMR journal's editor.

Seventeen projects were selected from nominations sent from all over Australia, with 8 projects selected from New Zealand. The Australian shortlist includes projects from areas as diverse as the Murray-Darling Catchment, the Great Barrier Reef, the Kimberly, South-west Western Australia, Atherton Tablelands, The Snowy Mountains and Tasmania.

The Beeac site is most impressive during Spring when the various wildflowers can be seen. A field trip will be organised in spring to give Councillors and Council staff an opportunity to see the project first hand.

Fire Prevention Matters

The fire season officially finished at the end of April allowing people to burn off without a permit. After completing the fire prevention inspection process 52 infringement notices will be issued to land owners who failed to carry out prescribed fire prevention actions during the 2008/2009 fire season. Although it is disappointing that infringements need to be issued it is encouraging that only a small proportion of the properties issued with fire prevention notices did not comply with the requirements. It is important to note that inspections are being conducted on our own land and where necessary notices will be issued to COS to ensure that the appropriate works are carried out. No notices have been issued to Council so far.

Now that the fire season is over a meeting of the Municipal Fire Prevention Committee (MFPC) will be organised to examine how the fire prevention process can be further improved for the next fire season. This meeting would normally occur in May however the recent resignation of Council's Municipal Fire Prevention Officer and developments in Integrated Fire Management Planning (IFMP) mean that the meeting will be held in June 2009.

The State Government has, for some time, been preparing to integrate fire prevention planning with operational planning undertaken by fire agencies and recovery planning undertaken by municipalities. The Colac Otway Shire Municipal Fire Prevention Plan was designed to allow for easy transition to IFMP with one of the largest components of the plan being the eradication of Fire Hazards around townships. A first draft of the IFMP is expected to be ready in June and will be presented to the MFPC for discussion at the next meeting.

Through the Royal Commission, the government will examine what further action may be appropriate for landowners to manage property vegetation to reduce bushfire risk, while also balancing the needs of the environment and significant landscapes and local neighbourhood character. Council has attended workshops organised by MAV to provide input to the Royal Commission through an MAV submission. Council will be provided with the draft MAV submission to comment on prior to it being submitted to the commission.

Economic Development Unit – Up coming Seminars

The first seminar, Economic Survival, will be held on 2 June 2009 5pm -7pm at COPACC . This seminar, held in conjunction with WHK aims to equip businesses with key strategies to assist them to cope in this difficult economic downturn and thrive as conditions improve.

The second seminar is an Industrial Relations Briefing, held in conjunction with Colac Otway Workforce to provide information on the new Industrial Relations laws which come into effect on July 1st. This seminar will be held on 4 June 2009 2.00pm - 4.30pm.

Visitor Information Centres

Both Colac and Apollo Bay VICs registered high visitor numbers in April but year to date figures are down on last year. Since growth in this time of the year has been largely overseas tourists it may be that numbers have been effected by the impact of the economic crisis.

The redevelopment of the Colac VIC will commence once State funding has been confirmed.

Federal Government Jobs Fund

This is a \$650 million initiative to support and create jobs and skill development. A number of discussions have taken place with various proponents of projects in Colac and Council will be advised of these if they succeed to the point of application. Council is providing resources to guide the process locally and may be asked to auspice a grant on behalf of one or more of these proposals. It is not anticipated that there will be a financial cost to Council for these projects.

Internal discussions are also taking place to investigate opportunities for using funds allocated in the 2009/10 draft budget to match Jobs Fund grants to complete these projects at a lower cost to Council.

Working Women's Networking Event

Kerrie Hammond from Trinity College will be speaking on careers for young women at the May meeting of the Working Women's Network.

The meeting is on Wednesday May 27 at COPACC, 6pm – 7:30pm.

Trade Training Centre

The Colac Otway Schools Cluster is continuing to work towards an application for funding to the Federal Government for this project. The Industry Advisory Committee will be convened by Council again in late may to support the process. A letter of support from Surf Coast Shire has been received to endorse Colac Otway Shire's leadership on this project. The

Trade training Centre application needs to show evidence of local government support and one of the cluster schools Lorne P – 12 is in Surf Coast Shire.

Recommendation(s)

That Council receive the CEO's Progress Report to Council for information.

~~~~~\) ~~~~~

**OM092605-2 TIMING OF LOCAL GOVERNMENT LEGISLATION IN VICTORIA**

|             |              |           |                           |
|-------------|--------------|-----------|---------------------------|
| AUTHOR:     | Colin Hayman | ENDORSED: | Rob Small                 |
| DEPARTMENT: | Executive    | FILE REF: | GEN01661 Local Government |

**Purpose**

To consider supporting a motion that has been submitted to the next MAV State Council by the City of Casey concerning the timing of Local Government Elections in Victoria.

**Background**

A letter has been received from the City of Casey requesting Council consider supporting the following motion at the State Council:

*“That the State Government be requested to amend the Local Government Act to provide for municipal elections in Victoria to be held on the second Saturday in October, in order to create the opportunity for a far earlier start to the Council Plan process, and thereby creating the opportunity for a far more influential involvement for Councillors in the first budget of a new Council.”*

The following background information for publication with the motion has also been provided:

**“Timing of Local Government Elections in Victoria**

*Elections in Victoria are required to be held on the last Saturday in November as follows:*

2010 – State Government  
 2012 – Local Government  
 2014 – State Government  
 2016 – Local Government etc.

*The actual timing of the election is an accident of history and bears no relevance to practical cycles of planning and budgeting. It is perhaps not an issue for State Government, but it is considered to be of considerable significance for local government.*

*It is generally accepted that Governments with flexibility of timing for calling elections will exercise it, as far as possible, to coincide with the Government’s best political advantage.*

*On 24 August 1999 the then Premier, Jeff Kennett, called an election for 18 September 1999. Following a period of caretaker Government, the Bracks Government was ultimately elected in that election and was then entitled to govern until the next election, which could be held at any time in a window from 30 November 2002 until December 2003.*

*The Premier called the 2002 election for the earliest available date and part of his election platform was the establishment of fixed parliamentary terms of four years. When re-elected, legislation was introduced to give effect to this undertaking. The legislation provided the government with a four year term, expiring on the last Saturday in November 2006 (ie mirroring the timing of the previous election).*

*Thus it can be seen that the timing of current State elections can be traced specifically back to the timing of the election of the Bracks Government following the 1999 election.*

*The Government subsequently decided that four year terms were also a good idea for local government and made them also run to an election timetable based on the last Saturday in November.*

*While this provides consistency of election day, the likelihood is that the general public in Victoria has no idea that election day for State and Local Government is always on the last Saturday in November – particularly as Federal elections do not follow the same convention.*

*There appears to be little advantage in having election days coinciding with the last Saturday in November.”*

### **Council Plan/Other Strategies/Policy**

Under the Council’s priority of strong leadership is the following objective “we are committed to providing strong community leadership, governance and advocacy services which will benefit the community now and into the future.’

### **Issues/Options**

As noted in the background information the current timing of Local Government elections has had an impact on the timing of the Council Budget and Council Plan process.

Council can either support the motion or not.

### **Proposal**

That Council supports the motion at the next MAV State Council meeting to be held on 27 May 2009.

### **Financial and other Resource Implications**

No additional finance and resource implications.

### **Risk Management & Compliance Issues**

Not applicable.

### **Environmental Considerations**

Not applicable.

### **Communication Strategy/Consultation**

Not applicable.

### **Implementation**

If passed, Council through its MAV representative, Cr Stephen Hart, would support the motion at the State Council meeting.

### **Conclusion**

There are advantages in moving the election date forward into October with respect to the Budget and Council Plan processes.

### **Attachments**

Nil

### **Recommendation**

***That Council supports the following motion at the MAV State Council meeting on 27 May 2009: “That the State Government be requested to amend the Local Government Act to provide for municipal elections in Victoria to be held on the second Saturday in October, in order to create the opportunity for a far earlier start to the Council Plan process and thereby creating the opportunity for a far more influential involvement for Councillors in the first budget of a new Council.”***

~~~~~U~~~~~

CONSENT CALENDAR**OFFICERS' REPORT**

D = Discussion

W = Withdrawal

| ITEM | D | W |
|---|---|---|
| <p><u>CORPORATE AND COMMUNITY SERVICES</u></p> <p><u>OM092605-3 INSTRUMENT OF DELEGATION - SPECIAL COMMITTEES</u></p> <p>Department: Corporate & Community Services</p> <p><u>Recommendation(s)</u></p> <p>1. <i>That Instrument of Delegations for the following Special Committees be signed and sealed:</i></p> <ul style="list-style-type: none"> - <i>Barongarook Public Hall and Tennis Reserve</i> - <i>Barwon Downs Hall</i> - <i>Beech Forest Hall</i> - <i>Beech Forest Recreation Reserve</i> - <i>Birregurra Hall</i> - <i>Carlisle River Recreation Reserve</i> - <i>Chapple Vale Hall</i> - <i>Colac Municipal Aerodrome</i> - <i>Cororooke Hall</i> - <i>Cressy Hall</i> - <i>Eurack Hall</i> - <i>Irrewillipe Hall and Reserve</i> - <i>Kennett River Tennis Reserve</i> - <i>Larpent Hall</i> - <i>Lavers Hill Public Hall</i> - <i>Pennyroyal Hall</i> - <i>Pirron Yallock Recreation Reserve</i> - <i>Stoneyford Hall</i> - <i>Swan Marsh Hall and Tennis Reserve</i> - <i>Warncoort Tennis Reserve</i> - <i>Warrion Public Hall</i> - <i>Yeo Recreation Reserve</i> <p>2. <i>That in accordance with Section 81(2A) of the Local Government Act 1989, Council resolves to exempt members of the committees from being required to submit a Primary or Ordinary return "Register of Interest" return.</i></p> <p>3. <i>That the Instrument of Delegation for the Wingeel Tennis Reserve Management Committee be revoked.</i></p> | | |

| | | |
|---|--|--|
| | | |
| <p><u>OM092605-4 S86 COMMITTEE OF MANAGEMENT APPOINTMENTS</u></p> <p>Department: Corporate & Community Services</p> <p><u>Recommendation(s)</u></p> <p>1. <i>That pursuant to Section 86 of the Local Government Act 1989, Council resolve to appoint the following elected members -</i></p> <p><i>Larpen Hall – Nigal Newcombe, Geoff Turner, Gloria Newcombe, Bruce Lyness, Michael Lenehan, Lachlan Sutherland, Geoff Higgins, Morris Middleton, Phil Harris</i></p> <p><i>Swan Marsh Hall and Tennis Reserve – Michael Melville, Brett Ryan, Fiona Castles, Jeff Douma, Tabitha Black, Kevin Boyd, Michael Everett, Anne-Maree Convery-Oborne, Noela Ackerley</i></p> <p>2. <i>That in accordance with Section 81 sub-section(2) sub-section(a) of the Local Government Act 1989, Council resolve to exempt members of the Committees from being required to submit a primary or ordinary pecuniary interest return in accordance with this section.</i></p> <p>3. <i>That the Committees be advised that a copy of minutes of committee meetings held be forwarded to Council for its record after each meeting and that a Treasurer’s Report be provided annually.</i></p> | | |
| <p><u>OM092605-5 COLAC OTWAY YOUTH COUNCIL STENCIL ART PROJECT</u></p> <p>Department: Corporate and Community Services</p> <p><u>Recommendation(s)</u></p> <p><i>That Council note the report on the Colac Otway Youth Council Stencil Art Project</i></p> | | |

| | | |
|--|--|--|
| <p><u>OM092605-6 BARWON SOUTH WEST REGIONAL TRAILS MASTER PLAN PROJECT</u></p> <p>Department: Corporate and Community Services</p> <p><u>Recommendation</u></p> <p><i>That Council accept the draft Regional Trails Master Plan as presented and approve to release the document for public display in accordance with the Council's Community Consultation and Engagement Policy but for an extended period of 5 weeks commencing 26 June 2009.</i></p> | | |
| <p><u>OM092605-7 SALE OF WINGEEL RECREATION RESERVE - 270 BARUNAH PLAINS ROAD, WINGEEL</u></p> <p>Department: Corporate and Community Services</p> <p><u>Recommendation(s)</u></p> <p><i>That Council:</i></p> <ol style="list-style-type: none"> <i>1. Having undertaken a Public Consultation Process resolves to sell the property at 270 Barunah Plains Road Wingeel (Volume 9582 and Folio 215 as being Lot 1 of TP95953) to Neville Harrison at a sale price of \$2,400 exclusive of Goods and Services Tax (GST).</i> <i>2. Delegates to the Chief Executive Officer authority to sign and place under Council seal the contract of sale documents with respect to 270 Barunah Plains Road Wingeel.</i> <i>3. Endorse the Agreement under Section 173 of the Planning and Environment Act 1987 to ensure that the property cannot be sold or developed separately in the future.</i> | | |
| <p><u>OM092605-8 FINANCIAL PERFORMANCE REPORT</u></p> <p>Department: Corporate and Community Services</p> <p><u>Recommendation(s)</u></p> <p><i>That the Financial performance Report to the end of April 2009 be received.</i></p> | | |

Recommendation

That recommendations to items listed in the Consent Calendar, with the exception of items, be adopted.

MOVED

SECONDED

OM092605-3 INSTRUMENT OF DELEGATION - SPECIAL COMMITTEES

| | | | |
|-------------|--------------------------------|-----------|---------------------|
| AUTHOR: | Colin Hayman | ENDORSED: | Rob Small |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | GEN0460 Delegations |

Purpose

To endorse the Instrument of Delegation for various Special Committees and review exemptions in place re. provisions to submit a Primary Return or an Ordinary Return.

Background

Council has in place a number of section 86 committees. The following are committees that have been previously established to manage a Council facility.

Under s.86(7) of the *Local Government Act* (the Act) these committees are classed as Special Committees.

“A committee that exercises a power, or performs a duty or function, of the Council that has been delegated to that committee under any Act is a special committee for the purposes of this Act.”

- Barongarook Public Hall and Tennis Reserve
- Barwon Downs Hall
- Beech Forest Hall
- Beech Forest Recreation Reserve
- Birregurra Hall
- Carlisle River Recreation Reserve
- Chapple Vale Hall
- Colac Municipal Aerodrome
- Cororooke Hall
- Cressy Hall
- Eurack Hall
- Irrewillipe Hall and Reserve
- Kennett River Tennis Reserve
- Larpent Hall
- Lavers Hill Public Hall
- Pennyroyal Hall
- Pirron Yallock Recreation Reserve
- Stoneyford Hall
- Swan Marsh Hall and Tennis Reserve
- Warncoort Tennis Reserve
- Warrion Public Hall
- Yeo Recreation Reserve

Each of the committees has an Instrument of Delegation which sets out the functions, duties or powers of the committee.

Under s.86(6) of the Act, Council is required to *“review delegations to a Special Committee in force under this section within the period of 12 months after a general election.”*

Council Plan/Other Strategies/Policy

Under the community priority – strong leadership “We are committed to providing strong community leadership, governance and advocacy services which will benefit the community now and into the future”.

Council has a policy "Section 86 Committees" in place. The policy provides guidance to the various Special Committees.

Issues/Options

Review of Instrument of Delegation

As per the Act delegations to a Special Committee need to be reviewed within the period of 12 months after a general election.

All of the current Instrument of Delegations to the various committees were reviewed as part of the Governance Review undertaken in 2006.

As part of the current review and information received from the Delegation and Authorisations Service provided by Maddocks Lawyers, minor changes have been made to the front page of the Instrument of Delegation.

- a) The words "Special Committee" have been added.
- b) Point 3 "All members of the committee will have voting rights on the committee" has been added

Role of the Committee

The role of the committee was reviewed in 2006.

These have not changed:

- a) Oversee the day to day operation of the facility;
- b) Approve expenditure within the Budget set by the Committee;
- c) Set hiring fees or charges for use of the facility;
- d) Power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
- e) Act within the powers, functions and duties assigned to the Committee as determined by Council; and
- f) Promote use of the facility and support its development as a community asset.

Other Instruments of Delegation

This report only considers the Instrument of Delegations to the various Special Committees that manage Council facilities.

There will be a further report(s) to Council at a later meeting that considers:

- "Instrument of Delegation to the Chief Executive Officer"
- "Instrument of Delegation to Members of Council Staff"
- and other
- "Instruments of Delegations to other Committees"

Wingeel Tennis Reserve

Council currently has an Instrument of Delegation for the Wingeel Tennis Reserve. Due to the impending sale of the property this Delegation is no longer required.

Conflict of Interest

Under Section 78B(3)(b) of the Act a person does not have an indirect interest because of a conflicting duty if –

- (b) the person only holds a position in a not-for-profit organisation for which the person receives no remuneration and the person –

- (i) was appointed or nominated to that position by the Council; or
- (ii) was appointed to the relevant special committee of the Council to be a representative of the not-for-profit organisation.

Submission of a Primary Return or an Ordinary Return

Under section 81(2A) of the Act:

“A Council may exempt a member of a special committee who is not a Councillor from being required to submit a primary return or an ordinary return”.

Under section 81(2B) of the Act:

“The Council must review any exemptions in force under subsection (2A) within the period of 12 months after a general election”.

Proposal

That Council resolve to sign and seal the revised Instruments of Delegations for the various Special Committees.

That Council confirm the exemptions provided to members of Special Committees that they are not required to submit a primary or ordinary return.

Financial and other Resource Implications

There are no additional costs relating to this item.

Risk Management & Compliance Issues

Risk Management documentation is provided to each of the committees to assist them in the management of the facility.

Under the *Local Government Act* Council is required to review delegations to Special Committees within the period of 12 months after a general election.

Council is also required to review any exemptions in place re. the submission of a primary or an ordinary return.

Environmental Considerations

There are no environment considerations applicable.

Communication Strategy/Consultation

A copy of the revised Instrument of Delegation will be forwarded to the various S.86 (Special) Committees.

Implementation

Once the Instruments of Delegation have been signed and sealed, updated copies will be included in the Register that is required to be kept.

Conclusion

Council is required under the *Local Government Act* to review delegations to Special Committees within the period of 12 months after a general election.

Council is also required to review any exemptions in place regarding the submission of a primary or an ordinary return.

Council's Special Committees that manage various facilities on Council's behalf provide a valuable service for the community and assist Council in managing and monitoring community assets.

Attachments

Instruments of Delegation:

- Barongarook Public Hall and Tennis Reserve
- Barwon Downs Hall
- Beech Forest Hall
- Beech Forest Recreation Reserve
- Birregurra Hall
- Carlisle River Recreation Reserve
- Chapple Vale Hall
- Colac Municipal Aerodrome
- Cororooke Hall
- Cressy Hall
- Eurack Hall
- Irrewillipe Hall and Reserve
- Kennett River Tennis Reserve
- Larpent Hall
- Lavers Hill Public Hall
- Pennyroyal Hall
- Pirron Yallock Recreation Reserve
- Stoneyford Hall
- Swan Marsh Hall and Tennis Reserve
- Warncoort Tennis Reserve
- Warrion Public Hall
- Yeo Recreation Reserve

Recommendation(s)

1. ***That Instrument of Delegations for the following Special Committees be signed and sealed:***
 - ***Barongarook Public Hall and Tennis Reserve***
 - ***Barwon Downs Hall***
 - ***Beech Forest Hall***
 - ***Beech Forest Recreation Reserve***
 - ***Birregurra Hall***
 - ***Carlisle River Recreation Reserve***
 - ***Chapple Vale Hall***
 - ***Colac Municipal Aerodrome***
 - ***Cororooke Hall***
 - ***Cressy Hall***
 - ***Eurack Hall***
 - ***Irrewillipe Hall and Reserve***
 - ***Kennett River Tennis Reserve***
 - ***Larpent Hall***
 - ***Lavers Hill Public Hall***
 - ***Pennyroyal Hall***
 - ***Pirron Yallock Recreation Reserve***
 - ***Stoneyford Hall***
 - ***Swan Marsh Hall and Tennis Reserve***
 - ***Warncoort Tennis Reserve***
 - ***Warrion Public Hall***
 - ***Yeo Recreation Reserve***

2. ***That in accordance with Section 81(2A) of the Local Government Act 1989, Council resolves to exempt members of the committees from being required to submit a Primary or Ordinary return "Register of Interest" return.***

3. ***That the Instrument of Delegation for the Wingeel Tennis Reserve Management Committee be revoked.***

~~~~~U~~~~~





**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Barongarook Hall and Tennis Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Barongarook Hall and Tennis Reserve Management Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009.
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Barongarook Hall and Tennis Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Barongarook Hall and Tennis Reserve. That Committee shall be known as the Barongarook Hall and Tennis Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Barongarook Hall and Tennis Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
2. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
3. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
4. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
5. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
6. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Barwon Downs Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Barwon Downs Hall Management Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Barwon Downs Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Barwon Downs Hall. That Committee shall be known as the Barwon Downs Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Barwon Downs Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
2. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
3. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
4. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
5. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
6. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.





**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Beech Forest Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Beech Forest Hall Management Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
  
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
  
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Beech Forest Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Beech Forest Hall. That Committee shall be known as the Beech Forest Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Beech Forest Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
2. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
3. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
4. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
5. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
6. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Beech Forest Recreation Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Beech Forest Recreation Reserve Management Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Beech Forest Recreation Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Beech Forest Recreation Reserve. That Committee shall be known as the Beech Forest Recreation Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Beech Forest Recreation Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Birregurra Public Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Birregurra Public Hall Management Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Birregurra Public Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Birregurra Public Hall. That Committee shall be known as the Birregurra Public Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Birregurra Public Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Carlisle River Recreation Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Carlisle River Recreation Reserve Management Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Carlisle River Recreation Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Carlisle River Recreation Reserve. That Committee shall be known as the Carlisle River Recreation Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Carlisle River Recreation Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.





**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Chapple Vale Public Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Chapple Vale Public Hall Management Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Chapple Vale Public Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Chapple Vale Public Hall. That Committee shall be known as the Chapple Vale Public Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Chapple Vale Public Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Colac Municipal Aerodrome  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Colac Municipal Aerodrome Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
  
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Colac Municipal Aerodrome Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Colac Municipal Aerodrome. That Committee shall be known as the Colac Municipal Aerodrome Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Colac Municipal Aerodrome on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Cororooke Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Cororooke Hall Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Cororooke Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Cororooke Hall. That Committee shall be known as the Cororooke Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Cororooke Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Cressy Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Cressy Hall Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Cressy Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Cressy Hall. That Committee shall be known as the Cressy Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Cressy Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.





**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Eurack Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Eurack Hall Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Eurack Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Eurack Hall. That Committee shall be known as the Eurack Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Eurack Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Irrewillipe Hall and Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Irrewillipe Hall and Reserve Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009.
  
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
  
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Irrewillipe Hall and Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Irrewillipe Hall and Reserve. That Committee shall be known as the Irrewillipe Hall and Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Irrewillipe Hall and Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Kennett River Tennis Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Kennett River Tennis Reserve Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Kennett River Tennis Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Kennett River Tennis Reserve. That Committee shall be known as the Kennett River Tennis Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Kennett River Tennis Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Larpent Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Larpent Hall Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Larpent Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Larpent Hall. That Committee shall be known as the Larpent Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Larpent Hall Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.





**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Lavers Hill Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Lavers Hill Hall Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
  
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
  
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Lavers Hill Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Lavers Hill Hall. That Committee shall be known as the Lavers Hill Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Lavers Hill Hall Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Pennyroyal Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Pennyroyal Hall Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Pennyroyal Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Pennyroyal Hall. That Committee shall be known as the Pennyroyal Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Pennyroyal Hall Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Pirron Yallock Recreation Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 26 May 2006 and known as the **Pirron Yallock Recreation Reserve Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Pirron Yallock Recreation Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Pirron Yallock Recreation Reserve. That Committee shall be known as the Pirron Yallock Recreation Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Pirron Yallock Recreation Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Stoneyford Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Stoneyford Hall Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Stoneyford Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Stoneyford Hall. That Committee shall be known as the Stoneyford Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Stoneyford Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.





**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Swan Marsh Hall and Tennis Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Swan Marsh Hall and Tennis Reserve Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Swan Marsh Hall and Tennis Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Swan Marsh Hall and Tennis Reserve. That Committee shall be known as the Swan Marsh Hall and Tennis Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Swan Marsh Hall and Tennis Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Warncoort Tennis Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Warncoort Tennis Reserve Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
  
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
  
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Warncoort Tennis Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Warncoort Tennis Reserve. That Committee shall be known as the Warncoort Tennis Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Warncoort Tennis Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Warrion Hall  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Warrion Hall Committee** the powers and functions set out in the Schedule, and declares that:

- 1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
- 2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
- 3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

# **SCHEDULE SPECIAL COMMITTEE**

## **Warrion Hall Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Warrion Hall. That Committee shall be known as the Warrion Hall Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Warrion Hall on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**INSTRUMENT OF DELEGATION  
SPECIAL COMMITTEE**

**Yeo Recreation Reserve  
Management Committee**

Colac-Otway Shire Council ("Council") delegates to the Special Committee established by resolution of Council passed on 24 May 2006 and known as the **Yeo Recreation Reserve Committee** the powers and functions set out in the Schedule, and declares that:

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 26 May 2009;
  
2. **The Delegation:**
  - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - b) remains in force until Council revokes to vary or revoke it;
  - c) is subject to any conditions and limitations set out in the Schedule; and
  - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
  
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the )  
COLAC-OTWAY SHIRE COUNCIL )  
was hereunto affixed in accordance )  
with its Local Law No. 4 )

..... Chief Executive Officer

## **SCHEDULE SPECIAL COMMITTEE**

### **Yeo Recreation Reserve Management Committee**

Colac Otway Shire Council has by resolution appointed a Special Committee to manage the Yeo Recreation Reserve. That Committee shall be known as the Yeo Recreation Reserve Management Committee, herein after referred to as the Committee. The powers, functions and duties of the Committee are set out in this schedule.

1. The role of the Committee shall generally be to manage the operation of the Yeo Recreation Reserve on behalf of Council in the best interests of the residents of the Colac Otway Shire Council. Therefore the Committee is required to:
  - a) oversee the day to day operation of the facility;
  - b) approve expenditure within the Budget set by the Committee;
  - c) set hiring fees or charges for use of the facility;
  - d) power to employ such person or contractors as it sees fit for the maintenance and upkeep of the facility;
  - e) act within the powers functions and duties assigned to the Committee as determined by Council; and
  - f) promote use of the facility and support its development as a community asset.
1. The Committee shall keep books of accounts and such records will form part of the accounts of Council and therefore be subject to audit to the Municipal Auditor. The Committee shall prepare an annual financial statement as part of the audit process.
2. The Committee shall not enter into contracts or incur expenditure exceeding \$6,000 or borrow money without approval of Council.
3. The Committee shall not delegate to any person or persons any of the powers delegated to them by Council.
4. The Committee shall submit any policy developed regarding use of the Reserve to Council for approval.
5. Council shall provide assistance to the Committee of:
  - a) Administration and technical advice where appropriate; and
  - b) Allocation of annual funding for undertaking high priority items of cyclical maintenance and minor capital improvements to the Reserve through grant programs.
7. The Committee shall hold an Annual General Meeting to elect from amongst its members persons to act as Chairperson, Secretary and Treasurer. Membership of the Committee, including any additions, deletions or replacements, shall be subject to approval by Council.



**OM092605-4 S86 COMMITTEE OF MANAGEMENT APPOINTMENTS**

|             |                                |           |                                                                 |
|-------------|--------------------------------|-----------|-----------------------------------------------------------------|
| AUTHOR:     | Colin Hayman                   | ENDORSED: | Rob Small                                                       |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | 560 Back Larpent Road Larpent<br>598 Swan Marsh Road Swan Marsh |

**Purpose**

To consider the appointment of newly elected Committee members to the Larpent Hall and the Swan Marsh Hall and Tennis Reserve Committees of Management.

**Background**

Council appoints Committees of Management under Section 86 of the *Local Government Act 1989* as Special Committees to Council to act in accordance with rules and conditions of appointment adopted by Council. The purpose of the Committees is to manage the operations of the facility. Council policy is that Committees of Management members are appointed up to a 3 year term.

Meetings to appoint new Committees were conducted and chaired by a Councillor.

|                                               |               |
|-----------------------------------------------|---------------|
| Larpent Hall (Cr Higgins)                     | 6 April 2009  |
| Swan Marsh Hall and Tennis Reserve (Cr Smith) | 19 April 2009 |

**Council Plan/Other Strategies/Policy**

Council in its Council Plan seeks to see Colac Otway recognised as a progressive community, proud of its achievements and creating social and economic conditions that generate growth and employment and improve the quality of life. The decision by Council to appoint local persons to these Committees is seen to be progressive and inviting the community to participate in the conduct of Council's administration of public facilities. A decision in this regard also sees Council working in partnership with the community to achieve agreed goals.

**Issues/Options****Option 1**

Council's policy is that Committee of Management members are appointed for a 3 year term or less where applicable.

The 3 year term for these facilities is up and community persons have been put forward to be on the committee for a period of 3 years.

**Option 2**

Not to appoint the community persons put forward. It is an important process that each 3 years the members of the particular community/facility consider the membership of the S86 committee.

**Proposal**

It is proposed to appoint the following community persons to the committee named for a term of 3 years.

|              |                                                                                                                                                      |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Larpent Hall | Nigal Newcombe, Geoff Turner, Gloria Newcombe, Bruce Lyness,<br>Michael Lenehan, Lachlan Sutherland, Geoff Higgins, Morris<br>Middleton, Phil Harris |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------|

Swan Marsh Hall and Michael Melville, Brett Ryan, Fiona Castles, Jeff Douma, Tabitha  
Tennis Reserve Black, Kevin Boyd, Michael Everett, Anne-Maree Convery-Oborne,  
Noela Ackerley

### **Financial and other Resource Implications**

The Committees hold their own bank accounts and administer budgets set by the Committee in accordance with funds within these accounts.

### **Risk Management and Compliance Issues**

Each committee has been provided with a Risk Management and Insurance Manual which has been developed for Council Committees of Management. Each of the Committees operates under an Instrument of Delegation which sets out the powers, functions and duties of each committee.

### **Communication Strategy/Consultation**

The Management Committees were advised that a meeting was required to be held to appoint community persons to the committee for a 3 year period. Meetings were chaired by a Councillor.

### **Implementation**

A letter will be forwarded to the Management Committees advising them of the appointments to the committee.

### **Conclusion**

The decision to appoint these Committees as Special Committee of Council is in keeping with Council's policy of working with its community in the management of halls and reserves throughout the Shire.

### **Attachments**

Nil

### **Recommendation(s)**

- 1. That pursuant to Section 86 of the Local Government Act 1989, Council resolve to appoint the following elected members -***  
  
***Larpen Hall – Nigal Newcombe, Geoff Turner, Gloria Newcombe, Bruce Lyness, Michael Lenehan, Lachlan Sutherland, Geoff Higgins, Morris Middleton, Phil Harris***  
  
***Swan Marsh Hall and Tennis Reserve – Michael Melville, Brett Ryan, Fiona Castles, Jeff Douma, Tabitha Black, Kevin Boyd, Michael Everett, Anne-Maree Convery-Oborne, Noela Ackerley***
- 2. That in accordance with Section 81 sub-section(2) sub-section(a) of the Local Government Act 1989, Council resolve to exempt members of the Committees from being required to submit a primary or ordinary pecuniary interest return in accordance with this section.***
- 3. That the Committees be advised that a copy of minutes of committee meetings held be forwarded to Council for its record after each meeting and that a Treasurer's Report be provided annually.***

~~~~~\ ~~~~~

OM092605-5 COLAC OTWAY YOUTH COUNCIL STENCIL ART PROJECT

| | | | |
|-------------|----------------------------------|-----------|--------------|
| AUTHOR: | Marg Scanlon | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate and Community Services | FILE REF: | GEN00 |

Purpose

The purpose of this report is to provide Council with an update on the Colac Otway Youth Council Stencil Art Project.

Background

The Colac Otway Youth Council applied for funding through The Foundation for Young Australians to undertake the following project consisting of four components:

Hold a Skate Board Design and Skate Park Logo competition

This competition will showcase young people's artistic talents. An exhibition will be held of all entries in the COPACC foyer for all of the community to see. Voting will occur at the COPACC display to obtain the Top 5 as voted by the community. Proposed sponsorship will be obtained from the local Surf and Skate shop to provide a voucher for the winner and then the winning design will be painted on a wall at the Skate Park (subject to Council's further consideration and approval).

Design Stencils to be painted on the Skate Park

Youth Council will engage a professional Stencil Artist to hold a free workshop on the weekend and invite all members of the community (young people, families and the elderly) to work with a stencil artists to develop designs to be painted on the Skate Park. Engage with the local Lions Club to provide refreshments for the workshops.

Stencil Art designs to be painted at the Skate Park.

The whole community whether artistic or not will be invited to attend and participate in the painting of the Skate Park. Work with the local media to publicise the event to promote what the young people of Colac can do by putting their minds together and working with the community. MIXX FM will be invited to broadcast from the Skate Park on the day.

Hold an open day to the new look Skate Park.

An event will be held to showcase the new look Skate Park and announce the winner of the Skate Board Design competition. It is proposed that we invite the Freeza Committee to become involved with the project to help reach a wider youth community and to provide entertainment. Male and female professional skaters will be invited to hold workshops encouraging more people to have a go and show that girls can skate.

The 2008 Youth Council held discussions with students at Colac Secondary College and current Skate Park users to listen to their ideas about undertaking an arts project with the intent to improve the Colac Skate Park while including youth participation in the project process and the outcomes. These talks were held in 2008 prior to the SPARK funding application being entered.

In March 2009 Council was advised that the funding application was successful.

The 2009 Colac Otway Youth Council have agreed to continue with the project and to deliver on the objective in partnership with SYCIC 2008 (Social Youth Connection in Colac), Colac Area Health. Co-Pylit, South West Learning and Employment Network and Neighbourhood House

As a result of these discussions and project development by the Youth Council other Skate Park facility improvements have been nominated and discussed, such as shelter and a drinking tap, these suggestions have been forwarded to the Recreation Unit for consideration. The funding received for the Stencil Art Project does not allow for these items to be included.

Council Plan/Other Strategies/Policy

This project is consistent with Council's Recreation, Events and Arts Strategies.

Issues/Options

The Colac Otway Youth Council is currently working through the project details and how it is to be delivered. It is proposed that the project be completed by October 2009.

It is the intent of the project to have a mural at the Colac Skate Park as a result of a design by art students at Colac Secondary College Hearn Street Campus. As detailed in the report the final design for the skate park walls will be selected from a range of submissions and will be presented to Council seeking endorsement of the final art work to be located at the skate park.

Proposal

It is proposed that Council acknowledge this report and the Colac Otway Youth Council Spark Stencil Art Project.

Financial and other Resource Implications

The funding secured from The Foundation for Young Australians is for \$5,000 and \$1,000 has been contributed to the project from SYCIC 2008 (Social Youth Connection in Colac), Colac Area Health. These funds are being matched with Youth Councillor volunteer contributions and Council Officer Support. Other project partners include the Colac Secondary College, Co-Pylit, South West Learning and Employment Network and Neighbourhood House are contributing to the development and implementation of the project.

Council has entered into a formal funding agreement with The Foundation for Young Australians for this project, agreement sign by Acting Chief Executive Officer on 27 April 2009. We have 12 months as per this signed agreement to complete the project.

Risk Management & Compliance Issues

All risk management and compliance issues are being identified and addressed throughout the project. Council's Risk Service Officer is helping to provide guidance to the Colac Otway Youth Councillors to meet these requirements.

Environmental Considerations

Specific environmental considerations are being taken into account acknowledging the project venue focus. The Colac Skate Park has been identified as a key youth facility and it is through consultation by the Colac Otway Youth Council that site specific issues have been identified. This project aims to improve the facility and address some of the site concerns such as vandalism, graffiti and the plain concert appearance.

Communication Strategy/Consultation

The Colac Otway Youth Council intends to complete the following: A Skate Board Design and Skate Park Logo competition, Design Stencils to be painted on the Skate Park, Stencil Art designs to be painted at the Skate Park and an open day to showcase new look Skate Park.

To achieve these ideas we will work with the local community and youth who currently use the Skate Park facility.

Further updates will be provided to Council via the CEO reports and the project will be promoted through local media and the school newsletters.

Implementation

It is proposed the Colac Otway Youth Council will conduct the following:

1. Hold a Skate Board Design and Skate Park Logo competition. This competition will open mid August with the entries being displayed in COPACC from 1 – 17 September 2009.
2. Design Stencils to be painted on the Skate Park. It is proposed that the Stencil design workshop day will be early August, before the competition opens to get the public brainstorming ideas for their entries into the competition/display.
3. Stencil Art designs to be painted at the Skate Park. Once the final design is chosen Youth Council will hold a painting day, giving the opportunity for the local community to work alongside a professional artist to paint the final design
4. Hold an open day to the new look Skate Park. Once final design has been painted on to the walls chosen, we will hold our open day. This is planned for the end of October. The whole community will be invited to the open day to showcase the new look skate park. We plan to invite the Lions to supply refreshments and entertainment.

The Colac Otway Youth Council current meets formally on a fortnightly basis and informally on alternate fortnights. This project is one of the Youth Council's main projects however they are also considering other activities over the course of 2009 such as helping the elderly at Mercy, serving food at a Morning Music performance hosted by COPACC, leadership talks with local primary schools and a proposed concert to raise awareness for the prevention of suicide in youth and adults.

Conclusion

By achieving this project Youth Council feels that young people will feel some ownership over the park, a sense of belonging to the community and show the rest of the community that young people aren't all that bad. This project will also help to create a youth friendly, safe and inviting space that all young people will feel proud of and enjoy.

Attachments

Nil

Recommendation(s)

That Council note the report on the Colac Otway Youth Council Stencil Art Project

~~~~~\ ~~~~~

**OM092605-6 BARWON SOUTH WEST REGIONAL TRAILS MASTER PLAN PROJECT**

|             |                                  |           |              |
|-------------|----------------------------------|-----------|--------------|
| AUTHOR:     | Marg Scanlon                     | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate and Community Services | FILE REF: | GEN00374     |

**Purpose**

The purpose of this report is to provide Council with a copy of the Draft Barwon South West Regional Trails Master Plan Project report for Council consideration and seeking endorsement to release this draft report for public display.

**Background**

The Barwon South West Region of Victoria is comprised of nine local government authorities: the cities of Greater Geelong and Warrnambool, the Shires of Surf Coast, Colac Otway, Corangamite, Moyne, Glenelg and Southern Grampians and the Borough of Queenscliffe. The landscape encompassed by these local government authorities is diverse including urban, suburban and rural areas.

The region is distinguished by its rugged coastline celebrated as one of Australia's most popular touring routes – the Great Ocean Road. The Great Otway National Park hinterland is renowned for its waterfalls, tall trees and beech forest, whilst the rural landscape is characterised by volcanic soils, out crops and other features. In contrast, the cities of Geelong and Warrnambool and the towns of the region are well serviced urban settings with strong social and cultural histories. All settings offer opportunities to travel by foot, bike or horse on purpose built tracks or on disused rail trails.

The region has a significant number of tracks and trails of varying types and standards, a small number of which are of a high profile and attract visitors from both within and outside of the region. The Great Ocean Walk is widely recognised as a high quality bushwalking experience, and the Geelong Foreshore, the Surf Coast Walk and the Great South West Walk also attract visitors from elsewhere in the region, and connect towns and/or features of interest. Elsewhere in the Otways and other inland areas, a number of trails attract regional usage for walking, cycling and equestrian uses.

In recent years, local government authorities and other land managers throughout the region, including Parks Victoria, Foreshore Management Authorities and the Department of Sustainability and Environment, have contributed to recreation trail development in response to increasing public demand. However, individual trail developments have typically been developed in isolation from other trail development elsewhere in the region. As a result, there is a lack of physical and promotional linkages between trails throughout the region. Acknowledging the large number of stakeholders involved in trail development and management has also resulted in a range of trail construction and maintenance standards, funding sources and governance arrangements.

Local government authorities and other land management agencies throughout the region recognise the opportunities, in terms of joint tourism, funding, and management possibilities, as well as the benefits of consistency in the use of trail standards, on-trail infrastructure and targeted user groups, associated with isolated trail development projects.

In response, the regional local government authorities and other key land management agencies, led by the Colac Otway Shire Council Recreation Unit, sought to better coordinate trail planning throughout the region through the development of a Regional Trail Master Plan for the Barwon South West Region.

The development of the Barwon South West Regional Trails Master Plan included significant consultation with key stakeholders and project partners including Parks Victoria and the Department of Sustainability and Environment (DSE). However acknowledging the land management roles of both Parks Victoria and DSE, further consultation has been undertaken with both bodies.

A range of focus groups and workshops have been held at the executive level and numerous on site meetings with regional department representatives with these departments. This consultation has considered the strategic, logistical and operational aspects of trails both currently and for the proposed future developments.

G21 have also been involved in the consultation process throughout the development and implementation of this Master Plan. G21 recognise this project as one of their top five key projects.

The draft Barwon South West Regional Trail Master Plan identifies a suite of trails across the region that could be best categorised as having significance or potential significance. The assessment of the nominated best regional trail prospects was based on:

- A review of public submissions and information that nominated a trail as having regional trail status;
- A review of trail information from a variety of sources including the workshops, website research, visitor information brochures, past reports and presentations made by Councils or proponents/supporters of a trail;
- Discussions with Council staff and proponents/supporters where required or requested;
- Site visits to existing/possible access points along various trails nominated as having regional trail status; and
- A review of the above information against the agreed definition of and principles for a regional trail which analysed the merit of the various trails for inclusion as regional trails in the current draft master plan.

Broadly each trail identified in the study was assessed against the following criteria:

- Regional trails should be sustainably developed, promoted and managed based on an understanding of sound environmental management to ensure protection of the values of the region;
- Regional trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience of the natural, cultural and landscape values of the region;
- There should be sufficient capacity within government, the community and industry to sustainably develop, promote and manage the regional trail; and
- The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle

From the lists of potential prospects, thirteen (13) trails and four (4) mountain bike hubs were chosen to form a regional trails network. The trails selected include:

**Regional Walking Trails:**

1. Great Ocean Walk - Colac Otway Shire Council and Corangamite Shire Council
2. Surf Coast Walk - Surf Coast Shire Council
3. Coast to Crater Rail Trail - Corangamite Shire Council
4. Old Beechy Rail Trail - Colac Otway Shire Council
5. Bellarine Rail Trail – City of Greater Geelong
6. Barwon River Trails and Parklands - City of Greater Geelong
7. Queenscliffe to Barwon Heads Coastal Trail - Borough of Queenscliffe, Greater Geelong City Council
8. Geelong Waterfront and Cycle Connections - City of Greater Geelong
9. Great South West Walk - Glenelg Shire Council
10. Glenelg River Canoe and Kayak Trail - Glenelg Shire Council
11. Warrnambool – Port Fairy Rail Trail, Warrnambool City Council, Moyne Shire Council
12. Warrnambool Foreshore Promenade - City of Warrnambool
13. Wild Grampians Walk – Southern Grampians Shire

**Regional Mountain Bike Trail Hubs**

1. You Yangs Mountain Bike Park - City of Greater Geelong
2. Angelsea Heath Bike Park - Surf Coast Shire Council
3. Forrest Mountain Bike Park - Colac Otway Shire Council
4. Grampians Mountain Bike Park (proposed) - Southern Grampians Shire

Priority actions for each trail are listed in the draft Master Plan. Many actions identified as part of the draft Master Plan are consistent with existing trail development and management across the region. In addition, to specific trail actions the draft Master Plan identifies strategic actions across the Barwon South West region including, but not limited to:

- Developing clear leadership, policy and governance structure for regional trails;
- Improving the co-ordination of trail planning, development and management;
- Creating experience-led trail development; and
- Developing effective and co-ordinated marketing and promotion across the region.

**Council Plan/Other Strategies/Policy**

This draft Regional Trails Master Plan is consistent with the draft Council Plan 2009-2013 and Council's 2006-2010 Recreation Strategy. It is proposed that the final report would continue to steer the planning, development and management of trails across the Colac Otway Shire (and the Barwon South West Region) in the future.

Over recent months the Old Beechy Rail Trail Committee of Management together with stakeholders have developed a Strategic Plan for the future maintenance, development, management and further planning Old Beechy Rail Trail. This strategic plan is consistent with the Barwon South West Regional Trails Master Plan project.



**Issues/Options**

Issues identified throughout the Draft report specifically pertinent to the Colac Otway Shire include the following:

- The Trans Otway Waterfalls Walk has not been identified as a regional trail within the Draft Master Plan. A local group of enthusiasts have been working for some fifteen years on developing this series of walks, some of which are used on a regular basis by both local residents and visitors. Currently there is lack of clarity as to the likelihood of these walks being formally recognised by Parks Vic (land managers of the Trans Otway Waterfall Walks land area) and clarity regarding ongoing maintenance, management, development responsibilities. At the time of writing this report further clarity is being sought from Parks Victoria.
- The Old Beechy Rail Trail and the Forrest Mountain Bike Trails are the only two regional trails identified within the Draft Master Plan that are within the Colac Otway Shire. The draft report details recommendations for both trails.
- The implementation of the recommendations will be dependent upon factors such as budget, approvals, design development and the like where appropriate.

There are two options;

1. Council accept the draft Regional Trails Master Plan and approve to release the document for public display in accordance with the Council's Community Consultation and Engagement Policy.
2. Council reject the Draft Master Plan and not accept its release for further community review.

**Proposal**

It is proposed that Council accept the draft Regional Trails Master Plan and approve to release the document for public display in accordance with the Council's Community Consultation and Engagement Policy. In addition it is proposed that the draft document be on display for a period of five weeks not four weeks as the defined minimum period as outlined in the Policy.

**Financial Implications**

The Colac Otway Shire is the auspicing organisation for this project and has managed all the funds and associated funding agreements for this project in accordance with Council Contracts and Procurement Policies.

Further to the finalisation of the Master Plan, proposals for works or any initiatives resulting from the Master Plan pertinent to the Colac Otway Shire will be presented to Council for further consideration.

**Risk Management & Compliance Issues**

All risk management and compliance aspects have been taken into account and detailed in the Draft Master Plan.

**Environmental Considerations**

All environmental considerations have been taken into account and are detailed in the Draft Master Plan.

**Communication Strategy/Consultation**

There has been significant community, stakeholder, government agency and local government consultation undertaken through this project. In releasing this Draft Master Plan

the communities throughout the region and other stakeholders are provided with further opportunity to provide input to the Draft Master Plan.

### **Implementation**

It is proposed that each of the project local government and state government departments will be displaying the draft Master Plan between 26 June 2009 and 24 July 2009. Further to the collation of input to the draft document by Council's Manager Recreation, Arts and Culture the final Barwon South West Regional Trails Master Plan will be prepared by the Project Consultants, Inspiring Place by late August 2009. This final document will then be distributed to all project partners seeking final endorsement.

Acknowledging the remaining process requirements to complete the project it is proposed that Council display the draft document on public exhibition for five weeks.

Further to Council providing this draft document for community consideration, feedback will be collated and provided back to Council through the final draft document. It is proposed this would be presented to Council for consideration at the August 2009 Ordinary Council meeting. As the auspice organisation for the project, Council's Recreation Unit

### **Conclusion**

The development of the Barwon South West Regional Trails Master Plan has been a project in the making for the past two years. This project has significant support from all levels of government through such forums as the Regional Managers Forum and various Inter-Departmental Committee's. G21 have identified this project as one of their top five projects. This support has resulted from the recognition of the initiative to plan across the region to ensure the regions natural assets are not only protected but provide a range of health, social, economic, environmental and community benefits.

### **Attachments**

The Draft Barwon South West Regional Trails Master Plan Report.

### **Recommendation**

***That Council accept the draft Regional Trails Master Plan as presented and approve to release the document for public display in accordance with the Council's Community Consultation and Engagement Policy but for an extended period of 5 weeks commencing 26 June 2009.***

~~~~~U~~~~~



INSPIRE: *n. the arousing of feelings, ideas and impulses that lead to a creative activity. v. to uplift the mind of spirit.*
 PLACE: *n. the connection between nature and culture which gives meaning to our everyday life. v. to position or arrange.*
 NOTHOFAGUS GUNNII: *n. Deciduous beech, the only native deciduous tree endemic to the island of Tasmania, Australia.*



**BARWON
SOUTH WEST
REGIONAL TRAILS
MASTER PLAN**



BARWON SOUTH WEST REGIONAL TRAILS MASTER PLAN



*Inspiring Place
and
Robin Crocker and Associates*

Draft April 2009

Draft

2009-2019
**BARWON SOUTH WEST
REGIONAL TRAILS MASTER PLAN**

Cover Images: Great Ocean Walk – Parks Victoria

Forest Mountain Bike Park: http://farm2.static.flickr.com/1125/573602062_9063a3d309.jpg

Warrnambool Foreshore: <http://www.immi.gov.au/living-in-australia/choose-australia/regional-life/images/photos/warrnambool-broadwalk.jpg>



Inspiring Place Pty Ltd
Environmental Planning, Landscape Architecture,
Tourism & Recreation
208 Collins St Hobart TAS 7000
T: 03) 6231-1818 F: 03) 6231 1819 E: info@inspiringplace.com.au
ACN 58 684 792 133

in association with



Robin Crocker and Associates

| Date | Version |
|----------|--|
| 02.03.09 | PSC Draft |
| 20.03.09 | Revised Draft for Partner Consultation |
| 28.04.09 | Revised Project Partner Edits |

TABLE OF CONTENTS

| | |
|--|-----------|
| Executive Summary | v |
| Section 1 Introduction | 1 |
| 1.1 Background | 1 |
| 1.2 Purpose of the Study | 2 |
| 1.3 Approach..... | 4 |
| 1.3 Report Structure | 5 |
| 1.4 Acknowledgements | 6 |
| 1.5 Limitations | 6 |
| Section 2 The Barwon South West Region | 7 |
| 2.1 Study Area..... | 7 |
| 2.2 Audit of Regional Trails | 7 |
| 2.3 Review of the Policy Framework | 9 |
| 2.4 Trends in Recreation Participation | 11 |
| 2.5 Visitor Numbers and Visitor's use of Trails | 14 |
| 2.5.1 Visitor Numbers | 14 |
| 2.5.2 Visitor's Use of Trails | 16 |
| 2.6 Potential Benefits of Regional Trails | 18 |
| 2.7 Overview of Community Consultation | 22 |
| 2.8 Benchmarking of Regional Trails | 27 |
| Section 3 Identifying Regional Trail Opportunities | 29 |
| 3.1 Definition of Regional Trails | 29 |
| 3.2 Vision..... | 30 |
| 3.3 Criteria for Identifying Regional Trails | 32 |
| 3.4 Assessment of Nominated Best Regional Trail Prospects | 32 |
| 3.5 The Proposed Regional Trail Network..... | 33 |
| 3.5.1 Best Prospect Regional Trails and Mountain
Bike Hubs..... | 34 |
| 3.5.2 Strategic Benefits of the Proposed Regional
Trail Network..... | 51 |
| 3.5.3 Evaluation of the Trails Within the Regional
Network..... | 52 |
| 3.6 Order of Cost Estimate for the Development and
improvement of Trails in the Regional Trail Network..... | 56 |
| 3.7 Estimate of Economic Benefits | 60 |
| 3.8 Other Nominated Trails..... | 64 |
| Section 4 Critical Issues | 65 |
| 4.1 Governance and Policy..... | 65 |
| 4.2 Coordinated Planning and Development | 66 |
| 4.3 An Emphasis on Infrastructure not Experience | 67 |
| 4.4 Marketing and Promotion..... | 69 |

| | |
|---|-----------|
| 4.5 Funding for the Future | 70 |
| Section 5 Strategic Action Plan | 71 |
| 5.1 Clear Leadership, Policy and Governance Structure for Regional Trails | 71 |
| 5.1.1 Background | 71 |
| 5.1.2 Priority Actions | 74 |
| 5.2 Improved Co-ordination of Trail Planning, Development and Management | 79 |
| 5.2.1 Background | 79 |
| 5.2.2 Priority Actions | 79 |
| 5.3 Experience-led Trail Development..... | 85 |
| 5.3.1 Background | 85 |
| 5.3.2 Priority Actions | 86 |
| 5.4 Effective and Co-ordinated Marketing and Promotion | 92 |
| 5.4.1 Background | 92 |
| 5.4.2 Priority Actions | 94 |
| 5.5 Increased Funding and Resources for Trail Planning, Development, Management and Maintenance | 96 |
| 5.5.1 Background | 96 |
| 5.5.2 Priority Actions | 98 |
| 5.6 Ten Year Action Plan for the Region | 99 |
| 5.7 Action Plans for the Proposed Regional Trails | 105 |
| Great Ocean Walk..... | 106 |
| Surf Coast Walk | 108 |
| Coast to Crater Rail Trail | 110 |
| Old Beechy Rail Trail | 112 |
| Bellarine Rail Trail | 113 |
| Barwon River Trails and Parklands..... | 114 |
| Queenscliff to Barwon Heads Coastal Trail | 115 |
| Geelong Waterfront and Regional Trail Connections | 116 |
| Great South West Walk | 117 |
| Glenelg River Canoe and Kayak Trail (proposed) | 118 |
| Port Fairy to Warrnambool Rail Trail..... | 119 |
| Warrnambool Foreshore Promenade | 119 |
| Wild Grampians Walk (Proposed)..... | 120 |
| Regional MTB Hubs | 121 |
| 5.8 Review of the Regional Trails Master Plan | 123 |

Attachment 1 Trail Audit

Attachment 2 Policy Framework

Attachment 3 Trail Selection Criteria

Attachment 4 Recommended Regional Trails

Attachment 5 Best Prospect Trails

Great Ocean Walk

Surf Coast Walk

Coast to Crater Rail Trail

Old Beechy Rail Trail

Bellarine Rail Trail

Barwon River Trails and Parklands

Queenscliff to Barwon Heads Coastal Trail

Geelong Waterfront and Regional Trail Connections

Great South West Walk

Glenelg River Canoe and Kayak Trail

Port Fairy to Warrnambool Rail Trail

Warrnambool Foreshore Promenade

Wild Grampians Walk (proposed)

Attachment 6 Regional Mountain Bike Hubs

Attachment 7 Benchmarking of Trail Governance Models

Attachment 8 Sample Trail Memorandum of Understanding

EXECUTIVE SUMMARY

The Barwon South West Region of Victoria is comprised of nine local government authorities: the City of Greater Geelong, the Warrnambool City Council, the Shires of Surf Coast, Colac Otway, Corangamite, Moyne, Glenelg and Southern Grampians, and the Borough of Queenscliffe. The region has a significant number of tracks and trails of varying types and standards, a small number of which are of a high profile and attract visitors from both within and outside of the region.

Local government authorities and other land managers throughout the region have contributed to recreation trail development in response to increasing public demand. However, individual trail developments have typically been developed in isolation from other trail development elsewhere in the region. As a result, there is a lack of physical and promotional linkages between trails throughout the region, and a range of trail construction and maintenance standards, funding sources and governance arrangements.

In response, the regional local government authorities and other key land management agencies, lead by the Colac Otway Shire Council, commissioned the preparation of the *Regional Trail Master Plan for the Barwon South West Region* (hereafter the *Master Plan*). The need for the *Master Plan* is supported by:

- a range of State government policy documents that highlight the value of trails for their health, economic, and social benefits;

- various trends in recreation that show increasing use of trails for recreation across a range of activities but notably for walking and bicycle riding; and

- continuing community and visitor pressures for improved trail facilities.

The aim of the *Master Plan* is to:

“establish a detailed master plan for the development of existing and proposed regional trails throughout the Barwon South West Region”

Within the *Master Plan*, regional trails are defined as being trails that:

are of a regional geographic scale and that link the region's settlements, activities or environments along a defined corridor;

have the ability to deliver benefits across the region or substantive parts thereof;

serve multiple recreational user groups where possible for day use rather than multi-day experiences (although they may be part of a multi-day experience);

meet appropriate criteria for environmental sustainability;

serve the whole of the community including visitors and regional residents (e.g. a user catchment that may involve several hours travel time);

have good access from a number of points along their length and particularly to key parts of the trail where there is associated trailhead infrastructure;

provide a quality focus/experience related to the unique character and features of the region (natural, cultural and landscape); and

have key selling points that make the trail different/ unique for marketing and promotion.

The *Master Plan* also established criteria for the assessment of trails based on principles of sustainability, delivery of a quality visitor experience, the capacity of government and the community to develop, manage and maintain the trail and that the trail stimulate benefits to the community by way of environmental outcomes, economic development and/or improvements to the lifestyle of residents.

Preparation of the *Master Plan* has included consultation with each of the participating project partners representing the nine Council areas involved, the Department of Sustainability and Environment and Parks Victoria, with other State agencies, stakeholder groups and residents of the region. The current document represents the project development to date including reviews by the Project Steering Committee and the Project Partners and is intended to inform further community comment about the project.

The *Master Plan* is in five parts:

Section 1 provides an introduction to the project, including an overview of the methodology and purpose of the project;

Section 2 introduces the Barwon South West Region, the broad policy framework relevant to trails, an overview of the trails audit compiled as part of the project, a review of the relevant recreation trends, trail benefits and issues, a summary of the community consultation, and the main findings from benchmarking;

Section 3 defines regional trails, outlines the vision, criteria and principles to be used to assess the potential regional trails, and introduces the selected regional trails;

Section 4 identifies the critical issues involved with the planning, development and management of regional trails; and

Section 5 introduces the key strategies for regional trails, provides a 5 Year Action Plan and individual action plans for each selected regional trail.

The report is supported by 8 Attachments that provide further detail on a number of matters.

The *Master Plan* introduces a vision for the regional trail network:

The Barwon South West Region will be recognised for the quality and diversity of its regional trail network, developed and managed sustainably and cooperatively, enhancing the lifestyle, health and wellbeing of residents and visitors, and contributing to the regional economy.

The issues challenging the achievement of the vision are:

the need for enhanced governance and policy to support regional trails development;

the need for coordinated planning, development and on-going management of trails;

the emphasis on the development of trail infrastructure to date and the lack of attention to the user's experience of the trails;

missed opportunities for marketing and promotion to date; and

the substantive funding required to establish and maintain a quality regional trail network.

In response:

a strategic review of the numerous trails with regional potential was undertaken and a selected list of 13 trails and 4 regional mountain bike hubs was identified to be treated as the regional trail network; and

a number of recommendations have been made to address issues of governance, experience and the capacity of managers to fund development and on-going management of the proposed regional trail network.

Of the trails and hubs in the regional network, all apart from the Trans Grampians Walk and the Grampians Mountain Bike Hub are existing trails that have had considerable investment in infrastructure and facilities.

The 13 regional trails include:

Great Ocean Walk

Surf Coast Walk

Coast to Crater Rail Trail

Old Beechy Rail Trail

Bellarine Rail Trail

Barwon River Trails and Parklands

Queenscliff to Barwon Heads Coastal Trail

Geelong Waterfront and Cycle Connections

Great South West Walk

Glenelg River Canoe and Kayak Trail

Port Fairy to Warrnambool Rail Trail

Warrnambool Foreshore Promenade

Trans Grampians Walk (proposed)

The four regional mountain bike parks include:

You Yangs MTB Park

Anglesea MTB Park

Forrest MTB Park

Grampians MTB Park (proposed)

As a group, the suite of trails and hubs has a number of strategic benefits including:

there is at least one trail in each of the local government areas in the Barwon South West area but with the larger number of trails in close proximity to Geelong as the major population centre in the region;

the mountain bike hubs are spaced equitably across the region, each providing a range of riding experiences, in a variety of settings;

there are a number of trails that begin or end in the major cities (Geelong, Warrnambool), towns (Portland, Port Fairy, Colac, Camperdown, Torquay) and tourism destinations (Nelson, Apollo Bay, Queenscliff) in the region;

the trails take in the full range of landscape settings across the region and from urban to natural environments;

the trails include both north-south and east-west routes;

there is a mix of trail use types i.e. walking only (3), walking/cycling trails (6 although, some are only cycling in parts), multiple use trails for walking, cycling and horse riding (3) and a canoe/kayak trail (1 at the Glenelg River with the potential for a further trail on the Barwon River between Geelong and Barwon Heads);

work on all but one of the trails and one hub has commenced with some being substantively completed (6);

the burden of land management of the trails is spread across the range of local governments and public agencies in the region and, therefore, does not fall singly or disproportionately onto one organisation to develop, maintain or promote;

existing trails are already providing economic benefits to the region; and

there is evidence that all of the developed or developing trails have broad community support and involvement in their care and management.

The trails fit well into the *Victorian Nature Based Tourism Strategy* in that several are located in the key regional campaign destinations of the Great Ocean Road (Surf Coast, Coast to Crater, Great Ocean Walk) and the Grampians (the proposed Wild Grampians Walk and the proposed Grampians Mountain Bike Hub).

The key recommendations made are as follows. The ten-year action plan identifies priorities (H-high, M-medium, L-low) for their implementation (shown below in parentheses).

CLEAR LEADERSHIP, POLICY AND GOVERNANCE STRUCTURE FOR REGIONAL TRAILS

- 1 The RMF should be the regional level trail governance body as it comprises representatives from all major land management agencies within the region (e.g. Parks Victoria), local government authorities, and key stakeholders. (H)
- 2 Form a Regional Trails Sub-committee, loosely based on the current structure of the Project Control Group for the *Barwon South West Regional Trails Master Plan*. (H)
- 3 Ensure there are clear lines of responsibility within each Council for the management of trails and to liaise with the trail management bodies regarding the development, promotion and management of trails in the Council area. (H-M)
- 4 Develop and support Trail Management Committees for each regional trail. (H-M)
- 5 Prepare a Memorandum of Understanding (MOU) for each trail as required over the next 10 years. (M)

6 Adopt relevant 'coded of conduct' and develop local information about appropriate use for each regional trail. (L)

7 Consult with the local community and key user groups (e.g. through clubs and/or peak bodies) in the planning stage of regional trail development and/or upgrade projects. (H-M)

IMPROVED CO-ORDINATION OF TRAIL PLANNING, DEVELOPMENT AND MANAGEMENT

1. Adopt the *Barwon South West Regional Trails Master Plan* as the over-arching guide to the planning, development and management of regional trails over the next 10 years. In particular, use the master plan and its definition of a regional trail, selection criteria and guiding principles to aid in the selection and prioritisation of future regional trails, if required. (H)

2. Adopt the design and development standards herein as a reference guide, in conjunction with other best practice guidelines including the International Mountain Bike Association (IMBA) guidelines for trail construction¹ and relevant Australian Standards for shared trails². (H)

3. Prepare and implement a Joint Trail Development and Management Plan for each regional trail³. (H-M)

4. Undertake regular data collection regarding use of regional trails. (M-L)

5. Facilitate the sharing of knowledge relating to trail planning, construction and management between all land management agencies, local government authorities, key user groups and organisations within the region. (M)

EXPERIENCE-LED TRAIL DEVELOPMENT

1. Investigate opportunities for the development of new shared use trails and/or the upgrade to shared use trails where appropriate (shared trails may form sections of larger regional trails)⁴. (H-M)

2. Expand the opportunities for use of regional trails by people with varying abilities. (M)

¹ IMBA (2004) *Trail Solutions: IMBA's Guide to Building Sweet Single Track*, IMBA, California, USA.

² Austroads (1999) *Part 14 Austroads: Guide to Traffic Engineering Practice – Bicycles*, Austroads, Australia.

³ A number of the existing regional trails already have strategic directions plans, feasibility studies or similar (see Attachment 2 Policy Framework). New Joint Trail Development and Management Plans may not need to be developed for these trails. Alternatively, existing studies may be incorporated into a Joint Trail Development and Management Plan.

⁴ Austroads (1999) *Part 14 Austroads: Guide to Traffic Engineering Practice: Bicycles*, Australia.

3. Explore the feasibility of completing identified 'missing links' on individual trails as noted in Section 5.7.
4. Develop priority trailhead facilities to include parking, signage, activity specific facilities and/or toilets. (M-L)
5. Prepare and implement Thematic Interpretation Strategies for each regional trail, to provide guidance for the creation of unique and memorable visitor experiences, provide a point of difference, and to aid in raising the profile of the regional trails. (M)
6. Collaborate with tertiary institutions to monitor ongoing impacts of individual trails, and to improve management practices over the long-term new construction techniques and materials, with particular attention to sustainability. (M)
7. Support development of new trail experiences in the Grampians. (M)
8. Support the further development and promotion of mountain biking as a core experience delivered by the regional hubs in the Barwon South West. (H-M)
 - 8.1 Investigate the potential to develop a high quality long distance MTB trail within the Barwon South West Region. (H-M)
 - 8.2 Ensure that further development of the existing hubs is of a high standard and provides a diversity of riding experiences and associated infrastructure, (based on the IMBA trail construction and classification guidelines)⁵, and are suitable for all levels of competition. (H-M)
 - 8.3 Investigate the potential to better integrate the MTB hubs, reinforce their combined regional role, whilst ensuring that each offers unique experiences. (H-M)

⁵ See: IMBA (2007) *Managing Mountain Biking: IMBA's Guide to Providing Great Riding*, USA and (2004) *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*, USA.

EFFECTIVE AND CO-ORDINATED MARKETING AND PROMOTION

1. Prepare a brand position for regional trails in the Barwon South West Region. (M)
2. Prepare and implement a Trail Marketing and Promotion Plan for each regional trail (the marketing and promotion plan should respond to the regional brand and thematic interpretation plan). (M)
3. Investigate the potential of developing a central trails website for the Barwon South West Region, that may be linked to local government authority websites. The website could include downloadable maps and trail notes, with links to services, tours etc. (M-L)
4. Develop a suite of quality images of the regional trail that can be used to promote the experiences on offer, and in particular, the point of difference with other trails within Victoria. (M-L)

INCREASED FUNDING AND RESOURCES FOR TRAIL PLANNING, DEVELOPMENT, MANAGEMENT AND MAINTENANCE

1. Preparation of feasibility plans for regional trails that identify the costs and benefits of the proposed trail, including the mechanisms for supporting the requirements for trail planning, development, management and ongoing maintenance. (H)
2. Opportunities for joint resource and funding commitment be sought from partners. (H)
3. Consideration be given to the incorporation of the Regional Trail Subcommittee to enable improved access to Commonwealth and State Government grants. (H)
4. The opportunities to generate a revenue stream from users of the regional trails be explored, consistent with relevant policies and management plans. (M)
5. Maintain the audit of potential regional trails for future reference, and as a planning tool (GIS information may also be useful to collect regarding routes). (On-going)

6. Priority be given to improving the recruitment, training, and management of volunteers associated with trail planning, development and maintenance across the region. (High)

SECTION 1

INTRODUCTION

1.1 BACKGROUND

The Barwon South West Region of Victoria is comprised of nine local government authorities: the City of Greater Geelong, the Warrnambool City Council, the Shires of Surf Coast, Colac Otway, Corangamite, Moyne, Glenelg and Southern Grampians, and the Borough of Queenscliffe. The landscape encompassed by these local government authorities is diverse including urban, suburban and rural areas. The region is distinguished by its rugged coastline celebrated as one of Australia's most popular touring routes – the Great Ocean Road. The Great Otway National Park hinterland is renowned for its waterfalls, tall trees and beech forest, whilst the rural landscape is characterised by volcanic soils, out crops and other features. In contrast, the City of Greater Geelong and the Warrnambool City Council and the towns of the region are well-serviced urban settings with strong social and cultural histories.

All settings offer opportunities to travel by foot, bike or horse on purpose built tracks or on disused rail trails.

The region has a significant number of tracks and trails of varying types and standards, a small number of which are of a high profile and attract visitors from both within and outside of the region. The Great Ocean Walk is widely recognised as a high quality bushwalking experience, and the Geelong Foreshore, the Surf Coast Walk and the Great South West Walk also attract visitors from elsewhere in the region, and connect towns and/or features of interest. Elsewhere in the Otways and other inland areas, a number of trails attract regional usage for walking, cycling and equestrian uses.

In recent years, local government authorities and other land managers throughout the region, including Parks Victoria, Foreshore Management Authorities and the Department of Sustainability and Environment, have contributed to recreation trail development in response to increasing public demand. However, individual trail developments have typically been developed in isolation from other trail development elsewhere in the region. As a result, there is a lack of physical and promotional linkages between trails throughout the region.

The large number of stakeholders involved in trail development and management has also resulted in a range of trail construction and maintenance standards, funding sources and governance arrangements.

Local government authorities and other land management agencies throughout the region recognise the missed opportunities, in terms of joint tourism, funding, and management possibilities, as well as an inconsistency in the use of trail standards, on-trail infrastructure and targeted user groups, associated with isolated trail development projects.

In response, the regional local government authorities and other key land management agencies, lead by the Colac Otway Shire Council, are seeking to better coordinate trail planning throughout the region through the development of a *Regional Trail Master Plan for the Barwon South West Region*.

Inspiring Place and Robin Crocker and Associates were engaged by the Colac Otway Shire Council in 2008 on behalf of the Project partners, to prepare the Trails Master Plan. It is intended that the Master Plan will provide guidance for improved trail planning, development, marketing and governance throughout the region, with benefits for health, recreation, regional tourism, and economic development.

1.2 PURPOSE OF THE STUDY

The aim of the project, as defined in the Project Brief is to:

“establish a detailed master plan for the development of existing and proposed regional trails throughout the Barwon South West Region”

The Project Brief also outlines more specific project objectives, to:

provide a comprehensive audit of the planning undertaken throughout the region pertaining to regional trails;

provide a comprehensive audit of the existing and proposed regional trails including locations throughout the Barwon South West Region;

determine appropriate definitions or classifications of trails;

identify opportunities for a network of regional trails across the project region including the identification of new links and upgraded existing trails, key strategic links and missing connections;

identify and assess economic and tourism benefits associated with trails;

identify and assess recreation and health benefits associated with proposed trails;

identify appropriate trail management arrangements for current and proposed trails, in light of current best practice, and other initiatives that are supported by appropriate promotion, management and maintenance activities;

identify opportunities to develop and reinforce partnerships with local government, other State agencies and the private sector specifically with ongoing management and maintenance;

identify opportunities for private sector investment;

develop design guidelines for the proposed developments including minimum specifications and cost estimates;

create a mechanism that engages trail planners, managers, and practitioners to regularly interact to ensure regional trail issues are addressed and activities coordinated; and

document a detailed action plan, including but not limited to:

trail development priorities;

timelines and financial requirements; and

opportunities for future local, state, and federal government funding.

1.3 APPROACH

The development of the *Barwon South West Regional Trails Master Plan* comprised seven main phases:

| Phase | Outputs and Outcomes | Timing |
|---|---|--------------------------|
| 1. Project Start Up | <ul style="list-style-type: none"> finalisation of the work program finalisation of the Communications Strategy | August 2008 |
| 2. Situation Analysis | <ul style="list-style-type: none"> review the policy framework and existing strategies and reports preparation of preliminary definitions and criteria for regional trail selection, and principles for the development of a regional trail network benchmarking 'best practice' regional level trails, including Australian and international examples undertaking a three-day team consultation intensive⁶ development of a 'best prospects' audit of potential regional trails | September – October 2008 |
| 3. Analysis and Scoping | <ul style="list-style-type: none"> finalisation of the regional trail definition, criteria, and development principles undertaking a three-day team intensive field study to 'ground truth'⁷ trails listed in the 'best prospect' audit assessment of the potential regional trails based on the findings of the field study, and compilation of relevant data presentation of the proposed regional trail network to the Project Steering Committee | October – December 2008 |
| 4. Design Parameters and Cost Estimates | <ul style="list-style-type: none"> preparation of a suite of standard trail construction details, including cost estimates for the various proposed elements | October - December 2008 |
| 5. Trail Management and Promotion | <ul style="list-style-type: none"> presentation of governance approaches for multi-tenured trails, including trail promotion across the various agencies and other trail managers | October - December 2008 |

Table 1.1. Project Approach.

⁶ The team consultation intensive included meeting with key stakeholders in Melbourne and in the region, running community forums in Geelong, Colac and Warrnambool, and individual meetings with interest groups.

⁷ 'Ground truth' refers to the on-site investigation of a trail, including the trail type, standard/condition, landscape setting, and existing facilities.

| Phase | Outputs and Outcomes | Timing |
|-----------------------|---|--------------|
| 6. Action Plan | <ul style="list-style-type: none"> preparation of a prioritised action plan | January 2009 |
| 7. Project Completion | <ul style="list-style-type: none"> compilation of the draft <i>Barwon South West Regional Trails Master Plan</i>, incorporating the findings from the earlier project phases distribution of the draft master plan to the Project Steering Committee and the key stakeholders for review preparation of the final <i>Barwon South West Regional Trails Master Plan</i> | April 2009 |

Table 1.1. Project Approach (cont.).

1.3 REPORT STRUCTURE

The report is divided into five main sections:

Section 1 provides an introduction to the project, including an overview of the methodology and purpose of the project;

Section 2 introduces the Barwon South West Region, the broad policy framework relevant to trails, an overview of the trails audit compiled as part of the project, a review of the relevant recreation trends, trail benefits and issues, a summary of the community consultation, and the main findings from benchmarking;

Section 3 defines regional trails, outlines the vision, criteria and principles to be used to assess the potential regional trails, and introduces the selected regional trails;

Section 4 identifies the critical issues involved with the planning, development and management of regional trails; and

Section 5 introduces the key strategies for regional trails, provides a 5 Year Action Plan and individual action plans for each selected regional trail.

1.4 ACKNOWLEDGEMENTS

The project team would like to acknowledge the support, advice and guidance of the Project Control and Project Steering Groups.

The time, expertise and input offered by the key stakeholders and community members who attended forums and workshops, is also greatly appreciated.

1.5 LIMITATIONS

Note that field investigations were limited by time, the size of the study area, the length of the trails involved and the project brief which focused on the strategic planning for a trails master plan rather than the detailed fieldwork required for the management of individual trails. As a result, further detailed investigations of individual trails will need to be undertaken as part of the implementation of the Master Plan (see Section 5.2.2).

Similarly, the level of community consultation reflects the requirements of the brief for a strategic level analysis of trails in the region. It is envisioned that further community consultation, and focused stakeholder involvement, will be undertaken in relation to specific trail projects recommended in this Master Plan.

Available user and visitor data regarding numbers of users, length of stay, spend, activities undertaken, etc. varies considerably across the region and at the level of individual trails is almost generally lacking. Comparisons between the potential economic value of each trail has not, therefore, been attempted.

Despite these limitations, the level of investigation undertaken strongly supports the strategic assessment required for the purposes of this master plan.

SECTION 2

THE BARWON SOUTH WEST REGION

2.1 STUDY AREA

The Barwon South West Region extends from Queenscliff on the Bellarine Peninsula, to the South Australian border in the west, north to the town of Balmoral and the southern Grampians, and south to the coast (see Map 2.1).

The Barwon South West Region is made up of nine local government areas: the City of Greater Geelong, the Warrnambool City Council, the Surf Coast, Colac Otway, Corangamite, Moyne, Southern Grampians and Glenelg Shire Councils, and the Borough of Queenscliffe.

The region encompasses dramatic coastal cliffs, tall eucalypt and beech forest, expansive rural landscapes, significant areas of riparian and estuarine habitat as well as well known attractions, touring routes, small settlements, towns and cities.

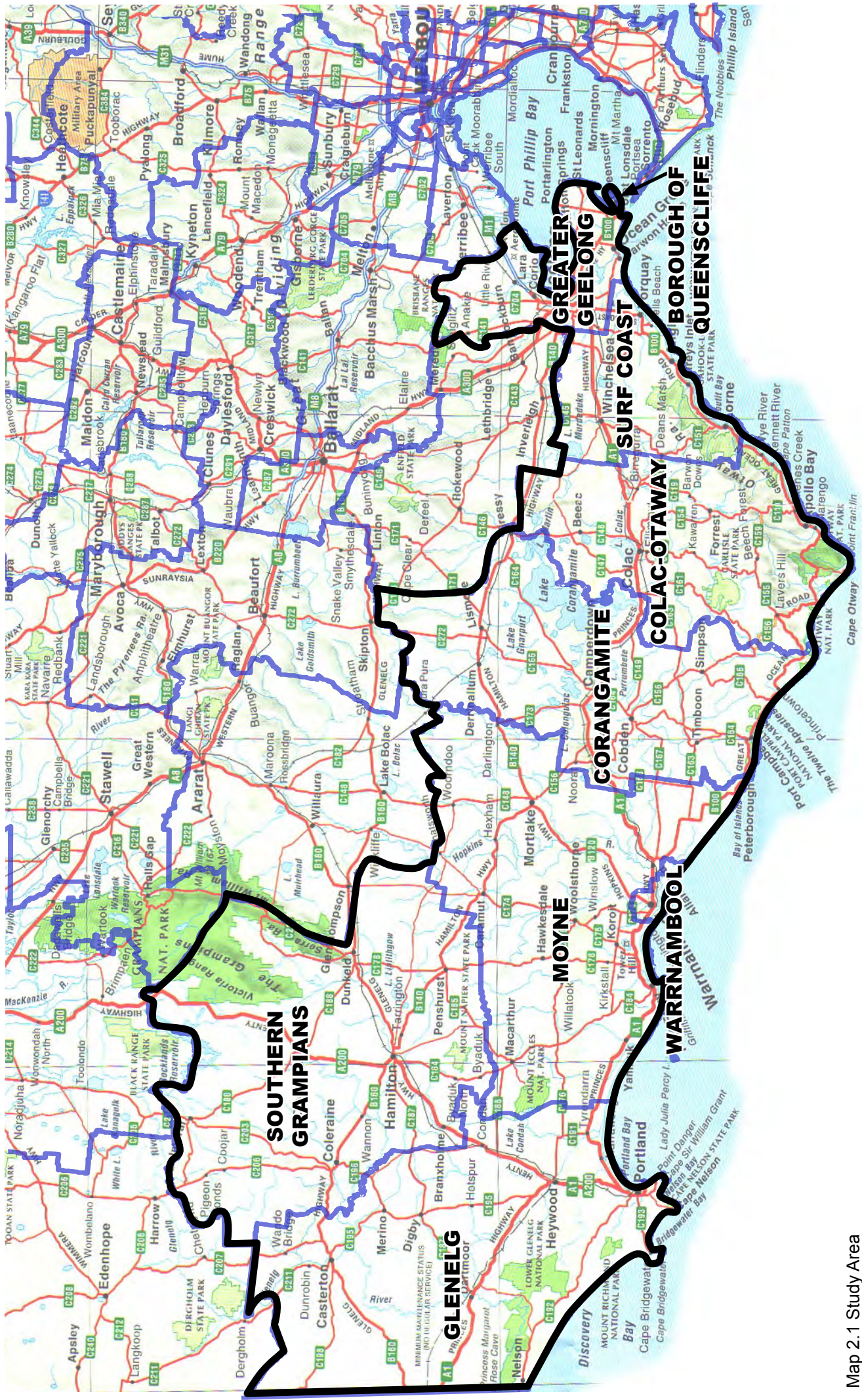
2.2 AUDIT OF REGIONAL TRAILS

There are a large number of trails within the region ranging from very short nature trails, to local trails serving their nearby communities, to shared trails of various lengths across a range of suburbs/communities to multi-day long distance walking trails.

As a means of focusing the scope of analysis, stakeholders and the community were given a definition for regional trails (see Section 3.1) and asked to identify those trails that had the best prospects of meeting that definition.

Councils and Parks Victoria completed an audit of trails that identified over 20 existing trails that could be considered to meet the definition of a regional trail (Attachment 1 Trail Audit). The community, through the various public forums that were held, identified a further dozen or so trails that they felt could be considered as or developed as regional trails.

These lists were combined and used as the starting point for the analysis in Section 3 and the eventual determination of the trails that are proposed herein for inclusion in the Regional Trails Master Plan.



Map 2.1 Study Area

Note that the audit phase of the project also identified a range of driving trails, the opportunity for underwater trails and cycle touring opportunities as having potential 'regional trail' status. These have not been considered by the current study.

Underwater trails and cycle touring opportunities were excluded from the project as they require specialist skills and/or have significant user safety concerns and, therefore, did not provide access to a wide enough audience.

Driving trails were not included in the brief and do not fall within the definition of regional trails as used in the current study⁸.

2.3 REVIEW OF THE POLICY FRAMEWORK

A wide range of policy and strategy documents help provide a basis for regional trails planning in Victoria. Key documents identified for this plan are outlined in Attachment 2 Policy Framework. Those considered to be of most relevance are outlined below.

STATEWIDE DOCUMENTS

Victorian Trails Strategy 2005 – 2010;

Victoria's Nature-Based Tourism Strategy 2008-2012;

Draft Regional Tourism Action Plan 2008-2011;

Go For Your Life Strategic Plan 2006-2010; and

Moving Forward: Making Provincial Victoria the Best Place to Live, Work and Invest (Update The Next Two Years 2008-2010).

These documents support the provision of a network of trails in regional Victoria, identifying social, health and economic benefits, the need for environmentally sustainable management, and opportunities to improve marketing and promotion. These documents emphasise the importance of natural values, including the opportunities available to 'showcase' the Victorian landscape through the provision of quality trails, and quality facilities as important components of the experience of trail users. The benefits of non-motorised transport are also considered to be an important facet of trail planning, given the concern regarding global climate change and air pollution, and the resurgence of 'people-scale' urban planning initiatives.

⁸ It is worth noting, that driving trails are not typically sought out as experiences in their own right but rather that they are usually included as part of an overall touring itinerary. They are, therefore, better integrated within the Tourism Victoria travel planning framework and local touring strategies than with this master plan.

R E G I O N A L A N D L O C A L D O C U M E N T S

A number of policy and management documents were reviewed as part of the current study. These are summarised and their relevance to the current project outlined in Attachment 2 Policy Framework. The documents that were reviewed include, amongst others:

Great Ocean Road Region, A Land Use and Transport Strategy 2004;

Tourism Plan for Public Land in the Otway Hinterland 2005;

G21 regional plans (current/in preparation);

various municipal recreation, open space, cycle strategies and/or trail plans;

various National Park management plans; and

various individual trail plans.

2.4 TRENDS IN RECREATION PARTICIPATION

Table 2.1 summarises the trends in recreation participation of relevance to regional trails and the current study:

| National and State Recreation Trends | Relevance to the Barwon South West Regional Trails Plan |
|---|---|
| <p>The following information has been summarised from the Participation in <i>Exercise Recreation and Sport Annual Report 2006</i>⁹ (ERASS):</p> <p>PARTICIPATION</p> <ul style="list-style-type: none"> • 66% of people aged 15 years and older participated in exercise at least once per week • in the 12 months prior to the 2006 survey, 25.3% of respondents indicated that they participated in an activity or sport organised by a club once per week – 60.9% indicated that they did not participate in any organised sport or physical activity during the 12 months prior to the survey • activities with the highest participation rate (undertaken at least once per year during 2006) were: walking (36.2%), aerobics/fitness activities (19.1%), swimming (13.6%), cycling (10.1%), and running (7.4%) • Victoria had a total participation rate of 40.7%, in comparison to 39.1% for Australia • Victorian women had a higher overall participation rate (41.6%) than that of Victorian men (39.8%), and Australian women (37.4%) • activities with the highest participation rate within Victoria were: walking (excluding bushwalking) 37.8%, aerobic/fitness (21.9%), cycling (12.2%), bushwalking (3.9%), and horse riding/equestrian activities (1.2%) | <p>The ERASS indicates that recreational participation rate among Victorians is above that of Australia.</p> <p>The trends also indicate a shift towards informal or unorganised recreational pastimes over organised traditional sports. This shift has contributed to the recent increased demand for recreational trails, particularly in areas close to where people live, for jogging, cycling, walking for health, commuting, roller bladeing etc</p> <p>To ensure that urban, or frequently used trails provide safe opportunities for the range of potential users, consideration should be given to:</p> <ul style="list-style-type: none"> • ensuring that the trail surface is suitable for the intended use (e.g. urban trails that are frequently used for jogging, walking and by people with prams, wheel chairs and the elderly should have an even and good quality surface) • adequate width to cater for shared use, where it is appropriate • the provision of multiple safe access points, and linkages to key social destinations, suburbs etc • directional and on-track signage/markers |

Table 2.1 Recreation Trends

⁹ Standing Committee on Recreation and Sport (2007) ERASS. It should be noted that this survey applies only to people 15 years and over.

| National and State Recreation Trends | Relevance to the Barwon South West Regional Trails Plan |
|--|--|
| <p>WALKING</p> <ul style="list-style-type: none"> • walking was the most commonly participated in activity • participation rate for females was 45.9%, the 26.2% for males • participation in walking was highest in the 45+ age group (~45% across these age groups), and lowest for the 15-24 year age group (13.7%) • 35.6% of people indicated that they participated in non-organised walking, in comparison to 1.0% for organised • participation in walking has increased over the last seven years | <p>The continued national popularity of walking ('walking for health') is a trend that is also strongly evident among Victorian residents, and is one of the main motivators for the increase in demand for tracks and trails. Walking is an activity that is enjoyed by all ages, and is particularly popular in the older age groups. The demand for quality walking trails is likely to continue to increase in importance, particularly in and around population centres, as a result of the trends towards an ageing population.</p> <p>Regional trails should be designed, constructed and promoted so as to provide safe and efficient recreational walking opportunities and alternative transport linkages for local and regional residents.</p> <p>A well-designed and planned regional trail network will likely appeal also to visitors to the region, and provide a base level of infrastructure around which nature-based, adventure or cultural heritage tourism related businesses could develop.</p> |
| <p>CYCLING AND MOUNTAIN BIKING</p> <ul style="list-style-type: none"> • cycling was the fourth most commonly participated in activity • the participation rate for females was 7.2%, and 13.2% for males • participation was highest among the 35–44 year age group (17.0%) • the majority of people indicated that they participated in non-organised cycling (9.7%), in comparison to only 0.9% who indicated they participated in organised cycling activities • participation has remained stable over the last five years (mountain biking is differentiated as a distinct activity, and therefore, this report does not pick up on the likely increase in participation) • a record number of bicycles were sold in Australia in 2007 - 1.47 million bicycles, outselling cars for the 8th consecutive year¹⁰ • approximately 70% of the bikes sold in Australia throughout 2005 were mountain bikes¹¹ | <p>Cycling, ranked as the fourth most popular activity nationally, and third for Victoria, should also be a strong component of a diverse regional trail network. Alternative modes of transport, such as cycling, are becoming increasingly important. In addition to the health and wellbeing benefits associated with cycling, non-motorised transport can also result in improved air quality, and less reliance on non-renewable fuel sources.</p> <p>Although there is limited statistical data relating to mountain biking participation in Australia, it is clear that participation has increased markedly over recent years. Whilst mountain bike specific trail facilities cater to the needs of a smaller segment of recreational users (it should be noted that this user group, has and continues to increase in numbers in Australia and internationally), opportunities for MTB activities should be considered as part of a regional trail network. There are also opportunities to provide shared walking and cycling/MTB facilities. Sections of the Surf Coast Walk (e.g. section between Torquay and Jan Juc) provide an example of the type of conditions suitable for dual use.</p> |

Table 2.1 Recreation Trends (cont.)

¹⁰ <http://www.cyclingpromotion.com.au/content/view/299/9>. Accessed on the 9th September 2008.

¹¹ Australian Bicycle Industry (2006) *The Australian Bicycle Industry Report 2006*, page 11.

| National and State Recreation Trends | Relevance to the Barwon South West Regional Trails Plan |
|---|--|
| <p>CYCLING AND MOUNTAIN BIKING (cont.)
See above</p> | <p>Development of facilities for mountain bikes minimises the extent of illegal trail construction, which is proving to be a significant issue for many land management agencies and councils across Australia. Illegal trail and obstacle development can also result in unsafe infrastructure, with higher associated risks.</p> |
| <p>KAYAKING AND CANOEING</p> <ul style="list-style-type: none"> • participation rates for river kayaking, sea kayaking or canoeing are not available in the ERASS, however anecdotal evidence suggests that there has been a growth in participation and boat sales (particularly in relation to sea kayaking). • the Victorian Canoeing Association indicated that the primary rivers used by canoeists in the region are the Barwon River and the Glenelg • sections of the regions coastline, including sheltered bays and less exposed areas, are known to attract sea kayakers, as well as recreational divers | <p>Whilst water 'trails' do not require the same type or level of infrastructure required by those on land, regional level water trails should have:</p> <ul style="list-style-type: none"> • good vehicular access • appropriate launching and retrieval locations at intervals along the length of a water trail • appropriate directional and risk signage • quality access, route and interpretive information available <p>Water trails, where they are relevant, offer an important extension of a regional trails framework, meeting the needs of a small but enthusiastic market and offer a valuable bundling/add-on for participants the larger walking and cycling markets.</p> |
| <p>HORSE RIDING/EQUESTRIAN</p> <ul style="list-style-type: none"> • horse riding was rated as the fifth most popular activity undertaken by Victorians, in the ERASS 2006 • the preparation of the Bellarine Tracks and Trails Strategy by the Bellarine Horse Riders is an indication of the popularity of equestrian activities on the Peninsula | <p>The participation trends for Victoria also indicate the significant rates of participation in horse riding/equestrian sports within the State. The significant number of Pony Clubs, adult riding groups, and equestrian training facilities are also indicative of the strong participation rates in the region. Equestrian activities are an important part of the regions culture and therefore, this marked needs to be addressed within the regional trails framework.</p> |

Table 2.1 Recreation Trends (cont.)

| National and State Recreation Trends | Relevance to the Barwon South West Regional Trails Plan |
|---|--|
| <p>HORSE RIDING/EQUESTRIAN (cont.)
See above</p> | <p>In considering the trail needs of horse riders, consideration should be given to:</p> <ul style="list-style-type: none"> • the provision of suitable surfaces (e.g. large aggregates, rocks and very hard surfaces such as concrete or bitumen can be problematic over distances) • clearance heights – horse riders are much taller than other user groups – low hanging branches can be dangerous • the need to provide some separation, or a suitable width between horses and fast moving cyclists and other vehicles • the need to warn riders about the specific characteristics of the trail (e.g. trains, large vehicles and other users) |

Table 2.1 Recreation Trends (cont.)

2.4 VISITOR NUMBERS AND VISITOR'S USE OF TRAILS

2.5.1 Visitor Numbers

Market research conducted for the *Victorian Nature Based Tourism Strategy* (2008) revealed that:

Victoria received 8.1 million day trips and 6.3 million domestic overnights from domestic nature-based visitors¹² in the Year ending June 2007;

there were 21.9 million nature-based tourism visitors' nights resulting from this market;

the main domestic nature-based tourism markets were Melbourne (59%), regional Victoria (22%) and interstate visitors (20% of which nearly half were from NSW);

¹² A nature-based visitor is defined as a visitor who undertakes at least one nature based tourism activity during their visit. The most popular activities are going to the beach, bushwalking or rainforest walks, and visiting national parks and state parks. Tourism Australia has referred to this market as being 'experience seekers' in the international market. The Victorian NBTSS has classified visitors into two types of nature-based tourism visitors. These are 'skilled in nature' or 'comfort in nature' seekers. The 'skilled in nature' seek out harder physical challenges are more self-reliant and represent 15% of nature based tourism visitors. The 'comfort in nature' has a more casual interest in nature but still seeks out immersive experiences and requires a greater range of services accounting for 85% of the nature based tourism market.

37% of domestic overnight visitors undertook at least one nature based activity during their stay;

going to the beach, bushwalking or rainforest walks, visiting National Parks or State Parks and picnics/barbeques were the highest nature-based tourism activities undertaken by the domestic visitors (but at levels well below that undertaken by international visitors); and

high interest by domestic visitors in Victoria's National Parks especially those located close to Melbourne e.g. Dandenong Ranges National Park, Great Otway National Park and Yarra Ranges National Park.

A review of Tourism Victoria market research shows the following trends for the Great Ocean Road Region over the period 1999-2008:

a decline in domestic¹³ daytrip visitation numbers of 9.4% (as compared with Regional Victoria decline of 10.8%);

a decline in domestic visitation of 2.5% (as compared with Regional Victoria decline of 7.3%); and

an increase in international visitors of 34.7% between 2000-2008 (as compared with Regional Victoria increase of 30.4%).

However during 2007-2008 there was a significant increase of 11.6% in domestic daytrip visitors and 7.9% of international visitors to the Great Ocean Road Region with only a small decline of 0.5% in domestic visitation. The average annual growth rate (AAG) in visitor numbers to Geelong and the Western part of the Great Ocean Road Region are shown in Table 2.2 below.

¹³ The domestic market refers to both interstate and intrastate visitors.

| | Geelong
% | Western Region
% |
|--|--------------|---------------------|
| AAG for Domestic day trippers 1999-2008 | -3.2 | 1.7 |
| AAG for Domestic visitors 1999-2008 | -1.9 | 0.7 |
| AAG for International visitors 2000-2008 | 3.9 | 3.5 |

Table 2.2 Average Annual Growth in Visitors to the Geelong and Western Region

The table indicates that the western part of the region has been generally increasing its market share of visitors over time.

2.5.2 Visitor's Use of Trails

There is little available information about visitor use of trails within the region. The five most popular activities undertaken by the domestic market are 'Go to the beach' (52.5%), 'Eat out at Restaurants' (48%), 'Visit friends and relatives' (42.9%) and 'General sightseeing' (31.6%). However Parks Victoria's Visitor Satisfaction Monitors from 2002 and 2004 indicate walking (28%) and sightseeing (28%) as the most popular activities undertaken with short walks (up to one hour) being undertaken by 84%, long or day walks (8.5%), cycling (2.5%) and jogging/running (1%).

Parks Victoria research calculates that the Great Ocean Walk attracted approximately 44,000 people walking sections of the track in 2007¹⁴. The research was based on use of track counters and on-site interviews at 9 sites during 2007. The majority of walkers (61%) were from Melbourne, 25% interstate, and 11% from overseas. The *Travel to Warrnambool 2007/2008 Warrnambool Visitor Survey* indicated that 'walking the promenade' was the fifth most popular activity undertaken (60%) by visitors.

For Victoria, the domestic nature-based tourism growth from 2006 to 2016 is forecast to remain stable. It is expected that the growth in the international nature-based tourism market will grow the market share of visitor nights from 56% in 2006 to 66% in 2016, resulting in the domestic market share falling from 44% to 34% over this time period. For the international market, the 'experience seekers'¹⁵ constitute 30% to 50% of the long haul market (Tourism

¹⁴ Parks Victoria 2008. Great Ocean Walk Pedestrian Monitoring Project

¹⁵ The 'experience seeker' is looking for products that will deliver authentic personal experiences, self-fulfilment, engagement with the locals, active learning, adventurous, provide variety and contrast with experiences of their day-to-day lives.

Australia) and are a strong potential market for Victoria provided the right product is available. Visitation is expected to grow from 1.11 million visitors in 2006 to 1.61 million visitors in 2016 with China being the largest source market (growing by over 200% to reach 409,000 visitors). It is also expected that the current core markets for Victoria - North America, New Zealand, Germany and the UK will grow significantly contributing an additional 840,000 visitors.

The *Victorian Nature-based Tourism Strategy 2008-2012*¹⁶ identifies the current lack of high-yielding visitor experiences in regional Victoria and the need to develop such experiences to capture the expected growth in nature-based tourism visitors to Australia over the next decade. Market research¹⁷ has indicated that the key campaign region of the Great Ocean Road was perceived as offering the highest natural attraction (40%) following by the Grampians (11%) and Victoria's High Country (10%). The Great Ocean Walk is currently seen as Victoria's best prospect for a market-ready nature-based tourism walk product that could generate high-yielding visitor interest.

The major benefits of the GOW being positioned as a leading walk product for Victoria is that it:

- connects to the high market awareness of the Great Ocean Road, Twelve Apostles and Great Otway National Park;

- helps strengthen the position of Victoria for the growing nature – based tourism visitor market;

- will be a catalyst for increased visitor stay and spend and will bring economic benefits to regional Victoria but also flow-on benefits to the wider tourism industry;

- has the potential to be a valued leader that derives market interest support for the emergence of other walk products in Victoria such as the proposed walks in the Grampians and the Victorian High Country; and

- will provide a showcase model demonstrating the capacity of Parks Victoria to manage outstanding nature-based tourism experiences.

In summary, the Barwon South West Region is well-positioned to attract more visitors that will undertake activities associated with the regional trails. The domestic and international visitor market has been growing in recent years and

¹⁶ Tourism Victoria 2008. *Victoria's Nature-based Tourism Strategy Plan 2008-2012*. This report was prepared in collaboration with Parks Victoria, Department of Sustainability and Environment and in consultation with the tourism industry, local government and key environmental and conservation groups.

¹⁷ Roy Morgan Research. *Regional Awareness and Perceptions Surveys* conducted in 2001, 2003 and 2005.

the proposed investment into developing the Great Ocean Walk (and in the future, the Grampians Walk) will strengthen the awareness and positioning of the region as a stronger destination for trail-based activities. The current study will identify a number of potential regional trails for future investment and upgrading that will extend the choice of experiences available to the local community, as well as intrastate, interstate and international visitors.

2.5 POTENTIAL BENEFITS OF REGIONAL TRAILS

The following is an overview of the well known and better accepted benefits of recreational trails. Although not exhaustive, the summary does provide a substantive rationale for the government, and other stakeholders to be involved in, and to work together towards developing quality regional and local trails in the Barwon South West Region.

The benefits have been listed under the headings of:

- health and wellbeing benefits;
- social and community benefits;
- environmental and educational benefits;
- transport benefits; and
- tourism and economic benefits.

HEALTH AND WELLBEING BENEFITS

Health and wellbeing benefits include:

- people who use trails experience improved fitness, health and wellbeing;
- opportunities to undertake a range of informal recreational activities, in a safe environment, individually, or in a group;
- and

with increasing attention given to obesity and the need to increase rates of physical activity, planners are beginning to recognise the need for safe and accessible environments, such as trails that encourage physical activity and help to improve the health and fitness of local communities¹⁸.

S O C I A L A N D C O M M U N I T Y B E N E F I T S

Social and community benefits include:

trails provide for an egalitarian form of transport - walking or riding a bike is an accessible and cheap form of transport;

cycling provides mobility for young people and those unable to access a car or public transport;

communities with recreational trail networks experience improved safety and reduced crime through an increased physical presence in public open space areas;

people who use trails, interacting with each other, fostering a sense of community and pride of place;

off road trails provide a safe and controlled environment for the aged, children and the inexperienced to be physically active, particularly in cycling and horse riding;

trails help to protect open spaces and create more pleasing environments to live in;

the development of trail facilities which are well-suited to the needs of the community can alleviate issues associated with illegal trail construction (e.g. the development of mountain biking trails in inappropriate locations, with a poor standard of safety);

opportunities for community volunteering – skills development, enhancing sense of place and socialisation as well as a sense of ownership in the trail.

¹⁸ Gebel, K, King, L, Bauman, A, Vita, P, Gill, T, Rigby, A and Capon, A (2005) *Creating Healthy Environments: a review of links between the physical environment, physical activity and obesity*, NSW Health Department and NSW Centre for Overweight and Obesity.

In the region and elsewhere, trails construction and maintenance have provided the opportunity for meaningful tasks for offenders in the Justice system serving community based orders or in diversion programs¹⁹.

Successful trails also add to the sense of place of a region and to a community's pride in its place.

ENVIRONMENTAL AND EDUCATIONAL BENEFITS

Environmental and educational benefits include:

walking and cycling are energy efficient forms of transport in comparison to cars;

replacing car travel with physically active travel reduces the dependency on non-renewable fuel sources;

lower motor vehicle use is associated with reduced air and noise pollution, and reduce the overall carbon footprint of a region, city or town;

people using trails in natural areas tend to develop a greater awareness and appreciation of the natural environment, and are more likely to participate in its care;

conservation of the natural environment can be enhanced through better management practices on and around trails;

the formalisation and/or development of trails can alleviate adverse environmental impacts associated with illegal trail construction, and better match the type of trail use to an appropriate ecological location; and

enhanced opportunities for outdoor educational activities, including skill-based activities, environmental education programs, and hands on learning such as revegetation works.

TRANSPORT BENEFITS

Transport benefits include:

trails can provide linkages between settlements or suburbs that serve transport as well as other needs;

¹⁹ Phillip Pettingill, Barwon South West, Department of Justice Regional Coordinator. *Personal communication.*

cities experience reduced traffic and parking congestion when cycling or walking is used as a form of transport;

cycling and walking, particularly for short trips, reduces the overall expenditure on car maintenance, fuel and parking;

trails use land more efficiently than other forms of transport;

lower road construction and maintenance costs; and

existing infrastructure can be retrofitted to allow for the development of alternative transport routes, resulting in cost effective multiple transport options.

TOURISM AND ECONOMIC BENEFITS

Tourism and economic benefits include:

trails can play an important part in the tourism experience for people visiting regional Victoria - they can provide the vehicle for people to access experiences unique to the region (such as natural, cultural and historic sites), or provide space to undertake a particular activity;

creation of jobs as a result of trail construction and maintenance;

having quality trail facilities attract visitors and may encourage visitors to stay longer and, in turn, spend more money locally;

trail based events and competitions have the potential to attract tourists to particular areas;

purpose built trails may attract niche tourism markets (e.g. bushwalking, mountain biking, canoeing, kayaking, etc.);

improved health obtained through use of trails may result in a reduced financial burden on the health care system and/or greater productivity at work;

trail users spend at local businesses when purchasing equipment and supplies (such as shoes, boots, bikes, clothing, other gear and food), along with ongoing costs of maintaining equipment such as bikes and caring for horses (for example feed, agistment, farrier costs and vet bills);

trails may increase property values in houses adjacent to well developed trail networks;

high quality trails and trail networks provide commercial business opportunities (e.g. tour and guiding companies, transport companies and equipment hire companies); and

trails add to the 'lifestyle' of the region – economically this is rewarded as making a town/city a good place to work and an attraction for industry or small business to locate in the region.

2.6 OVERVIEW OF COMMUNITY CONSULTATION

The following provides a summary of some of the main points, issues, and ideas raised throughout the consultation including at: the Government Agency Briefing, the Stakeholder Workshops (including peak recreation bodies) and Community Forums in Geelong, Warrnambool and Colac.

In addition to the information summarised below, lists of potential regional trails were generated, primarily at the community forums and as a result of information supplied by representatives from the LGA's at the stakeholder workshop (see Section 2.2 and Attachment 1 Trail Audit).

AGENCY BRIEFING

The main points, issues and ideas raised at the Agency Briefing were:

a new walking track classification system is currently being developed by an inter-state working group, which is intended to provide an improved mechanism for the classification of trails based on a range of variables, including levels of infrastructure, elevation gain and the overall experience, rather than simply the standard of design and construction as is currently the case with the Australian Standard – AS 2156²⁰;

details regarding funding were described (e.g. the Regional Trails Upgrade Program, Provincial Pathways Program, and Sport and Recreation Victoria funding programs);

²⁰ A background report has been completed Arias A. 2007. "Overview of Existing Walking Trail Classification Systems" unpublished Department of Sustainability and Environment Report, however, to date no firm recommendations have been made. Lacking the findings from the Committee, the current master plan has adopted the Australian Standard – AS 2156 as the basis for classifying walking trails.

the perception of a significant increase in mountain biking in Australia²¹, the need to better cater for this user group, including opportunities for local riders (to alleviate issues with illegal trail construction), and the potential to increase the economic benefit to the region through further development of high quality trail infrastructure;

safety and other conflicts between user groups (i.e. walkers, cyclists, dog walkers, etc) and opportunities for shared use of trails are being explored by DSE – the project is concerned with better managing the conflicts between trail bike users and others, as well as between walkers and mountain bikers, and horse riders within Crown Land reserves but the results may provide greater understanding of the issues more generally;

the need to consider how to increase yield and overall use of existing higher profile trails in the region (e.g. value adding and ensuring strong linkages with existing touring routes, towns, settlements), particularly given the current economic climate where reduced expenditure of disposable income is anticipated;

the need to ensure that the Regional Trail Plan considers the existing policy framework (e.g. *Nature-based Tourism Strategy for Victoria*, *National Landscapes Project*, *Go For Your Life* program, reserve management plans, etc); and

the need to consider trail governance issues (e.g. ongoing management and maintenance responsibilities).

STAKEHOLDER WORKSHOP

The main points, issues and ideas raised at the Stakeholder Workshop:

the need for improved access facilities for inland canoeing and kayaking (snags were noted as a significant issue in the region);

²¹ Although there is limited specific data to support this assertion, trends noted in Section 2.4 indicated sales of mountain bikes represented 70% of all bikes sold in Australia 2005 suggesting a significant increase in those participating in mountain biking. Internationally over half of all recreational cyclists in Germany are mountain bikers (Koepeke, J. 2005. "Exploring the Market Potential for Yukon Mountain Bike Tourism" Cycling Association of Yukon, Canada, page 4) and in New Zealand, mountain biking was the tenth most popular physical activity for adults (see <http://www.sparc.org.nz/research-policy/research/sparc-facts-97-01/top-sports-and-physical-activities> - accessed 25.09.08).

the potential of the proposed Trans Otway Waterfall Walk to provide linkages with the Great Ocean Walk and with the Surf Coast Walk (the potential for new trail opportunities in the Otway hinterland in general was also raised);

the potential for conflict between trail user groups – shared use is not always possible, and some trails are walking only;

there is a general need for the upgrade and maintenance of existing rail trails in the region (e.g. consistent surface suitable for cycle touring), and the need to consider road cycling, as it is very popular within the region;

Victoria, and the Barwon South West Region does not cater well for cycle tourists, including the need for high quality promotional information, increased marketing and road marking and signage to alert riders to safety concerns; and

the need to consider the potential commuting benefits, and therefore sustainable community outcomes, associated with regional trails.

LOCAL GOVERNMENT AUTHORITY (LGA) AND AGENCY FORUM

The general points raised at the LGA and Agency Forum included:

high levels of participation in walking and cycling within the LGA's;

large portion of recreation funding allocation still going to structured, traditional sports, even though unstructured activities are now more popular;

the trend towards an ageing population, will impact all LGA's in the region, to varying degrees;

difficulties associated with managing and catering for the needs of different user groups (e.g. design standards, surfaces, and the availability of funds etc);

issues associated with volunteer involvement (e.g. maintaining interest, recruiting, 'burn-out', insurance and skill level, ageing volunteers) – potential for the development of a new volunteer model;

risk of eliminating opportunities for horse riders and dog access (e.g. the need for dedicated and promoted space for these activities);

difficult to monitor the economic benefit of trails, due to lack of base line data;

accessibility, 'step on-off' and linkages with towns and attractions seen as important from a tourism perspective, and to provides locals with more opportunities;

local and regional population participation, inclusion and health should be priorities in the development of a regional trail network;

need to ensure that the experience, natural and cultural values that are key features of trails are not compromised by over development and promotion; and

growth of events and sport tourism as economic opportunities for the region and the potential for trails to be a draw for such activities.

COMMUNITY FORUMS

The main points from the three community forums include the:

need to provide better information about the existing trail network - to promote local and regional opportunities, and aid in the management of user conflicts;

need to package trails, trail activities and associated services and facilities, to promote a range of trail experiences to a range user groups;

need for agencies and key stakeholders to work in partnership in the development, management and maintenance of trails;

need for comprehensive feasibility studies to be prepared for higher level trail projects (studies should address ongoing maintenance costs);

need to review existing trail standards, including a consistent trail grading system and consideration of risk management;

difficulties with shared trails (the activities of some user groups are not considered to be compatible with walkers) and in response, the need for dedicated horse, dog and bike trails to be supported and marketed;

level of facility and amenity provision associated with trails is increasing (e.g. potable water, toilets, and communications in remote areas);

possibility of developing a comprehensive insurance policy for public liability, which all trail managers must comply with;

need to support volunteers involved in trail development, management and promotion (e.g. including ensuring that they are covered by an insurance policy and have appropriate supervision and access to equipment);

strong need for better interpretation along the trails including education about environmental issues and trail management

concern that environmental issues in some areas may be exacerbated by the development and/or upgrade of trails (e.g. spread of *Phytophthora* and weeds), and the importance of protecting environmental and cultural values;

possibility of generating increased revenue from trails through a 'user pays' system (e.g. National Park Pass);

development of 'user codes of conduct' for various user groups;

importance of loop trails within or close to towns (for both local residents, and opportunities for short-term visitors, including those with special needs);

need to consider the projected ageing population (e.g. opportunities for passive recreation and greater accessibility to trail opportunities); and

difficulties of managing illegal trail bike use in the region, and the associated impacts such as user conflict and safety concerns, and environmental damage.

2.7 BENCHMARKING OF REGIONAL TRAILS

A number of trails were benchmarked as part of the background research stage of the project. Some of the trails fall into the category of nationally significant trails with regional values, others are considered to be regional trails from elsewhere in Australia. The trails included the:

Bicentennial National Trail – 5,330km from Cooktown, Queensland to Healesville, Victoria;

Hans Heysen Trail – 1,200km from the South Coast past Adelaide to the desert ranges, South Australia;

Bibbulmun Track – 980km from Kalamunda in the Perth Hills to Albany, south coast, WA;

Great Ocean Walk (GOW) – 100km from Apollo Bay to Glenample, Victoria;

Port Phillip Bay Trail – 50km from Port Melbourne to Frankston, Victoria;

Great North Walk – 250km between Sydney and Newcastle, NSW;

Murray to Mountain Rail Trail – 98km between Bright and Wangaratta, Victoria; and

Hobart Intercity Cycleway – 15km between Sullivans Cove (Hobart City) and Box Hill Road in Claremont.

The key characteristics and similarities of these selected trails can be summarised as:

the majority cover long distances (up to several hundred kilometres), and a range of landscapes (including bushland, coastal, beaches and urban areas);

many serve local communities as commuting linkages and fitness routes where they intersect with towns and settlements;

many cater for multiple use (entire trail or sections of), including walking/bushwalking, cycling/mountain biking, horse riding;

have a range of commercial enterprises associated with them – primarily walking/cycling guided tours;

have multiple access points along the entirety of their length, and connect to cities, towns or smaller settlements, facilitating ‘step on off’ – the ability to complete the trail in sections;

are generally multi-tenured and managed cooperatively by a range of land managers (e.g. local councils, committees of management, government agencies and private landowners);

generally have high level and standard of on-track infrastructure, including trailheads, toilets, parking, directional signage and trail markers, seating and sometimes camping sites;

are actively marketed – electronically and printed media, and have specific trail notes and maps available for purchase; and

some are associated with branded merchandise.

SECTION 3

IDENTIFYING REGIONAL TRAIL OPPORTUNITIES

3.1 DEFINITION OF REGIONAL TRAILS

For the purposes of the current study, regional trails are defined as those trails that:

are of a regional geographic scale, providing links between the region's settlements, activities or environments along a defined corridor (or corridors emanating from a singular hub);

have the ability to deliver potential benefits for the whole, or substantive parts of the region (economically, socially and environmentally);

serve multiple recreational user groups where possible, and are designed to provide for day use rather than multi-day experiences (although they may be part of a multi-day experience);

meet appropriate criteria for environmental sustainability;

serve the whole of the community including visitors and regional residents (e.g. a user catchment that may involve several hours travel time);

have good access from a number of points along their length and particularly to key parts of the trail where there is associated trailhead infrastructure;

provide a quality focus/experience related to the unique character and features of the region (natural, cultural and landscape); and

have key selling points that make the trail different/ unique for marketing and promotion.

Ideally regional trails (or sections of regional trails) should have the capacity to cater for multiple use, however, it is recognised that single purpose trails may be the best solution in some cases. Single purpose trails may be appropriate for some user groups with high numbers (e.g. walkers, canoeists, horse riders,

cyclists, etc) and/or specific needs (e.g. mountain bike riders), to ensure sustainability of a particular environment, safety, or in response to terrain, land ownership, etc. In any event the current study has focused on non-competitive, non-motorised uses because of the health and well-being and environmental sustainability benefits associated with such activities.

There are also opportunities to develop hubs along the length of the regional trails that allow recreational users to venture off the main trail to undertake shorter recreational trips.

3.2 VISION

A preliminary vision for regional trails in the Barwon South West Region was developed as a result of regional forums attended by local government authorities, state agencies and other regional organisations prior to the commencement of the current master plan project. The preliminary vision is as follows:

“By the year 2017, the Otways and Coast region will become recognised and valued as one of the best places in the world to bush walk²²”.

Whilst the above vision captures the significance of bushwalking within the region, it fails to communicate the diversity of other recreational trail related activities, or the intent behind the development of a quality regional trail network.

Further consideration of these factors has given rise to the following vision statement, which responds specifically to the implementation of the *Barwon South West Regional Trails Master Plan*:

The Barwon South West Region will be recognised for the quality and diversity of its regional trail network, developed and managed sustainably and cooperatively, enhancing the lifestyle, health and wellbeing of residents and visitors, and contributing to the regional economy.

Four principles underpin the vision:

²² Colac Otway Shire Council (2008) Project Brief.

Sustainability – Regional trails should be sustainably developed, promoted and managed based on an understanding of sound environmental management to ensure protection of the environmental and cultural values of the region.

Quality Experience - Regional trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience of the natural, cultural and landscape values of the region.

Capacity to Manage - There should be sufficient capacity within government, the community and the tourism industry to sustainably manage develop, promote and manage the regional trail.

Catalytic Benefits - The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle.

To aid in the realisation of this vision, the *Barwon South West Regional Trails Master Plan* seeks to:

achieve better coordination in the planning, development and management of trails via a commonly agreed plan for the region;

reflect community needs and priorities, such as improving access to trails and incorporation of a diversity of trail related activities;

improve the lifestyle, health and wellbeing of Victorians, by providing opportunities for increased participation in regional trail activities;

facilitate the development of alternatives for non-motorised transport in urban and suburban areas; and

provide trail infrastructure that will contribute to economic activity within the region, and bring benefits to local communities.

3.3 CRITERIA FOR IDENTIFYING REGIONAL TRAILS

Criteria related to each of the above principles were developed to guide the identification and assessment of potential regional trails within the Barwon South West Region. The criteria were reviewed with the Project Steering Group and formed part of the package of information available to all stakeholders to assist the nomination of possible regional trails.

Table 3.1 sets out the regional trail development principles and trail selection criteria and the overall weighting given to the assessment criteria²³ to allow comparative assessment of each of the proposed regional trails. Attachment 3 Trail Selection Criteria contains an expanded version of the selection criteria, with further detail to assist in the assessment of potential regional trails against each criteria.

3.4 ASSESSMENT OF NOMINATED BEST REGIONAL TRAIL PROSPECTS

The assessment of the nominated best regional trail prospects was based on:

- review of submissions and information that nominated a trail as having regional trail status;

- review of trail information from a variety of sources including the workshops, website research, visitor information brochures, past reports and presentations made by Councils or proponents/supporters of a trail;

- discussions with Council staff and proponents/supporters where required or requested;

- site visits to existing/possible access points along various trails nominated as having regional trail status²⁴; and

- team review of the above information against the agreed definition of and principles for a regional trail which analysed the merit of the various trails for inclusion as regional trails in the current master plan.

²³ The weighting was developed in consultation with the Project Steering Group during Phase 3 of the project.

²⁴ Note: site visits were necessarily limited in number and time. Not all access points were visited, nor were trails fully investigated.

| NO. | REGIONAL TRAIL DEVELOPMENT PRINCIPLES | REGIONAL TRAIL SELECTION CRITERIA | WEIGHTING (Total 100) |
|------------------------------|---|--|--|
| 1. SUSTAINABILITY | Regional trails should be sustainably developed, promoted and managed based on an understanding of sound environmental management to ensure protection of the values of the region | <i>1.1 Regional trails will be sustainable.</i> | 30 points |
| 2. EXPERIENCES | Regional trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience of the natural, cultural and landscape values of the region | <i>2.1 Regional trails should be easily accessible to the local community and visitors to the region.</i>
<i>2.2 Regional trails will provide quality experiences for users providing access to distinctive regional landscapes, and where appropriate should include support facilities, signage and interpretation.</i>
<i>2.3 Regional trails will have the potential to cater for multiple use where possible.</i> | 10 points (2.1)

10 points (2.2 + 2.3) |
| 3. CAPACITY TO MANAGE | There should be sufficient capacity within government, the community and industry to sustainably develop, promote and manage the regional trail | <i>3.1 Regional trails will be feasible to develop, manage and maintain.</i>
<i>3.2 Regional trails will have the support of the landowner/s and/or manager/s of the land or water where the trail is located.</i>
<i>3.3 Regional trails should meet identified community need and will have the support of the general community</i> | 10 points (3.1)

10 points (3.2 + 3.3) |
| 4. BENEFITS | The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle | <i>4.1 Regional trails will have potential for improving local economic activity.</i>
<i>4.2 Regional trails will provide opportunities for associated benefits.</i> | 15 points (4.1)

15 points (4.2) |

Table 3.1. Selection Criteria for Regional Trails

3.5 THE PROPOSED REGIONAL TRAIL NETWORK

From the lists of potential prospects, thirteen (13) trails and four (4) mountain bike hubs were chosen to form a regional trails network (Map 3.1).

3.5.1 Best Prospect Regional Trails and Mountain Bike Hubs

Table 3.2 provides a summary of each trail and hubs based on the initial assessments (Section 3.4), site visits to each of the trails²⁵ and consultation with trail managers:

- showing the location of the trail (e.g. LGA);
- providing a brief overview of the existing and/or proposed trail;
- identifying the land owner/manager responsible for the trail; and
- listing potential trail development opportunities.

Attachment 4 Recommended Regional Trails provides greater detail on each of the 13 best prospect trails including:

- their location and description;
- their current trail management responsibilities;
- existing trails and infrastructure (supply);
- needs assessment (demand);
- potential trail development opportunities;
- trail development issues;
- an assessment of potential impacts – social, economic and environmental;
- any opportunities for private sector investment;
- any potential partnership opportunities; and
- recommended actions for trail enhancement (see also Section 5.7) .

²⁵ This included site visits to many of the trails that were finally eliminated (as listed in Section 3.4.1)



Location of Selected Trails

Map 3.1 Location of Selected Trails



Map 3.1 rear A3 Location of selected trails map

Attachment 5 Regional Mountain Bike Hubs provides greater detail regarding each of the hubs (as well as information about trends in mountain biking in support of hub development and a discussion of what a hub entails).

No attempt has been made to prioritise the development of one trail over another given the difficulties in achieving consensus around the issue between multiple agencies and levels of government. However, if criteria for prioritising were developed they would tend to favour (in order of importance):

trails that were close to regional population centres generally (Geelong/Surf Coast/Warrnambool) as these would have the greatest value to the greatest number of people on a regular basis;

trails within range of the key tourism market of Melbourne (i.e. Surf Coast) and/or from key destinations (i.e. the Great Ocean Road and the Grampians) as these trails have the good prospects for economic benefits in the immediate term;

mountain bike hubs generally as these are known drawcards; and

rail trails as these have a known dedicated market.

The Great Ocean Walk and the Trans Grampians Walk are considered by Tourism Victoria to be a key driver for nature-based tourism across the State and have importance to the region as tourism products and their economic benefits but are of less importance the regional population for on a day to day basis for recreation or other values.

The Master Plan identifies a proposed regional trail/hub network and by definition, this network is the priority for development in the region.

Following this, the potential for one trail over another is opportunistic and will be driven by the enthusiasm of local stakeholders and the availability of funds and as guided by the proposed Regional Trails Sub-Committee (see Section 5.1.2).

| Existing Regional Trails | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|--------------------------|---|-------------|----------------------|---|---|--|
| Great Ocean Walk | Colac Otway Shire Council and Corangamite Shire Council | 104 | W | Bushwalking trail extending 104km along the southern coastline of Victoria, from Apollo Bay in the east and finishing near the historic Glenample Homestead in the west (soon to be extended to the Twelve Apostles visitor site)
Highly regarded and publicised walk | Parks Victoria | <ul style="list-style-type: none"> Enhancing the regional use opportunities (e.g. short walks) through improved pedestrian access from Apollo Bay, and improved parking or summer shuttle service Development of alternative loop trails in the nearby Great Otway National Park hinterland, to cater for larger groups and other day users (loop trails may be shared and provide opportunities for mountain biking and horse riding) Investigating the way in which alternative loop trails could be linked to Apollo Bay, and provide a 'taste' of the GOW Investigating the potential for the development of an iconic loop walk associated with the Twelve Apostles site Investigating the long-term potential to connect to Port Campbell and to the Coast to Crater Rail Trail |
| Surf Coast Walk | Surf Coast Shire Council | 66 | W, B (some sections) | Trail is approximately 66km in length, extending primarily along the foreshore from Torquay to Jan Juc, Anglesea, Aireys Inlet, Fairhaven and Moggs Creek (some inland sections exist north of Anglesea in the Eumeralla Scout Club area, and south between Anglesea and Aireys Inlet), in various states of repair, and with missing links | Great Ocean Road Coast Committee, Parks Victoria/DSE, Surf Coast Shire Council, Alcoa | <ul style="list-style-type: none"> <i>Surf Coast Walk Feasibility Study</i> indicates that the development of a route from one end of the Local Government Area to the other – from Bremlea north of Torquay, to the Cumberland River south of Lorne, is feasible (intend to also develop a branding and marketing strategy) Alternative inland sections will provide different experiences and circuit opportunities, and be suitable for shared use Much of the proposed route already exists as far as Anglesea, although some realignments and upgrades are required Potential for further use by commercial operators (a commercial MTB operator and a walking operator already have permits to undertake tours on sections of the trail), providing a source of management revenue for the land managers for trail/foreshore management Opportunities for promoting 'walk and stay' and 'step on off' packages in partnership with surrounding accommodation places and tour operators based out of the towns along the route |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trails | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|-----------------------------------|---------------------------|-------------|--------------------------|---|---|---|
| Surf Coast Walk (cont.) | Surf Coast Shire Council | 66 | W (B) (on some sections) | See above | See above | <ul style="list-style-type: none"> • Potential to develop walk-in campsites along the length of the trail • Intention to upgrade the walk to be a shared trail (some sections may not be appropriate) will provide a safer alternative to cycling the GOR for less experienced cyclists • Potential to link in with independent and/or guided activities in the Anglesea Heath area (already commercial tour guide operating in this area) |
| Coast to Crater Rail Trail | Corangamite Shire Council | 34 | W, B, H | 34 km trail from Camperdown to Timboon, 190 km south west of Melbourne
Follows route of former timber, goods and passenger railway, passing through attractive forest and farmland
Sections close to Timboon most popular | Crown Land managed by Committee of Management | <ul style="list-style-type: none"> • Construct incomplete sections to high standard, improve trail surfaces, complete signage • Develop and implement an ongoing, funded maintenance program. • Improve safety of on-road sections near Camperdown • Improve links to Cobden facilities, define trail through golf course. • Develop on-road links to Old Beechy Rail Trail • Significant potential for proposed extensions to Pt Campbell and Princetown |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trails | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|------------------------------|------------------------------|-------------|---------|--|---|--|
| Old Beechy Rail Trail | Colac Otway Shire Council | 46 | W, B | 46 km trail from Colac to Beech Forest, 150 km south west of Melbourne. Follows route of former narrow gauge railway, passing through attractive forest and farmland. Undulating grade with some steep sections – trail climbs about 500 m from Gellibrand to Beech Forest
Includes some on-road sections, particularly near Colac (~ 10 km) - some forest sections can be rough following logging activities | Colac Otway Shire Council | <ul style="list-style-type: none"> Complete section Dimmont to Beech Forest (LGA to undertake work shortly - \$130,000 funding committed) Increase off-road provision and integrate the rail trail with walking/cycling opportunities in Colac Reinstate/upgrade surfaces, particularly following logging activities Extend trail on road reserve to Ferguson and the Otway Fly, and eventually Crowes near Lavers Hill Enhance on-road link Beech Forest to Apollo Bay |
| Bellarine Rail Trail | Greater Geelong City Council | 33 | W, B, H | Bellarine Peninsula, 75kms south-west of Melbourne, following former railway line route that connected Geelong to Queenscliff
Largely completed recreational trail with some commuter use | Bellarine Rail Trail Advisory Committee, Greater Geelong City Council, Geelong Steam Preservation Society | <ul style="list-style-type: none"> Further sealing of the trail to increase accessibility for shared use and especially as alternative transport link Safety upgrades – CoGG looking at traffic management requirements on roads crossed and connecting to rail trail High priority to achieve accessible and safe connection from rail trail to train station and connection to waterfront and Barwon River trails (feasibility investigations indicate Swanston Street as potential on-road trail link) Roll-out of the Stations Project |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trails | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|--|------------------------------|-------------|---------|--|--|--|
| Bellarine Rail Trail | Greater Geelong City Council | 33 | W, B, H | As above | As above | <ul style="list-style-type: none"> Improving the management and maintenance of the trail experience between Drysdale and Queenscliff – native vegetation plantings, protection of remnant vegetation, signage, interpretation Assessing the potential to manage the perceived risks of horse riders accessing the Drysdale – Queenscliff section of the rail trail in the future |
| Barwon River Trails and Parklands | City of Greater Geelong | 20 | W, B | Extensive parkland and trails network developed along Barwon River and potential to extend along tributaries within future urban area and to the coast
Well developed infrastructure on existing trails, primarily shared use | Corangamite CMA, City of Greater Geelong, Parks Victoria, Barwon Water, Barwon Coast Committee of Management, DSE and private landowners | <ul style="list-style-type: none"> Extension of the trail south from Breakwater Road to the historic aqueduct and bridge area in the short term Upgrading of the shared trail along the Waurin Ponds Creek and planning for a link via Rosack Drive to allow extension of the trail along Armstrong Creek with the progressive staging of the new residential development in the future Developing a bike connection between the Barwon River Trail to the Bellarine Rail Trail to the Geelong waterfront, possibly using Swanston Street |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trail | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|--|--|-------------|------|--|--|--|
| Barwon River Trails and Parklands (cont.) | City of Greater Geelong | 20 | W, B | As above | As above | <ul style="list-style-type: none"> Creation of trail connections with the proposed Barwon River Parklands between Geelong to Barwon Heads based on available funds and community support. Four preferred options have currently been identified and these vary in location, length and cost Proposal for criterium track for cyclist training and skills course in open space off the Barwon River Trail Promotion of kayaking and canoeing opportunities on the river with well developed access and egress points |
| Queenscliff to Barwon Heads Coastal Trail | Borough of Queenscliff, Greater Geelong City Council | 5 | W B | <p>Located to the southeast of Geelong and the proposed trail would connect the coastal settlements of Queenscliff, Point Lonsdale, Ocean Grove and Barwon Heads</p> <p>Currently the missing trail link joining these settlements is between Point Lonsdale and Ocean Grove with the public land along the coastline being the Buckley Park Foreshore Reserve bounded by freehold land including residential, commercial and a quarry operation</p> | Borough of Queenscliff, Greater Geelong City Council, Barwon Coast Committee | <ul style="list-style-type: none"> Investigations would be required to look at the potential route for a shared trail located on public and private land (subject to negotiations with any private landowners) behind the dunes and without impacting on known natural and cultural conservation values Upgrading of the Shell Road cycle path to better cater for the needs of cyclists and to facilitate wider community access and use |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trail | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|---|------------------------------|-------------|------|---|------------------------------|---|
| Geelong Waterfront and Cycle Connections | Greater Geelong City Council | 5 | W, B | <p>An extensive promenade with boardwalk, open space, recreational, public furniture and commercial facilities and services are located along the waterfront making this an attractive and active place</p> <p>The waterfront connects major open space areas and recreational facilities including the Geelong Botanical Gardens, youth activities area, Royal Geelong Yacht Club, Rippleside Park and Corio Bay</p> | Greater Geelong City Council | <ul style="list-style-type: none"> Upgrade, extend and enhance the Geelong waterfront including upgrading of trails as identified in CoGG strategic plans and master plans Identifying and upgrading the links between the waterfront and regional trails of Bellarine Rail Trail and the Barwon River and Parklands Trails, and eventually the proposed Queenscliff to Barwon Heads Coastal Trail Investigate the opportunities of planning a cycle and pedestrian facility on the Moorabool Bridge to allow better connection to the Barwon River Trail Developing the off-road trails and on-road trails to the northern shore of Corio Bay in line with the CoGG Cycle Strategy |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trail | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|-------------------------|-----------------------|-------------|------|---|---|---|
| Great South West Walk | Glenelg Shire Council | 250 | W | The Great South West Walk (GSWW) is roughly 250 kilometres in length running along the coast between Portland and Nelson (the Discovery Bay Coast Park and including in part the Discovery Bay Marine National Park) and inland along the Glenelg River (the Lower Glenelg National Park) and then linking back to Portland through the Cobboboonee National Park to Portland. The GSWW also includes in an inland loop off the coastal portion of the track that takes walkers through the Mount Richmond National Park. | Parks Victoria/DSE, Glenelg Shire Council, Committee of Management, Friends of GSWW | <ul style="list-style-type: none"> A high priority should be given to the development of the brand, experience, thematic interpretation and marketing for the GSWW Well-intentioned and substantive volunteer support requires matching by professional guidance on the development of the product After 25 years, the GSWW has been developed to a base level only and has not gone beyond the basic commodity to include related services and importantly development of the 'experience' of the trail There is a recognised need to improve the standard of facilities and interpretation, particularly in high use areas Parks Victoria has recently lodged a Provincial Pathways application through Regional Development Victoria to build better shelters, toilets, etc. at the three campsites in the Cape Discovery/Portland area (the 'three capes') to improve feedback from the higher user numbers of walkers along this length of trail There is also a recognised need to encourage commercial product development that is based around the GSWW experience. Attention is being given by the Friends, PV and Council to the 'three capes' area and the potential to develop a loop track (~80kms) through this area using the upgraded facilities mentioned above, and possibly linking to the regional airport at Portland. This loop track could potentially provide a number of opportunities to link to off track accommodation on private land or at Cape Nelson lighthouse Given, that most day visitor focus on the coast, greater attention to the quality of facilities and infrastructure in these areas is of high priority, particularly at the eastern end of the trail. Greater value could also be gotten at the Nelson end of the trail due to its proximity to the Adelaide market |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trail | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|--|-----------------------|-------------|------|--|------------------------|--|
| Great South West Walk (cont.) | Glenelg Shire Council | 250 | W | See above | See above | <ul style="list-style-type: none"> A horse riding trail through the Cobboonee NP that parallels GSWW and links to existing campgrounds has been mooted and has some potential merit for expanding the user base for GSWW infrastructure. Horse riding also offers an expansion of the GSWW opportunity that could be combined with walking and canoeing, providing users and operators with a more varied experience of the GSWW. The potential to promote the Glenelg River as a separate regional trail experience to the GSWW is being explored as part of the current master plan. The Friends also noted that greater support for their group is required by way of a depot and home ('shopfront') for its operations. |
| Glenelg River Canoe and Kayak Trail | Glenelg Shire Council | 52 | C | The canoe trail would involve a 3-5 day (depending on conditions, fitness and user age) flat water paddle running from either the Pines Camp or the Moleside Camp in the Lower Glenelg National Park ²⁶ through to the town of Nelson where it ends in the vicinity of the Visitor Information Centre, a distance of roughly 52 kilometres. | Parks Victoria/DSE | <ul style="list-style-type: none"> There is the opportunity to increase marketing of the trail as an entity (principally limited to Parks Victoria publications at the moment) and the products available in close relation to it. This may include bundling of available products. To enhance the return from the trail requires that a brand, an experience statement/strategy, thematic interpretation strategy and marketing be further developed. Higher end guided products could be developed that would enhance the 'experience' of the river. The <i>Strategic Tourism Plan</i> for the Glenelg Shire Council supported such a concept for 4-5 star fully supported eco-camping on the riverbank with the key marked being South Australian couples. They also noted, however, that this would require significant discussion with Parks Victoria. |

Table 3.2. Selected Best Prospect Trails

²⁶ Note that it is possible to begin paddling above these points but only by private arrangement with the landowners either side of the river. Historically, canoeists could put in at Dartmoor but river levels in recent years now preclude this.

| Existing Regional Trail | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|---|--|-------------|-------|--|---|---|
| Port Fairy to Warrnambool Rail Trail | Warrnambool City Council, Moyne Shire Council, Trail CoM | 37 | W, B, | The Port Fairy to Warrnambool Rail Trail (PFWRT) will run between the town of Port Fairy via Koroit to Warrnambool a total distance of 37 kms (~11 kms within Warrnambool City Council and the remainder in the Moyne Shire Council)
Currently under construction, likely to become popular | Warrnambool City Council, Moyne Shire Council | <ul style="list-style-type: none"> Extending the overall length of the trail or enhancing its links to other trails may be of benefit as there is some concern that it is slightly too short as a trail. There has been some discussion about linking the trail with Tower Hill and/or through to Dunkeld Extending start of trail at Warrnambool to the link with the Breakwater and the Warrnambool Foreshore Promenade. Of these two options, a link to Tower Hill has more immediate merit for investigation as it involves a shorter travel distance and potentially offers fewer obstacles to its development than the longer proposal to Dunkeld. A link to Tower Hill has the advantage of extending the experience of the rail trail and connections for users of that reserve to explore further a field Car parking and trailhead development are a high priority at all of the town centres. In Port Fairy, the trail should be linked to the Port Fairy Visitor Information Centre as the official starting point. Cafe and bike hire could be developed in association with the Visitor Centre (although many bike riders prefer to use/bring their own bikes, some tourists without bikes would take advantage of this facility) or alternatively, this could be the basis for reuse of the historic rail station nearby Thematic interpretation will enhance the experience of the trail |

Table 3.2. Selected Best Prospect Trails

| Existing Regional Trail | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|---------------------------------------|-------------------------|-------------|------|--|-------------------------|---|
| Warrambool Foreshore Promenade | Warrambool City Council | 5.7 | W, B | <p>The Warrambool Foreshore Promenade is located on the foreshore of Lady Bay in the Warrambool City Council</p> <p>The trail is 5.7 kms in length and runs from the Breakwater (west), crossing the Hopkins River, and on to the Whale Viewing Platform at Logans Beach (east). The trail is a shared facility (walking/running, biking, in-line skating, skateboards) constructed to AS 2156 Class 1 standard throughout, being 2.5m wide and generally of concrete construction with some limited sections in bitumen</p> | Warrambool City Council | <ul style="list-style-type: none"> The experience of the Promenade would be improved if a thematic interpretation strategy were prepared and implemented. This might best be done in conjunction with a citywide strategy and it would allow the messages that are promoted along the foreshore to be better integrated with those for the city as a whole Explore opportunities to duplicate sections of the trail between the Yacht Club and Surf Lifesaving Club in response to congestion and safety concerns. Trail improvements at the western end of the Promenade at the Breakwater are indicative of further improvements that could be made elsewhere along the trail Consultation revealed an interest in extending the Promenade beyond the Whale Viewing Platform to Lake Gilear. Whilst passable, the foreshore through this area is entirely privately owned, with houses in close proximity to the shoreline, thus presenting substantive barriers to the negotiation of a route through this area Consultation also revealed an interest in linking to the Mahogany Trail. Whilst the currently proposed extension to the trail (to a point just beyond the golf course) can be supported as a local walking trail opportunity, it is not seen as an extension of the Promenade but rather an entity in itself which principally meets the needs of local residents for walking Further extension of the trail beyond current plans is not supported due to the difficulties of constructing the trail 'off-beach' and the dangers inherent in beach walking through the length of the trail to Port Fairy |

Table 3.2. Selected Best Prospect Trails

| Existing MTB Hub | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|--------------------|--------------------------|-------------|---|--|---|--|
| You Yangs MTB Park | CoGG | 55 | MTB, W (other areas set aside for walking and horses) | Popular complex of MTB trails providing a wide range of trail experiences for all skill levels
Venue for national level competition | Parks Victoria | <ul style="list-style-type: none"> Continue to upgrade the You Yangs MTB hub in response to growing use and significance at the national and State level for events with investigation into the feasibility of providing a direct trail link between Little River railway station and the park through negotiation with existing landowners |
| Anglesea Bike Park | Surf Coast Shire Council | 4X circuit | MTB (4X) | The existing facility comprises an international standard 4X track with associated facilities
A concept plan has recently been prepared, detailing opportunities for the development of a range of cross country MTB trails in the adjacent Anglesea Heath area | Alcoa, Parks Victoria/DSE, Surf Coast Shire Council and local volunteers (including sponsorship from the local bike shop) | <ul style="list-style-type: none"> Expand the scope of experiences available in the Anglesea Heath area, through the development of a cross country trail network, linked to the existing Bike Park, as described in the Concept Plan (this will require careful consideration of the potential environmental issues) |

Table 3.2. Selected Best Prospect Trails

| Existing MTB Hub | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|------------------|---------------------------|-------------|--------|--|------------------------|--|
| Forrest MTB Park | Colac Otway Shire Council | 62 | MTB, W | <p>The 62 km network includes six trails south of the town extending close to Lake Elizabeth, and nine trails located north of the town</p> <p>The trail network was developed in response to a tourism strategy for the Otways hinterland that identified opportunities to expand mountain bike riding opportunities²⁷. Constructed and managed by DSE, the trails include purpose built sections and existing fire trails and provide an outstanding range of riding opportunities</p> <p>Venue for national level competition and significant MTB events</p> | DSE | <ul style="list-style-type: none"> Continue work to link the Forrest MBT hub with the existing section of the Forrest – Birregurra Tiger Rail Trail |

Table 3.2. Selected Best Prospect Trails

²⁷ DSE (2005) *Tourism Plan for Public Land in the Otway Hinterland*, Victoria.

| Proposed Regional Trail/MTB Hub | Location (LGA) | Length (km) | Uses | Brief Overview | Land Owner and Manager | Potential Trail Development Opportunities |
|-----------------------------------|----------------------------------|-------------|---------|---|--|---|
| Wild Grampians Walk | Southern Grampians Shire Council | ~148 | W | The Wild Grampians Walk (the WGW), proposed by Parks Victoria, will run ~ 148 kms (~14 days walking) from Mt Zero in the north to the far southern boundary of the Grampians National Park (the NP) and then to the township of Dunkeld | Parks Victoria | <ul style="list-style-type: none"> The linkage from the NP to Dunkeld is critical to the Southern Grampians Shire Council gaining best advantage from the WGW and should be developed as a priority The proposed link should be to a shared use standard to enable bike as well as walking access, and commence at the Dunkeld Visitor Centre The link to Dunkeld would be of further value if the proposed Mountain Bike hub within/adjacent to the NP were accessed using this same track Achievement of the wilderness lodge proposed in the Grampians area would also have spin off benefits in cross-promotion for the WGW |
| Proposed Grampians MTB Hub | Southern Grampians Shire Council | - | MTB (W) | Discussions with Parks Victoria and the Southern Grampians Shire Council indicated a desire for the development of a Grampians Mountain Bike Hub (the Hub). From Council's perspective their preference is for the hub to be near the southern end of the Grampians National Park in the vicinity of Dunkeld.

The scale of the proposed hub is for it to be on a par with that at Forrest where a series of single tracks of varying difficulty have been built in a compact area near town. | Southern Grampians Shire Council, Parks Victoria | <ul style="list-style-type: none"> Support the planning including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction of the proposed Grampians MTB |

Table 3.2. Selected Best Prospect Trails

3.5.2 Strategic Benefits of the Proposed Regional Trail Network

Sections 3.4 and 3.5 identified the trails and hubs selected for promotion as regional trails during the life of this plan. As a group, the suite of trails and hubs has a number of strategic benefits including:

there is at least one trail in each of the local government areas in the Barwon South West area but with the larger number of trails in close proximity to Geelong as the major population centre in the region;

having the mountain bike hubs spaced equitably across the region, each providing a range of riding experiences, in a variety of settings

there are a number of trails that begin or end in the major cities (Geelong, Warrnambool), towns (Portland, Port Fairy, Colac, Camperdown, Torquay) and tourism destinations (Nelson, Apollo Bay, Queenscliff) in the region;

the trails take in the full range of landscape settings across the region from rural to forested landscapes, from inland to coastal areas and from urban to natural environments;

the trails include both north-south and east-west routes;

there is a mix of trail use types i.e. walking only (3), walking/cycling trails (6 although, some are only cycling in parts), multiple use trails for walking, cycling and horse riding (3) and a canoe/kayak trail (1 at the Glenelg River with the potential for a further trail on the Barwon River between Geelong and Barwon Heads);

work on all but one of the trails and one hub has commenced with some being substantively completed (6);

the burden of land management of the trails is spread across the range of local governments and public agencies in the region and, therefore, does not fall singly or disproportionately onto one organisation to develop, maintain and promote;

existing trails are already providing economic benefits to the region (see Section 3.7); and

there is evidence that all of the developed or developing trails having broad community support and involvement in their care and management.

The trails fit well into the *Victorian Nature Based Tourism Strategy* in that several are located in the key regional campaign destinations of the Great Ocean Road (Surf Coast, Coast to Crater, Great Ocean Walk) and the Grampians (the proposed Wild Grampians Walk and the proposed Grampians Mountain Bike Hub).

3.5.3 Evaluation of the Trails Within the Regional Network

Whilst the listed trails are seen as the best prospects as regional trails during the life of the master plan, not all trails achieve the same standard of development. Table 3.3 shows the findings of an evaluation of each trail against the criteria for selection of regional trails (see Section 3.1 and Attachment 3 Trail Selection Criteria) against a total score of 100.

The group with the highest rated trails were:

- the Geelong Waterfront (95);
- the Warrnambool Foreshore Promenade (91);
- the Barwon River Trails and Parklands (86);

These results are not unsurprising in that all three trails are located in close proximity to a large population base and the quality of facilities associated with these trails.

The middle rated group of trails includes:

- the Bellarine Rail Trail (80);
- Surf Coast Walk (78);
- Great Ocean Walk and the Wild Grampians Walk (74); and
- Queenscliff to Barwon Heads Coastal Trail (72).

These trails are recognised as having high use (Bellarine RT and Surf Coast Walk) or high catalytic benefits in the local economy (Great Ocean Walk and the Wild Grampians Walk) and all require further upgrading or development to achieve their highest potential.

| Evaluation Criteria No.
(see Attachment 3) | Score | Great Ocean Walk | Surf Coast Walk | Coast to Crater Rail Trail | Old Beechy Rail Trail | Barwon River and Parklands | Bellarine Rail Trail | Queenscliff to Barwon Heads Coastal Trail | Geelong Waterfront and cycle links | Great South West Walk | Glenelg River Route | Port Fairy Rail Trail | Warr-nambool Promenade | Wild Grampians Walk (proposed) |
|---|------------|------------------|-----------------|----------------------------|-----------------------|----------------------------|----------------------|---|------------------------------------|-----------------------|---------------------|-----------------------|------------------------|--------------------------------|
| 1.1. Regional trails will be sustainable. | 1-30 | 21 | 20 | 20 | 20 | 26 | 25 | 23 | 30 | 20 | 25 | 20 | 30 | 20 |
| 2.1. Regional trails should be easily accessible to the local community and visitors to the region. | 1-10 | 6 | 8 | 6 | 7 | 9 | 9 | 9 | 9 | 5 | 5 | 6 | 9 | 7 |
| 2.2. Regional trails will provide quality experiences for users providing access to distinctive regional landscapes, and where appropriate should include support facilities, signage and interpretation. | 1-5 | 4 | 4 | 2 | 2 | 4 | 3 | 3 | 4 | 3 | 3 | 2 | 4 | 4 |
| 2.3. Regional trails will have potential for improving local economic activity. | 1-5 | 5 | 4 | 2 | 2 | 3 | 4 | 3 | 5 | 3 | 3 | 3 | 4 | 5 |
| 3.1. Regional trails will be feasible to develop, manage and maintain. | 1-10 | 9 | 9 | 5 | 5 | 9 | 6 | 6 | 9 | 6 | 6 | 6 | 9 | 9 |
| 3.2. Regional trails will have the support of the landowner/s and/or manager/s of the land or water where the trail is located. | 1-5 | 5 | 5 | 4 | 3 | 5 | 4 | 3 | 5 | 5 | 5 | 4 | 5 | 5 |
| 3.3. Regional trails should meet identified community need and will have the support of the general community. | 1-5 | 3 | 4 | 2 | 3 | 5 | 3 | 4 | 5 | 2 | 2 | 3 | 5 | 3 |
| 4.1. Regional trails will have the potential to cater for multiple use where possible. | 1-15 | 7 | 12 | 10 | 12 | 13 | 14 | 9 | 13 | 7 | 7 | 12 | 13 | 7 |
| 4.2. Regional trails will provide opportunities for associated benefits. | 1-15 | 15 | 12 | 10 | 10 | 12 | 12 | 12 | 15 | 10 | 10 | 10 | 12 | 15 |
| Total | 100 | 74 | 78 | 61 | 64 | 86 | 80 | 72 | 95 | 61 | 66 | 66 | 91 | 74 |

Table 3.3 Evaluation of the Proposed Trails within the Regional Trails Network

Back of A3

The remaining trails (e.g. Coast to Crater Rail Trail, Old Beechy Rail Trail, the Great South West Walk, the Glenelg River Canoe and Kayak Trail and the Port Fairy to Warrnambool Rail Trail) range in score from 59-66. The results between the trails vary given that different trails:

have lower scores against the sustainability criteria because of questions about the management of weeds and/or plant pathogens (Criteria 1);

are more distant from population centres or tourist markets (e.g. the Great South West Walk, Glenelg River Canoe Trail) (Criteria 2.1 and 4.2);

have not achieved the quality of experience that is possible along the trail (lack of facilities, interpretation, singular landscape, etc.) (Criteria 2.2);

have issues associated with the capacity of managers to care for them (i.e. long distances, smaller councils) (e.g. Old Beechy, Coast to Crater) (Criteria 3.1);

have singular uses (e.g. the Great South West Walk: bushwalking, Glenelg River Canoe Trail: canoeing) (Criteria 4.1); or

have not yet achieved their potential to provide catalytic benefits by way of tourism product development (Great South West Walk and Glenelg River Canoe Trail) (Criteria 4.2).

Note that a low score does not imply that a trail does not have merit as a regional trail but rather indicates the degree to which improvements are to be made if the individual trail is to be more in line with the higher scoring trails (see Section 5.7). In many instances this is reflected in the costs to develop, manage and maintain the various trails that are set out in Section 3.6.

3.6 ORDER OF COST ESTIMATE FOR THE DEVELOPMENT AND IMPROVEMENT OF TRAILS IN THE REGIONAL TRAIL NETWORK

As mentioned previously, not all trails achieve the same standard of development, some require further extensions, linkages and upgrades to enhance their value and/or in the case of the Grampians, the trail there will need to be designed and constructed.

An indicative order of cost estimate has been prepared for the 13 trails in the regional trail network and is shown in Table 3.5.

The table outlines:

planning costs [using a set cost of \$50000 for feasibility planning, \$50000 for the development of a Joint Trail Development and Maintenance Plan (see Section 5.2.2) and \$25000 for a thematic interpretation plan (see Section 5.3.2)];

trail construction and/or upgrading costs based on per metre rates for the type of surface material²⁸ and width of trail to be developed;

a varying rate for the provision of trailhead and other facilities as a percentage of the total construction cost; and

a contingency of 5% of the sub-total of these items.

Application of rates and percentages vary between trails in the tables based on assumptions of the level of planning already achieved, the provision of track and facilities already being made at some trails and the existing conditions at each trail.

²⁸ Construction rates assume commercially tendered works. Costs may be lower if volunteer or Council labour are used or in kind supply of materials is made. Concrete construction was assumed to be \$130 per square metre including preparation and base course on a reasonably level natural surface. Gravel was assumed to be \$50/sq.m. including preparation and base course on a reasonably level natural surface. Note costs would be higher on steeper portions of track where more major earthworks would be required. Similarly where, no earthworks were required and a base course existed rates for construction would be lower. The table attempts to balance these factors up in the application of the above rates in each instance.

Where figures are known from prior feasibility work, those numbers have been used, therefore:

existing information has been derived from feasibility studies for the Surf Coast, Crater to Coast, CoGG Cycle Strategy); and

gross estimates for the Trans-Grampians Walk was used as received from Parks Victoria.

The table excludes already committed funds such as the \$1.8M that is currently funding construction of the Moyne Shire Council component of the Port Fairy to Warrnambool Rail Trail.

The table also indicates costs associated with the operation of the regional trail network in its first year including costs for

promotion and marketing (0.5% of the value of the network);

project support (1% of the value of the network); and

maintenance (3% of the value of the network); and

asset replacement (2.5% of the value of the network).

Overall it is estimated that in order of \$49M will be required to upgrade and develop the identified regional trails, of which the proposed Trans-Grampians Walk accounts for \$20M. This cost increases to about ~\$58M when allowing a budget for regional promotion and marketing, ongoing project support, maintenance and asset replacement for the first year.

It is emphasised that Table 3.4 provides only an estimated order of cost of the total trail development costs and should only be used as an indication of broad costs required to implement the recommendations of the master plan.

The table is perhaps better seen as an indicative comparison between trails rather than a definitive sum required for any one trail. Site visits and more detailed feasibility investigations will be required to achieve more accurate cost estimates.

Table 3.4 Order of Cost Implementation South West Regional Trails Master Plan

| | | Feasibility Plan, Joint Trail Development and Maintenance Plan and Interpretation Strategy* | | | | Trailhead (car park, ± toilets, paths), signage, facilities (seating, bins, bike racks, etc.) (% varies) | | Construction Contingency (5%) | Sub-Total | Comment |
|---------------------------|--|---|---|--|-------------------------------|--|---|-------------------------------|-----------|---------|
| Trail Requirements | | Maintenance Interpretation Strategy* | Construction or upgrading (km rates unless known) | Trailhead (car park, ± toilets, paths), signage, facilities (seating, bins, bike racks, etc.) (% varies) | Construction Contingency (5%) | Sub-Total | Comment | | | |
| | Surf Coast Walk | \$ 75,000.00 | \$ 1,350,000.00 | \$ 405,000.00 | \$ 67,500.00 | \$ 1,897,500.00 | per feasibility study for proposed extensions | | | |
| | Great South West Walk | \$ 75,000.00 | \$ 1,750,000.00 | \$ 437,500.00 | \$ 87,500.00 | \$ 2,350,000.00 | based on PV submission for upgrading of Portland end of track (\$1.5M) plus some minor improvements elsewhere | | | |
| | Crater to Coast (Proposed extension south) | | | | | \$ 5,500,000.00 | per feasibility study | | | |
| | Crater to Coast (Proposed extension north to Camperdown) | \$ 125,000.00 | \$ 1,616,000.00 | \$ 161,600.00 | | \$ 1,902,600.00 | 8 kms link to Camperdown using road ROW, gravel construction | | | |
| | Crater to Coast (Existing) | | \$ 1,139,062.50 | \$ 227,812.50 | \$ 56,953.13 | \$ 1,423,828.13 | 25% upgrade, 45km, upgrade existing gravel | | | |
| | Bellarine RT | \$ 50,000.00 | \$ 1,620,000.00 | \$ 20,250.00 | \$ 81,000.00 | \$ 1,771,250.00 | 5% to upgrade, 16km, gravel | | | |
| | Barwon River Trails and Parklands | \$ 125,000.00 | \$ 1,967,000.00 | \$ 590,100.00 | \$ 98,350.00 | \$ 2,780,450.00 | 5% to upgrade existing plus extensions to Aqueduct and along Waurn Ponds Creek | | | |
| | Queenscliffe to Barwon Heads Coastal Trail (Buckley Park Foreshore Reserve to Queenscliff) | \$ 50,000.00 | \$ 662,000.00 | \$ 66,200.00 | | \$ 778,200.00 | 5 kms new Point Lonsdale to Ocean Grove, bitumen, 2.7 wide, bitumen per COGG Cycle Strategy | | | |
| | Queenscliffe to Barwon Heads Coastal Trail (remainder) | \$ 25,000.00 | \$ 100,000.00 | | \$ 5,000.00 | \$ 130,000.00 | | | | |
| | Geelong Waterfront and Cycle Connections | \$ 125,000.00 | \$ 3,000,000.00 | \$ 300,000.00 | \$ 150,000.00 | \$ 3,575,000.00 | COGG Cycle Strategy used as a reference | | | |
| | Glenelg River Canoe Trail | \$ 50,000.00 | \$ - | \$ 550,000.00 | \$ - | \$ 600,000.00 | upgrade 11 camps/ramps/locations | | | |
| | Old Beechy RT (connect to Colac off road) | \$ 75,000.00 | \$ 2,020,000.00 | \$ 202,000.00 | | \$ 2,297,000.00 | Excludes existing funding (\$130,000) to complete section to Beech Forest. Upgrade gravel surface along length of trail (50% cost of new trail) | | | |
| | Old Beechy RT (upgrade existing) | \$ 75,000.00 | \$ 1,164,375.00 | \$ 116,437.50 | \$ 101,000.00 | \$ 1,456,812.50 | | | | |
| | Trans-Grampians Walk (National Park) | \$ - | | | | \$ 20,000,000.00 | includes business case, construction and 5 years operation, bush track with extensive gradient changes - based on Parks Victoria estimates | | | |
| | Dunkeld-Grampians National Park link | \$ 100,000.00 | \$ 325,000.00 | \$ 65,000.00 | \$ 16,250.00 | \$ 506,250.00 | new construction, gravel shared path (2.0), 2.5km to NP boundary | | | |
| | Great Ocean Walk | \$ 75,000.00 | \$ 1,053,000.00 | \$ 315,900.00 | \$ 52,650.00 | \$ 1,496,550.00 | develop high quality foreshore promenade at Apollo Bay | | | |
| | Port Fairy- Warrnambool RT (Moyne Council area) | | \$ 262,500.00 | | | \$ 262,500.00 | allows for Management and Interpretation Strategy plus trailhead development, signage and other facilities | | | |
| | Port Fairy- Warrnambool RT (Warrnambool) | \$ 75,000.00 | \$ 150,000.00 | \$ 150,000.00 | \$ 15,000.00 | \$ 240,000.00 | allows for Management and Interpretation Strategy, completion of existing | | | |

| | | | | | | |
|---|------------------------|---------------|--------------|--------------|------------------|--|
| Warmambool Foreshore | \$ 25,000.00 | \$ 702,000.00 | \$ 70,200.00 | \$ 35,100.00 | \$ 832,300.00 | allows for minor improvements, enhanced interps (based on 10% upgrade) |
| Sub-total all trails | \$ 1,125,000.00 | | | | \$ 49,800,240.63 | |
| Regional Requirements | | | | | \$ 249,001.20 | |
| Promotion and marketing (0.5%) | | | | | \$ 498,002.41 | |
| On-going project support first year (regional and local government level) (1%/annum) | | | | | \$ 1,460,257.22 | |
| Maintenance (3% of the above construction costs less planning and regional requirements) ** | | | | | \$ 1,245,006.02 | |
| Asset replacement first year (2.5%/ annum) | | | | | \$ 53,252,507.47 | |
| Sub-total trails plus above | | | | | \$ 5,325,250.75 | |
| Other Contingencies (10%) | | | | | \$ 58,577,758.22 | excluding GST |
| Total government ask | | | | | | |

* Note: Feasibility Plan @ \$50K, Joint Trail Development and Maintenance Plan @ \$50K, Thematic Interpretation Strategy @ \$25K

** Note the maintenance is based on the planned construction works and there would remain ongoing maintenance costs with the balance of the regional trail (significant cost for long trails such as Great Ocean walk, Trans-Grampian Walk and Great South West Walk).

Table 3.4 Order of Development Costs for the Selected Regional Trails

3.7 ESTIMATE OF ECONOMIC BENEFITS

As noted in the limitations (Section 1.5), there is a significant lack of data on which to develop reliable indicators of the economic and other benefits of the regional trail network. No data was available for any of the regional trails that provided details on the numbers of users, origin of the user, their frequency of use, and their direct spend on the use of trails (as opposed to simply while they are visiting the region)²⁹.

Nonetheless, a calculation of the economic benefits associated with the trails has been attempted using a range of variables including the estimation of visitor spend and the potential job creation that this generates in addition to jobs created during trail construction;

Estimated visitor spend has reviewed previous feasibility studies of the likely spend based on the average spend that a day or overnight visitor spends within the region. However, whilst these studies use the entire average daily spend for visitors in their region, the current study assumes that regional trails are only likely to be part of the experience being sought by most visitors and that of their average spend on transport, accommodation, attractions, services and food and beverage per day only a portion is directly related to the use of a trail.

Research³⁰ backs this assumption up, generally showing that a very high proportion of the visitor market seeks short trail experiences and thus only a proportion of their daily spend relates to trail use.

It is also unlikely that regional trails will be the main trigger for attracting the bulk of visitors to the region – it is more likely that regional trails will compliment and add value to the total visitor experience provided by the wide mix of product and activities available in the Barwon South West.

However, it is recognised that for some users, especially day-trippers and some overnight users especially from Melbourne, that use of a regional trail may be the prime reason for visiting the region (this is particularly so for cyclists who will travel to a region to specifically do a rail trail).

²⁹ In reality, very little research information is available on trails within the region. Whilst work has been undertaken on the feasibility of commercial walks elsewhere in Australia, this information is not considered directly useful for the regional trails.

³⁰ For instance 84% of those visitors using trails outside of metropolitan areas within Victorian National Parks are undertaking short walks (less than 1 hour) with 8.5% undertaking a long walk (more than 4 hours) or day walk [Victorian Trails Strategy 2005-2010].

Consequently for the purpose of the study, a gross estimate of potential economic benefits has been calculated as follows:

1. An estimate of the proportion of local residents (based on the population of residents within the Cities or local LGA within which the trail is located) and visitors (number of day trippers, intrastate, interstate and internationals taken from visitor statistics for the Geelong Otway, Shipwreck Coast, Discovery Coast and Warrnambool tourism areas) using the trail was made as both a low and a high figure³¹.
2. An average daily spend of \$2 was estimated for local users³² and \$10 for visitors³³.
3. Numbers of users and estimated expenditure were then multiplied to get a total low and a high range of expenditure for all users.

Table 3.5 shows the results of the above approach. It estimates that the local users may spend between \$640,000 - \$1M per annum in relation to the use of the regional trails. It is estimated that visitors to the region may spend between \$23M - \$36M per annum in relation to the use of the regional trails.

A general understanding within the tourism industry is that an expenditure of about \$80,000 per annum will directly create the equivalent of one job and that a multiplier of 1.3 will create indirect employment within the region. This suggests that between 303 – 462 jobs would be directly created by the regional trail spend and between 90 - 138 jobs would be indirectly created.

In addition it is expected that the equivalent of 400 jobs could be created during construction, assuming that works are commercially undertaken, an expenditure of \$49M (see Table 3.4) and that wages, on-costs and profit are valued at \$120,000 per person.

In summary, the gross costs of the regional trail program (\$58M as indicated in Table 3.4) would be 'repaid' through the estimated gross economic benefits to

³¹ A review of sport and recreation participation rates for trails in Victoria and allowing for very variable levels of frequency and accessibility to the proposed regional trail, an assumption of 30% participation was used for the low range and 50% for the high range. Accordingly this allows for frequent users of the trail to compensate for those unlikely to use the trail.

³² The \$2 spend/trip was based on judgement of likely spend (given the high use by local residents for regular recreation) and past survey findings (e.g. Mundaring Shire Council research in WA during 2001 indicated an average \$1.44 spend per person per visit). No allowance has been made for the purchase of recreational equipment, if required for the trail, and it is assumed that most local users would be using this equipment on trails/activities other than the regional trails over an extended time period.

³³ The average spend of \$10 per person per trip is considered to be a realistic average spend based on review of past surveys and experience. It assumes that the majority of visitors will be undertaking limited time on the regional trails as part of their overall visitor experience and that applying the average spend compensates for the smaller number of visitors where the trail is the main purpose of the visit.

the region (as indicated in Table 3.5 within a period of 19 months (high range estimate) to 29 months (low range estimate)).

The continuing economic benefits from use of the trail would clearly outweigh the ongoing estimated annual costs for the regional trails associated with ongoing management, promotion, maintenance and asset replacement over a 40 year cycle (valued in Table 3.4 at \$3.4M per annum).

The job creation estimates would be sustained through local and visitor use of the regional trails and could be expected to increase over time with the quality of experiences and ongoing management of the trails. There is also the potential that future investors or existing operators may add the regional trails into their accessible activity base for their accommodation/tour or provide opportunities for developing new guided trail experiences.

Accordingly, it is expected that the initial investment in regional trails will bring substantial social, environmental and economic benefits to the region with the capacity to generate ongoing economic flow-ons and jobs to the region.

| | Local Day Trips | | | | Visitors Trips | | | | Total Spend Range | | |
|----|--|-----------------|---------------|-----------------|-----------------|-----------------|------------------|-----------------|-------------------|--|------------------|
| | low number | estimated spend | high number | estimated spend | low number | estimated spend | high number | estimated spend | | | |
| 1 | Surf Coast | 7,200.00 | \$ 14,400.00 | 12,000.00 | \$ 24,000.00 | 590,000.00 | \$ 5,900,000.00 | 737,500.00 | \$ 7,375,000.00 | 30-50% locals, 10-15% of visitors | \$5.9 - \$7.4M |
| 2 | Great South West Walk | 5,775.00 | \$ 11,550.00 | 9,625.00 | \$ 19,250.00 | 32,500.00 | \$ 325,000.00 | 48,750.00 | \$ 487,500.00 | 30-50% locals, 10-15% of visitors | \$0.34 - 0.5M |
| 3 | Coast to Crater (Proposed extension south) | | | | | | | | | | |
| 3 | Coast to Crater (Proposed extension north to Camperdown) | 4,980.00 | \$ 9,960.00 | 8,300.00 | \$ 16,600.00 | 12,530.00 | \$ 125,300.00 | 25,060.00 | \$ 250,600.00 | 30-50% locals, 1-2% of visitors | \$0.13 - \$0.27M |
| 3 | Coast to Crater (Existing) | | | | | | | | | | |
| 4 | Bellarine RT | 63,300.00 | \$ 126,600.00 | 105,500.00 | \$ 211,000.00 | 59,190.00 | \$ 591,900.00 | 118,380.00 | \$ 1,183,800.00 | 30-50% locals, 1-2% of visitors | \$0.72 - \$1.4M |
| 5 | Barwon River Trails and Parklands | 63,300.00 | \$ 126,600.00 | 105,500.00 | \$ 211,000.00 | 147,500.00 | \$ 1,475,000.00 | 295,000.00 | \$ 2,950,000.00 | 30-50% locals, 5%-10% of visitors | \$0.27 - \$3.2M |
| 6 | Queenscliffe to Barwon Heads Coastal Trail (Buckley Park Foreshore Reserve to Queenscliff) | 63,300.00 | \$ 126,600.00 | 105,500.00 | \$ 211,000.00 | 147,500.00 | \$ 1,475,000.00 | 295,000.00 | \$ 2,950,000.00 | 30-50% locals, 5%-10% of visitors | \$1.6 - \$3.2M |
| 6 | Queenscliffe to Barwon Heads Coastal Trail (remainder) | | | | | | | | | | |
| 7 | Geelong Waterfront and Cycle Connections | 63,300.00 | \$ 126,600.00 | 105,500.00 | \$ 211,000.00 | 590,000.00 | \$ 5,900,000.00 | 885,000.00 | \$ 8,850,000.00 | 30-50% locals, 10-15% of visitors | \$6- \$9M |
| 8 | Glenelg River Canoe Trail | 5,775.00 | \$ 11,550.00 | 9,625.00 | \$ 19,250.00 | 9,000.00 | \$ 270,000.00 | 12,000.00 | \$ 360,000.00 | 9000-12000 using Vic Trails Data for use, \$30/day spend | \$0.28 - \$0.38M |
| 9 | Old Beechy RT (connect to Colac off road) | 6,300.00 | \$ 12,600.00 | 10,500.00 | \$ 21,000.00 | 12,530.00 | \$ 125,300.00 | 25,060.00 | \$ 250,600.00 | 30-50% locals, 1-2% of visitors | \$0.14 - \$0.27M |
| 9 | Old Beechy RT (upgrade existing) | | | | | | | | | | |
| 10 | Trans-Grampians Walk (National Park)** | 4,980.00 | \$ 9,960.00 | 8,300.00 | \$ 16,600.00 | 375,000.00 | \$ 3,750,000.00 | 450,000.00 | \$ 4,500,000.00 | Estimated 1.5M visitors, 25-30% range | \$3.7 - \$4.5M |
| 10 | Dunkeld-Grampians National Park link | | | | | | | | | | |
| 11 | Great Ocean Walk** | 4,980.00 | \$ 9,960.00 | 8,300.00 | \$ 16,600.00 | 125,300.00 | \$ 1,253,000.00 | 187,950.00 | \$ 1,879,500.00 | 30-50% locals, 10-15% of visitors | \$1.2- \$1.9M |
| 12 | Port Fairy- Warrnambool RT (Moyn Council area) | 13,800.00 | \$ 27,600.00 | 23,000.00 | \$ 46,000.00 | 20,000.00 | \$ 200,000.00 | 40,000.00 | \$ 400,000.00 | 30-50% locals, 2.5%-5% of visitors | \$0.23-\$0.45M |
| 12 | Port Fairy- Warrnambool RT (Warrnambool) | | | | | | | | | | |
| 13 | Warrnambool Promenade | 13,800.00 | \$ 27,600.00 | 23,000.00 | \$ 46,000.00 | 240,000.00 | \$ 2,400,000.00 | 400,000.00 | \$ 4,000,000.00 | 30-50% locals, 30-50% of visitors | \$2.4-\$4M |
| | | 320,790.00 | \$ 641,580.00 | 534,650.00 | \$ 1,069,300.00 | 2,361,050.00 | \$ 23,790,500.00 | 3,519,700.00 | \$ 35,437,000.00 | | |

Estimated local spend directly related to the trail
Locals spend directly related to trail use estimated to be \$2
Visitor spend directly related to trail use estimated to be \$10/day
** Excludes commercial walking tours and related spend

Table 3.5 Estimate of Economic Benefit of the Regional Trails

3.8 OTHER NOMINATED TRAILS

Some trails nominated by stakeholders were eliminated from the above assessment as they did not meet the criteria for inclusion as part of the regional trail master plan. In short, some of the trails were not considered to meet the requirements of a regional trail as defined for the purposes of this study (but may instead be sub-municipal or local trails) and/or have significant constraints in terms of realistically being developed as a regional trail in the near future (e.g. major infrastructure costs, potential for environmental or cultural impacts etc).

The trails that were not included in the current master plan include:

Skenes Creek, Apollo Bay connection to the Great Ocean Walk;

Great Ocean Road Cycling Route (following the Great Ocean Road from Torquay to Port Campbell);

Trans Otway Waterfall Walk (traverses the Great Otway National Park);

Round the Heads Trail (Barwon Heads);

Bellarine Rural Tracks and Trails;

Portarlington – Indented Head – St Leonards coastal trail;

Hamilton - Coleraine Rail Trail;

Koroit to Dunkeld Trail;

Mahogany Trail (Warrnambool to Port Fairy);

Forrest – Birregurra Tiger Rail Trail; and

Lake Colac Circuit Trail.

Attachment 6 Recommendations for Nominated Trails Not Selected as Regional Trails indicates more detailed rationale for excluding each of these trails and indicates what the potential is for developing these trails in the longer term.

SECTION 4

CRITICAL ISSUES

This section provides a summary of some of the critical issues associated with regional trail planning, development, management and promotion. The issues have been identified from background research, consultation with the Project Control Team, stakeholders and the community (see also Section 2.7 and Attachment 1 Trail Audit).

The critical issues have been grouped into five main categories:

the need for enhanced governance and policy (Section 4.1);

the need for coordinated planning, development and management (Section 4.2);

the current emphasis on infrastructure rather than experience (Section 4.3);

opportunities for marketing and promotion (Section 4.4);
and

funding for the future (Section 4.5).

Addressing these main issues will be central to the successful implementation of the *Barwon South West Regional Trails Master Plan*.

4.1 GOVERNANCE AND POLICY

Governance and policy issues include:

- the authorities, agencies and other stakeholders involved in the planning, management and promotion of trails across the region have differing legislative powers and capacities, management philosophies, resource capacities and priorities;
- a general lack of coordination between the parties involved in trail planning within the region (e.g. state agencies, regional authorities, LGA's and the community), including trail proposal assessment, development/construction requirements, ongoing management/maintenance regimes, and risk management and monitoring responsibilities;

- uncertainty surrounding the management of multi-tenured trails (e.g. distribution of responsibilities, ongoing resourcing, maintenance and public liability arrangements);
- current practices that prohibit some multiple use activities where there is scope to achieve multiple use in a safe way, particularly horse riding and mountain biking, within many areas and along many trails where walking is permitted (e.g. National Parks);
- uncertainty relating to public liability (e.g. on private land);
- limited clarity relating to volunteer involvement in trail construction and management, including the lack of clear guidelines outlining land manager responsibilities relating to support, expectations, recruitment and liability insurance; and
- limited adoption of a trail user 'code of ethics', or 'code of conduct' applying across the region³⁴

4.2 COORDINATED PLANNING AND DEVELOPMENT

A number of issues of coordinated planning and development have arisen across the region from the lack of a regional trails master plan. These include:

- a lack of practical guidelines or 'tools' for the assessment of trail proposals at all levels of Government, to ensure that trails are developed according to an identified need/priority (particularly considering current trail supply and demand), managed according to agreed/adopted environmental and social standards, and that funds are allocated on a priority (rather than political) basis;
- the difficulty of ensuring that a diversity of trail opportunities are provided that cater for a wide range of interests and levels of ability, accessibility, skill, experience and confidence;
- the tendency to date to develop long distance/multi-day trails (versus shorter trail experiences which are more popular), longer trails being more difficult to manage and maintain, and not necessarily meeting the needs of the majority of the market; and

³⁴ There are examples where this has been applied in the region. For instance there is a mountain bike trail etiquette promoted at You Yangs Regional Park and Forrest mountain bike trails.

- general lack of disabled accessible trail experiences in natural areas within the region.

Other issues of planning, development and management that were identified include:

- general lack of uniformity in the design, construction and classification of trails between agencies, local government authorities and others (e.g. across tenure boundaries);
- potential environmental impacts in some areas as a result of trail construction (e.g. spread of *Phytophthora cinnamomi*, weed species and soil erosion), and impacts on cultural heritage sites;
- potential spread of weed species as a direct result of trail construction activities, and ongoing use (e.g. the development of trail corridors can result in environmental conditions suitable for some weed species to thrive, which are then transported to other locations via shoes and/or car and bike tyres – specific examples include the spread of ragwort, serrated tussock and gorse, but there are a host of weed species that are present in the region that pose a threat to the environment);
- a lack of a coordinated and prioritised approach to the maintenance of many trails; and
- a lack of user data on which to base management decisions, predict future demand, project benefits, etc.

4.3 AN EMPHASIS ON INFRASTRUCTURE NOT EXPERIENCE

At the heart of the rationale for the use of a regional trail is the experience it provides. To date the emphasis with most of the existing trails has been on the provision of infrastructure i.e. the trail, its surface, bridges, drainage and to a lesser extent on trailhead facilities, amenities, etc.

Despite the good work being done, there remain a number of infrastructure issues that have been identified. These include:

- the need for continued and active care for the protection of the environmental and cultural values associated with the trails and regarding the trail maintenance and asset replacement;

- the potential adverse impacts of over-development on the unique environmental conditions of the region, resulting in a compromised experience of the landscape and its inherent qualities;
- concern about the standards of construction and in particular the surfacing of some trails;

Other, immediate concerns related to the experience being enjoyed by users include:

- the real and often perceived difficulties associated with managing conflicts on multiple use trails (e.g. conflicts between mountain bikers, walkers and horses);
- potential for conflicts between various users and their desired recreational experiences (e.g. the potential disturbance of an individual walker's experience in remote areas by large groups, illegal trail bike riding, or by jet skis in a river setting, etc.); and
- safety concerns associated with multiple use of trails in some situations (e.g. the speed of down hill mountain biking is not generally compatible, or safe to combine with walkers).

Importantly, the current study has identified that there are opportunities with existing trails to:

- broaden the user base of some trails by making them shared use trails (through linkages/loops off the main trail to accommodate additional uses);
- expand the opportunities for accessibility across the network (e.g. catering for all levels of accessibility);
- address missing linkages (including those that cross tenure boundaries) that would increase access to or usage of them;
- address the lack of access and arrival facilities associated with existing trails across the region (e.g. trailheads with signage, parking, information and toilets, and activity specific facilities such as bike wash or launching ramp for canoes/kayaks);

- develop comprehensive, and consistently presented trail related information (e.g. detailed maps, directional signage and trail markers) for the range of trails available in the region; and
- further extend the quality of the experience had by trail users through adding 'thematic interpretation' (see Section 5.3.2 Recommendation 5); and
- improve monitoring of impacts and in general enhance the strategic understanding of how trails are developed and managed.

Finally, the current study has promoted new trail experiences that will extend the value of the existing regional trails network including the development of a suite of mountain bike hubs to meet a growing demand for this type of trail experience.

4.4 MARKETING AND PROMOTION

Some of the main issues relating to marketing and promotional issues include:

- a general lack of uniformity in the delivery and quality of existing trail information (information categories, detail and reliability of the information provided) across the region;
- limited coordinated promotion of trail activities and experiences across the Barwon South West Region, and the lack of a centrally located source of trail information for the region;
- the significant resources required to regularly update trail promotional material, particularly paper material, indicating that further investigation into the most appropriate marketing mediums needs to be undertaken;
- general lack of quality interpretation (and in particular 'thematic interpretation' per Section 5.3.2) along, or associated with trails in the region; and
- limited trail related (nature-based tourism) bundling of products throughout the region, including indigenous experiences, and multiple activity guided recreation and training programs.

4.5 FUNDING FOR THE FUTURE

To date considerable resources have been spent in developing regional trails across the Barwon South West Region, however, some of the issues relating to trail funding within the region include:

- limited funding available for land management agencies (state, regional and local) to maintain existing trails and develop new trails, raising concerns about the region's capacity to develop and manage new trails in a sustainable way;
- limited direct revenue generated from existing trails within the region, therefore trail management funds are dependent on agency/authority budget availability or sourcing of external grants (the exception being the Great Ocean Walk that has some self-funding capacity, which is expected to be increased over time); and
- potentially higher costs associated with the construction of multiple use trails (e.g. larger minimum width required to cater for walkers and cyclists).

Funding also affects the availability of resources that can be applied to the management of trails at the officer level within the various management agencies.

SECTION 5

STRATEGIC ACTION PLAN

Five strategies have been identified for achieving the vision of the *Barwon South West Regional Trails Master Plan*, being:

clear leadership, policy and governance structure for regional trails (Section 5.1);

improved co-ordination of trail planning, development and management (Section 5.2);

experience-led trail development (Section 5.3);

effective and co-ordinated marketing and promotion (Section 5.4); and

increased funding and resources for trail planning, development, management and maintenance (Section 5.5).

The following sections provide a background context to each of these strategies and identifies a number of priority actions for achieving the vision of the *Barwon South West Regional Trails Master Plan*.

5.1 CLEAR LEADERSHIP, POLICY AND GOVERNANCE STRUCTURE FOR REGIONAL TRAILS

5.1.1 Background

The lack of clear leadership and an agreed governance structure for regional trails were raised as critical issues by a number of parties (see Section 4.1).

At an over-arching level, there are no known examples of 'regional trails' governing bodies responsible for the implementation of a master plan similar to the current study. The most comparable organisations would be the State trails committees in Victoria and South Australia.

The South Australian Trails Coordinating Committee is a cross Government/industry group with representation from the Office of Recreation and Sport, Department for Environment and Heritage, South Australian Tourism Commission, Transport SA, Planning SA, Forestry SA and Local Government. The peak recreational bodies of Bicycle SA, Horse SA, Walking SA, Canoe SA and the Scuba Divers Federation of SA Inc are also

represented on the Committee. A similar whole of government and cross industry approach is taken in Victoria. The key to the success of these groups in both cases is the breadth of the groups involved and the whole of government approach to the issue of trails.

In considering potential responses to the need for leadership and a clear governance structure for individual trails, five long-distance Australian and international trails were benchmarked to provide an insight into existing governance models that might be applicable in the Barwon South West Region. The benchmarked trails were the Hans Heysen Trail (South Australia), the Tuatapere Hump Ridge Trail (New Zealand), the Bibbulmun Track (Western Australia), the Murray to Mountains Rail Trail (Victoria) and the Noble Canyon MTB Epic (Southern California). Attachment 7 Benchmarking of Trail Governance Models provides information about the land owner/authority, managers and partners, and the management model in place for each of these trails.

The commonalities between the benchmarked trail management models, or partnerships, include:

- strong representation within the partnership from the land management agency/s;

- the responsibilities of the various partners being set out in a formal document, generally in a Memorandum of Understanding (MOU);

- a Committee of Management model representing various government agencies, interest groups and local stakeholders;

- volunteer involvement is a significant factor in the ongoing management of trails, particularly those in protected areas or on long distance trails;

- funding/resource commitment made by the key partners (e.g. the land managers or lead agency);

- public liability insurance is generally provided by the land manager, or lead agency, and covers volunteers (incorporated 'friends' groups can also obtain public liability insurance);

appointment of a trail officer, with the specific role of co-ordination and liaison between the partners, as well as managing the trail day to day; and

specific details of the governance/partnership model is tailored by the individual context of the specific trail context (e.g. one size does not fit all).

These common elements reflect, at a broad level, the 'success factors' identified elsewhere for successful tourism-protected area partnerships³⁵. The key success factors therein identified and considered to be of relevance to the current project included:

involvement and support of the protected area agency;

communication, trust and commitment between and within the partnership;

supporting legislation [or policy]; and

adequate financial and organisational support for the partnership.

The most important partner-related features were found to be - having decision makers involved, support of the protected area agency and leadership by at least one of the partners.

Community involvement in public land management in Victoria often occurs through:

Local Committees of Management under the *Crown Land (Reserves) Act 1978* for Crown Land under the management of DSE; or

Section 86 Committees under the *Local Government Act 1989*, are not incorporated entities and not commonly used; or

Clubs and Groups formed under the *Associations Incorporation Act 1981*; or

³⁵ Moore, S.A., Weiler, B., Croy, G., Laing, J., Lee, D., Lockwood, M, Pfueller, S. and Wegner, A. (under review) *Tourism-Protected Area Partnerships in Australia: Designing and Managing for Success. Technical Report*, Sustainable Tourism Cooperative Research Centre, The Gold Coast, Queensland. Submitted December 2008, Pg 45.

Friends of Groups have become well-developed partners of public land management with protection under the *Associations Incorporation Act 1981* or the *Conservation Forests and Lands Act 1987*,

The above community involvement has provided valuable resources for public land management tasks but can suffer from having limited power arrangements to be true active 'partners', varying levels and often declining volunteer commitment over time, political interference and, at times, domination by self-interest groups or personalities.

5.1.2 Priority Actions

The priority actions for improving regional trail leadership, policy and governance through establishment of a layered approach to regional trail governance are considered to be:

1 Form a regional level trail governance body, comprising representatives from all major land management agencies within the region (e.g. Parks Victoria), local government authorities, and key stakeholders.

The existing Barwon South West Regional Manager's Forum (RMF) is considered to be an appropriate vehicle for higher-level coordination, policy and procedure development and decision-making, with all major stakeholders represented. Regional trails should be incorporated as a regular agenda item, and be co-ordinated by an appointed Regional Trail Sub-Committee.

The RMF would comprise a vehicle for senior-level input and decision-making regarding regional trails in the Barwon South West Region.

In particular, the RMF could provide high-level encouragement for the considered investigation of policies that promote or inhibit regional trail development (and related nature-based tourism activities), the latter including constraints on multiple use activities within National Parks and planning provisions which in rural zones that limit nature-based accommodation which might support regional trail development and use³⁶.

³⁶ the Department of Sustainability and Environment is currently reviewing appropriate planning provisions in relation to nature based tourism in Rural Zones. See Coomes Consulting (in prep.) "Providing a Facilitation Framework for Sustainable Development".

2 Form a Regional Trails Sub-committee, loosely based on the current structure of the Project Control Group for the *Barwon South West Regional Trails Master Plan*.

The Regional Trails Sub-committee would act as an intermediary between the Regional Manager's Forum and on-ground regional trail projects. Responsibilities include liaising between individual Trail Management Committees, local government authorities and other stakeholders and the Regional Manager's Forum, implementing higher-level decisions and policy, and coordinating regional promotion and marketing. The Regional Trails Sub-committee may also be responsible for completing further studies and plans as required.

Alternatively, the Regional Trails Sub-committee may act as the regional trail authority, in the event that the Regional Manager's Forum is not considered an appropriate vehicle for regional level decision-making regarding trails. This would require organisation of case-by-case meetings with senior-level decision makers.

3 Ensure there are clear lines of responsibility within each Council for the management of trails and to liaise with the trail management bodies regarding the development, promotion and management of trails in the Council area.

The objectives of the responsible party(s) may include: achieving a coordinated approach to the development of the trail, development of quality trail infrastructure, increasing yield for tourism operators, delivering the brand, business and infrastructure development and communications.

Responsibilities could include coordinating trail planning and development at the municipal level, representing the local government authority on individual Trail Management Committees, and liaising with the Regional Trail Sub-committee or others, including the implementation of regional trail policy and actions. Further roles could include development and delivery of a marketing program, development of cycle tourism related products and infrastructure, engagement with the tourism industry and tourists, maintenance of web sites and/or support for trail related events.

The responsibilities of the designated officer will vary depending on the degree to which the trail is already developed. In the initial stages, the emphasis would be on the development of a basic infrastructure and then in time on the experience of the trail (i.e. trail improvements/enhancement and/or the

introduction of interpretation) and/or marketing and/or extending the trail to include better linkages, loops or the addition of other activities (i.e. initially a trail may only be for the use of walkers, but may in time be upgraded to include mountain bikers or cyclists).

There is also the opportunity for any proposed position to be shared between Councils where resources do not permit individual positions to be created³⁷.

4 Develop and support Trail Management Committees for each regional trail.

This recommendation may not be appropriate for all of the recommended regional trails as it is important that a flexible and adaptive approach to governance be adopted, which is able to shift in response to specific trail issues (e.g. fluidity in the role and responsibility of agencies and individuals represented at various levels of the governance structure, depending on skills required, location etc), to facilitate problem solving and innovation. Flexibility appears to be particularly important at the local, or on-ground level, as a 'one size fits all' approach to individual trail management will not capture the unique trail characteristics, local needs and development, management and maintenance requirements.

Where there are complex land ownership issues or multiple agency/interest group involvement as in most of the recommended regional trails, Trail Management Committees have been successful in creating working partnerships between relevant land managers, community organisations/special use groups, private landholders etc, and facilitate on-ground works and day-to-day management of regional trails.

Clear leadership is integral to a successful trail management partnership. It is, therefore, important for a Trail Management Committee to be championed by a representative from the partnership (ideally a partner from the land management agency or local government authority), to provide direction and general group facilitation.

³⁷ This is the case with the Cycle Tourism Officer for the Murray to the Mountains Rail Trail whose position is shared between the Indigo and Alpine Shire Councils and the Rural City of Wangaratta.

5 Prepare a Memorandum of Understanding (MOU) for each trail as required over the next 10 years.

The MOU for each trail³⁸ should clearly:

articulate the governance structure, resource sharing mechanisms, roles and responsibilities, funding arrangements, commitments by each party to further development and asset replacement and emergency response roles for each party:

identify liability for risk and how certainty is to be given to all parties regarding their participation in the development and on-going maintenance; and

agree practices for construction and maintenance across the length of the trail.

Where Friends Groups are involved, the MOU should clearly articulate the expectations on the group in terms of participation, recruitment and liability and the support to be provided to the group by the government land agencies involved to promote the longevity of their organisation by way of funding, training, capital or asset replacement support, etc.

It should be noted, however, that whilst standardisation of the MOU's is desirable, the individuality of each trail and the local landscape should be maintained and celebrated.

³⁸ Some trails may not require an MOU as they are might be managed by a singular agency or other trails may not yet be at a stage of development where an MOU is required.

6 Adopt relevant 'coded of conduct' and develop local information about appropriate use for each regional trail.

A code of conduct is an agreed set of behavioural guidelines that relate to a specific use such as how to be a responsible mountain bike rider or principles for low impact bushwalking.

Each trail, however, will also require a set of unique guidelines for users that, amongst other things:

- establishes where the code applies and the times and conditions of use (including any permits that may be required) and relevant legislation/by-laws/insurance requirements;

- sets out agreed user groups (including whether or not pets are allowed) and the need for respect between user groups (including right of way, passing, etc.);

- addresses appropriate behaviour on the trail including respect for the natural and cultural environment, control of the spread of litter, weeds or soil borne disease, safe usage, the use of fire, noise and the need to stay on the made trail;

- encourages respect for private land and property;

- identifies contacts for repair, damage, problems or emergency support;

- encourages involvement in the management of the trail and, in particular, users to leave the trail 'better than they found it'; and

- encourages pre-planning regarding travel to and from, equipment, weather and the general area prior to use.

Individual trail management committees should be responsible for drafting a code for their trail. Whilst the code of conduct for each trail will vary, the Regional Trails Sub-Committee (see above) should review and rationalise the various codes to create greater consistency across the region and ensure that significant issues for respect and safety of users are addressed.

The code of conduct should be widely displayed including at trailheads, in brochures and on websites.

7 Consult with the local community and key user groups (e.g. through clubs and/or peak bodies) in the planning stage of regional trail development and/or upgrade projects.

This recommendation reflects the significant level of knowledge that trail users can impart regarding the needs of their specific activity. Collaboration with key user groups can also engender a sense of ownership and cooperation, and result in innovative solutions to trail related issues, such as improving the experience and safety of shared trails, or dealing with potential environmental issues.

5.2 IMPROVED CO-ORDINATION OF TRAIL PLANNING, DEVELOPMENT AND MANAGEMENT

5.2.1 Background

Discussion in Section 4.2 and elsewhere in the current master plan identified a range of issues arising from a lack of coordination across the region in terms of the planning, development and management of regional trails.

5.2.2 Priority Actions

1. Adopt the *Barwon South West Regional Trails Master Plan* as the overarching guide to the planning, development and management of regional trails over the next 10 years. In particular, use the master plan and its definition of a regional trail, selection criteria and guiding principles to aid in the selection and prioritisation of future regional trails, if required.

The master plan has established a vision, principles and criteria for the selection of regional trails that prioritises a suite of 13 trails and 4 mountain bike hubs for further planning, development and management over the next 10-year period. The suite of trails has been selected because they appear to be sustainable, are well-supported by the various parties involved in their establishment and care (or by policies that promote their creation) and represent, in the case of existing trails, significant financial investments.

The suite of trails also incorporates a diversity of trails that incorporate a variety of shorter trail experiences suited to the local and visitor markets and offer opportunities for a wide range of interest, levels of fitness, accessibility, etc. across the broad geographical spread of the region.

2. Adopt the design and development standards herein as a reference guide, in conjunction with other best practice guidelines including the International Mountain Bike Association (IMBA) guidelines for trail construction³⁹ and relevant Australian Standards for shared trails⁴⁰.

Part of the intent of the *Barwon South West Regional Trails Master Plan* is to provide direction for raising the profile of a suite of high quality regional trails within the region. To ensure that these trails are of a high standard, consistent with the definition, principles and criteria, requires a consistent approach to trail design, construction, classification, maintenance and the level of facilities and services be provided.

Table 5.1 provides indicative design, classification and construction guidelines for regional trails. The table indicates that there is no one set standard for the construction of a particular trail type, rather that surface materials, width, etc. vary in response to:

location/setting (i.e. in urban setting surfaces would be expected to paved, where in a remote setting they would likely be soil);

expectations for use (i.e. shared trails required wider surfaces than single use trails);

level of usage (i.e. the width of shared trails can vary depending on whether safety dictates wide trail surfaces because of high expected numbers of users); and

design and construction standards (i.e. in urban settings a higher class of trails is expected where in remote settings more challenging classes of trails are acceptable).

Further, the table suggests that the level of provision of facilities will also vary in response to location, with the expectation that in more remote locations fewer facilities will be provided than in more urban settings or at principle trailheads.

Despite the flexibility of interpretation within the table, application of these guidelines will provide greater certainty to users as to what they can expect when undertaking use of a regional trail. Further it gives guidance to those responsible for the planning, design and development of new portions of trails

³⁹ IMBA (2004) *Trail Solutions: IMBA's Guide to Building Sweet Single Track*, IMBA, California, USA.

⁴⁰ Austroads (1999) *Part 14 Austroads: Guide to Traffic Engineering Practice – Bicycles*, Austroads, Australia.

| Use | Trail Type | Location | | | | Design Features | | | | | Uses | | | | | | | | | | | |
|--------------|------------|------------|---|--|--------|--------------------------------|--|---------------------------|--|--|---------|---------|-------------|------------|------------|------------|-------------|---------------|-----------|---------------------|--|---|
| | | Urban Area | Suburban/
Near
Settlement/
Major Visitor
Destination/
within 20
minutes of
trackhead | Semi
Remote
(> 20
minutes
from
trackhead) | Remote | Facility Name | Surface | Width | Longitudinal Slope | Comment | Walking | Running | Dog Walking | Equestrian | Wheelchair | Skateboard | Rollerblade | Mountain Bike | Road Bike | Maintenance Vehicle | Fire Truck/ SES 4WD | Examples in Study Area |
| Single Use | 1 | | | | ✓ | hiking (high challenge) | soil | 0.6m | some steep sections requiring high fitness | Equates to Class 4, AS 2156 | ✓ | | | | | | | | | | | Remote locations on GSWW, Trans Otway, Trans Grampians, GOW only |
| | 2 | | | ✓ | ✓ | hiking (moderate challenge) | soil | 0.6m | some steep sections requiring moderate fitness | Equates to Class 3, AS 2156 | ✓ | ✓ | | | | | | | | | | ⊗ GSWW, Trans Otway, Trans Grampians, GOW |
| | 3 | | ✓ | | | hiking (accessible) | soil / gravel | 0.6-1.2m | generally not exceeding 1:20, some short steeper sections and/or steps allowed | Equates to Classes 1-2, AS 2156 | ✓ | ✓ | ✓ | ✓ | | | | | | | | ⊗ ⊗ Sections of the Surf Coast Walk, existing nature trails within the Otways hinterland |
| | 4 | ✓ | ✓ | | | walking | asphalt/
concrete/
gravel | 1.2-1.8m | generally not exceeding 1:20, some short steeper sections and/or steps allowed | Equates to Classes 1-2, AS 2156 | ✓ | ✓ | ✓ | | ✓ | ± | ± | | | | | ● ● Barwon River Trails, sections of the Surf Coast Walk within vicinity of Torquay, and nature trails within the Otways hinterland |
| | 5a | ✓ | ✓ | | | biking (on road) | asphalt/
concrete | 1.0m | conforms to existing road topography (generally not greater than 1:6 and then only in very short sections) | Standards governed by AS 1742.9/Guide to Traffic Engineering Practice, Part 14 - Bicycles (ARRB Transport Research) | | | | | | | | ✓ | | | | ● ● Bike paths within the Geelong urban area |
| | 5b | | | ✓ | | biking (on road) | asphalt/
concrete | 1.0m | conforms to existing road topography (generally not greater than 1:6 and then only in very short sections) | Standards governed by AS 1742.9/Guide to Traffic Engineering Practice, Part 14 - Bicycles (ARRB Transport Research) | | | | | | | | ✓ | | | | ● ● Many rural roads through out the region |
| | 6 | ✓ | ✓ | | | bike track | asphalt/
concrete | 2.0-3.0m | generally not exceeding 1:20 | Equates to Classes 1-2, AS 2156, width as recommended in AS 1742.9 | | | | | ± | ± | | ✓ | ✓ | | | ● ● |
| | 7 | | | | | mountain biking | soil/gravel/
rock | 0.6-1.8m | no set standard | Standards as set out by IMBA. Width relates to degree of difficulty, narrower yet for extreme difficulty (down to 0.18m) | | | | | | | | ✓ | | | | ⊗ ⊗ Forrest and You Yangs MTB Parks |
| | 9 | | ✓ | ✓ | ✓ | equestrian | soil/ fine
compacted
gravel/ wood
chips | 0.9-1.8m
(single file) | some steep sections requiring moderate fitness | No agreed standards. 1.5m at bridges, requirements for vertical vegetation clearance 5m plus 0.5m either side horizontally | | | | ✓ | | | | | | | | ⊗ ⊗ Some trails on the Bellarine Peninsula on private land |
| Multiple Use | 10 | | ✓ | ✓ | ✓ | hiking and mountain biking | soil/ gravel | 0.6-1.8m | generally not exceeding 1:20, some short steeper sections and/or steps allowed | Generally equates to Class 3-4, AS 2156 | ✓ | ± | ± | ± | | | | ✓ | | | | ⊗ ⊗ Sections of the Surf Coast Walk |
| | 11 | | ✓ | ✓ | ✓ | hiking and equestrian | soil/ gravel/
wood chips | 0.9-1.8m | generally not exceeding 1:20, some short steeper sections | Generally equates to Class 3-4, AS 2156 | ✓ | ± | | ✓ | | | | | | | | ⊗ ⊗ Coast to Crater Rail Trail |
| | 12 | ✓ | ✓ | | | walking and biking | asphalt/
concrete/
gravel | 3.0-4.0m | generally not exceeding 1:20 | Equates to Classes 1-2, AS 2156, width as recommended in AS 1742.9 (Shared path scenarios D-F) | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | ● ● Warrnambool Foreshore Promenade, Geelong Foreshore | |
| | 12a | | | ✓ | ✓ | walking and biking | gravel | 2.0-3.0m | generally not exceeding 1:20, some short steeper sections | width as recommended in AS 1742.9 (Shared path scenarios A-C) | ✓ | ✓ | ✓ | | ± | | | ✓ | ✓ | | | ● ● Tinboon and Old Beechy Rail Trails |
| | 13 | | ✓ | ✓ | | walking, biking and equestrian | asphalt/
concrete/
gravel | 3.0-4.0m | generally not exceeding 1:20, some short steeper sections and/or steps allowed | Equates to Classes 2, AS 2156 | ✓ | ✓ | ✓ | ± | ✓ | ✓ | ✓ | ✓ | ✓ | | | ⊗ ⊗ Sections of the Bellarine Rail Trail and the Coast to Crater Rail Trail |

Table 5.1 Recommended Trail Standards

Key
± possible but not encouraged
blank activity may be possible but actively discouraged
⊗ in some limited instances
● in most instances

Abbreviations
AS Australian Standards
ARRB Australian Road Research Board
IMBA International Mountain Bicycling Association

rear of Table 5.1 A3

or the upgrading of existing trails as to what is required in various circumstances.

3. Prepare and implement a Joint Trail Development and Management Plan for each regional trail⁴¹.

The purpose of the Joint Management and Development Plan for each trail is to ensure that environmental and cultural values are protected, that priorities for further development and upgrading are identified, that on-going maintenance is spelled out, that methods for generating income in support of the former are identified, opportunities for partnerships developed (i.e. collaboration with Offices of Justice or others) and that responsibilities for the implementation of development, upgrading and/or maintenance are clearly established.

Ideally, the Joint Trail Development and Management Plans will:

- have joint ownership by the relevant partners;
- provide background about the environmental and cultural values associated with the trail and appropriate mechanisms for their protection;
- provide a prioritised 'blue-print' for the future development of the trail (e.g. required upgrades, new sections and loops, including indicative cost estimates for required works, interpretation);
- outline the tasks and responsibilities of each of the partners required to implement the Plan;
- identify costs for key works;
- include an agreed maintenance and asset replacement regime.

The preparation of the Joint Trail Development and Management Plans will be beneficial in the preparation of funding applications and an inducement to funding bodies to act positively on such submissions.

⁴¹ A number of the existing regional trails already have strategic directions plans, feasibility studies or similar (see Attachment 2 Policy Framework). New Joint Trail Development and Management Plans may not need to be developed for these trails. Alternatively, existing studies may be incorporated into a Joint Trail Development and Management Plan.

4. Undertake regular data collection regarding use of regional trails.

The current study has been constrained in its analysis by the lack of available data regarding usage of existing trails and related information regarding who the users are, how much they spend, what quality of experience they are having, etc.

Availability of such data would, in the future, enable better prioritisation of funding and expenditure and guide future upgrading/expansion of trails to meet demand.

Collection of data is, therefore, recommended for each trail. Surveys of users should;

- be clear and readily understood, brief and easy to complete;

- be conducted on a regular basis (minimally on a bi-annual basis and including both weekdays and weekends);

- be consistent between the trails to allow meaningful comparisons over time;

- seek quantitative and qualitative information and in particular should seek the age, gender and origin of users, their length of stay in the region, the anticipated expenditure in relation to trail use, comment on the quality of their experience and if on a shared trail what type of user they are; and

- conform with national and international standards for social research.

5. Facilitate the sharing of knowledge relating to trail planning, construction and management between all land management agencies, local government authorities, key user groups and organisations within the region.

Establishment of an agreed governance framework as set out in Section 5.1.2 will go some way to achieving this recommendation. It would be reasonable, for instance, to assume that there might be some kind of annual gathering of the local government trail officers, or designated staff members and/or trail committee members each year to share information implementation successes and/or failures that would improve delivery across the region.

Information sharing may also extend beyond the region, and encompass liaison with trail specialists from interstate and internationally. For instance, the Forrest and Anglesea MTBs and the Glenorchy MTB in Tasmania were designed with the assistance of Glenn Jacobs an international expert in mountain bike course design. The conduct of the recent national championships at the latter course suggest the value of engaging critical expertise.

5.3 EXPERIENCE-LED TRAIL DEVELOPMENT

5.3.1 Background

The increasing popularity of trail related activities, including significant growth in the numbers of specific user groups (e.g. mountain bike riders, road cyclists, short walk users) has resulted in increasing pressure on land managers to provide a diverse range of high standard trail opportunities.

Beyond the mere provision of infrastructure, and critical to the success of the proposed network, is a growing emphasis of the user's experience of the suite of regional trails described herein.

Section 4.3 identified a range of issues that limit the ability of users to obtain the highest quality of experience possible from each trail. The mechanisms for addressing these issues are many.

Previous recommendations in Section 5.2 for the adoption of agreed trail construction standards and preparation of the proposed Joint Trail Development and Management Plan for each regional trail will address concerns for raised about impacts and standards of development. Whilst the recommendation in Section 5.1.2 regarding a code of conduct and in Section 5.2.2 for consistent trail standards should go some way to addressing concerns for conflict management and safety.

The following actions address the remaining concerns for the current experience of users, the potential to enhance that experience and new opportunities that will expand the experiences available within the region.

5.3.2 Priority Actions

1. Investigate opportunities for the development of new shared use trails and/or the upgrade to shared use trails where appropriate (shared trails may form sections of larger regional trails)⁴².

Shared use trails are a resource efficient method of meeting the trail needs of a range of user groups (e.g. bike, pedestrian, equestrian, in-line skating, etc), within one location. However, they will not be appropriate in all circumstances. For example, where cyclists will be travelling downhill at speed, and where trails are narrow with poor sight lines, the safety of users may be compromised. Single purpose trails, therefore, should be used where safe conditions for shared use cannot be achieved, and where there is sufficient demand to justify development.

The development of 'codes of behaviour' to generate greater awareness by different trail users is worthwhile as a means of mitigating some conflict (as per Section 5.1.2). Implementation of consistent track standards (as per Section 5.2.2) will also go some way to reducing user conflicts on shared trails.

2. Expand the opportunities for use of regional trails by people with varying abilities.

Local governments and State agencies have statutory requirements under the Commonwealth *Disability and Discrimination Act 1992* (the DDA) to make all reasonable attempts not to discriminate against people on the grounds of their having a disability. It is recognised that full access to some facilities, including trails, is not practical or possible without affecting the qualities of the places that they reach or without excessive cost.

If comprehensive access is not provided then strong justification is required to support this under the DDA. The DDA allows for exemptions where provision of disabled access places 'unjustifiable hardship' on the provider. Unjustifiable hardship includes "any relevant forms of detriment, not just financial burden". In particular, where the purpose of a facility is to present conservation/heritage values, "loss of those values would be relevant in showing unjustifiable hardship"⁴³.

Whilst, disability access is not, therefore, an over-arching requirement, it is a reasonable objective to provide it where it can be readily achieved as a means of extending access to the regional trail network to the widest possible audience.

⁴²Austroroads (1999) *Part 14 Austroroads: Guide to Traffic Engineering Practice: Bicycles*, Australia.

⁴³ D Mason *pers comm*. 14.10.02. Human Rights and Equal Opportunity Commission.

It is recommended, therefore, that trails emphasise achievement of

Universal Design Principles where possible (see www.design.ncsu.edu/cud/pubs_p/docs/poster/pdf); and

that disability access trails form part of a regional trail/s experience (e.g. a short loop at the beginning built to a wheelchair accessible standard), and be located within close proximity to towns or settlements.

The level of trail facilities should be consistent with the level of accessibility along the trail (e.g. provision of adequate information and toilets accessible by people with disabilities where their access is encouraged).

3. Explore the feasibility of completing identified 'missing links' on individual trails as noted in Section 5.7.

Several trails within the suite of regional trails suffer because they have missing sections or fail to reach logical beginning/end points. Such links include:

the linking of Point Lonsdale through to Barwon Heads;

improved off-road links and on-road links from Camperdown to the commencement of the trail;

the connection of the Coast to Crater Trail from Timboon through to Port Campbell and along the coast to Princetown;

improved off-road and on-road links from the start of the Old Beechy Trail north to the town of Colac; and

the connection between Dunkeld and the Grampians National Park.

Section 3.6 identified the costs involved in making these connections. These links are discussed in Attachment 4 Recommended Regional Trails and specific actions to further their development are detailed in Section 5.7.

4. Develop priority trailhead facilities to include parking, signage, activity specific facilities and/or toilets.

It is important to the experience of a trail that good quality facilities are available on arrival. As discussed in Section 5.2.2, in urban settings or at major trailheads or hubs, a greater array and higher standard of facility may be provided as compared with remote settings.

Importantly, at all locations detailed signage should be provided that orients visitors and explains critical information about the use of the trail including the 'code of conduct'.

Along the route, users should find regular reassurance through directional signage/maps, interpretation or minimally through trail markers.

5. Prepare and implement Thematic Interpretation Strategies for each regional trail, to provide guidance for the creation of unique and memorable visitor experiences, provide a point of difference, and to aid in raising the profile of the regional trails.

Thematic Interpretation is based on more than two decades of communications psychology research identifying that the strongest intellectual and emotional connections arise from interpretation that is thought provoking rather than fact-oriented. It recognises that the most powerful impressions people take away with them from a place are the conclusions or meanings they have drawn from the information presented. It therefore aims to make it easy for visitors to form strong meanings and connections, by interpreting through the strategic delivery of themes – sometimes referred to as central or take-home messages. Once visitors attach meanings to the place being interpreted, the place matters to them. This leads to outcomes such as high levels of visitor satisfaction, word-of-mouth promotion, repeat visitation and philanthropic contributions to destination development⁴⁴.

While the provision of information is important, the information itself is tailored to assist visitors in understanding the trail experience in a way that informs their own lives. Themes sit at the heart of the interpretive program. They form a set of 'launching pads' from which the entire program is developed and delivered. They allow for considerable creativity in developing the program, providing for varying levels of layering and depth, while weaving together a range of topics – all geared to the delivery media, audience and location.

⁴⁴ Anna Housego 2008. Interpretation Plan 2008-2013, Royal Tasmania Botanical Gardens

Themes are typically developed in a workshop setting involving key stakeholders and people with a passionate interest in the place such as traditional owners, long time residents, artists, etc.

The preparation of a thematic interpretation plan for the regional trails would help deliver the experiences in an insightful, creative, innovative, engaging and focused way to the different target markets. It would determine the best locations and techniques to deliver the take-home messages to locals and visitors in a more powerful way than most approaches to interpretation used within Australia, particularly in National Parks, where facts and stories dominate.

6. Collaborate with tertiary institutions to monitor ongoing impacts of individual trails, and to improve management practices over the long-term new construction techniques and materials, with particular attention to sustainability.

The various tertiary institutions in the region and elsewhere in Victoria often engage in research that would be beneficial to the development of the regional trails network. Whilst research is to be encouraged, it can be time consuming for managers and should be reviewed before agreements are entered into.

Already Parks Victoria is cooperating with Ballarat University to monitor environmental conditions on the Great Ocean Walk over the next five years.

Consultation during the current study indicated interest in research into:

- monitoring of impacts from various forms of trail use and measures to ameliorate or eliminate those impacts;

- sustainability matters including the origin of the materials, and long-term maintenance requirements;

- control of the spread of weeds and plant pathogens; and

- user satisfaction; and

- the role of interpretation in enhancing user experiences of trails.

7. Support development of new trail experiences in the Grampians.

The Grampians tourism region has been identified by numerous studies as having significant potential for enhanced revenues through a greater focus on nature-based tourism and particularly adventure activities. As a result, a significant and sound policy basis has been developed for the creation of a 'Wild Grampians Walk' that traverses the length of the National Park (NP) and a mountain bike hub somewhere in or immediately adjacent to the NP.

These proposed trails are discussed in Attachment 4 Recommended Regional Trails and actions supporting their development are detailed in Section 5.7

8. Support the further development and promotion of mountain biking as a core experience delivered by the regional hubs in the Barwon South West.

8.1 Investigate the potential to develop a high quality long distance MTB trail within the Barwon South West Region.

The trail should be developed in a landscape representative of the region, provide a unique nature-based experience, and be challenging for a range of skill levels.

The Otway Forest Park and the Great Otway National Park are areas that would on initial consideration be suitable for such a trail, albeit the current National Park Management Plan does not allow mountain biking except on service vehicle trails.

8.2 Ensure that further development of the existing hubs is of a high standard and provides a diversity of riding experiences and associated infrastructure, (based on the IMBA trail construction and classification guidelines)⁴⁵, and are suitable for all levels of competition.

Opportunities include:

preparing and implementing a MTB Hub Development and Management Plan for each regional hub, which:

have joint ownership by the relevant partners;

⁴⁵ See: IMBA (2007) *Managing Mountain Biking: IMBA's Guide to Providing Great Riding*, USA and (2004) *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*, USA.

provide a 'blue-print' for the future development of the hub (e.g. required upgrades, new sections and loops, required infrastructure to meet the needs of competition, indicative cost estimates for required works, interpretation and signage);

outline the tasks and responsibilities of each of the partners required to implement the Plan; and

include an agreed maintenance and environmental monitoring regime.

ensuring that all hubs have quality trailhead facilities, including signage, trail map and markers, toilets, parking and bike wash down facilities;

expanding the scope of experiences available in the Anglesea Heath area, through the development of a cross country trail network, linked to the existing Bike Park, as described in the Concept Plan;

continued upgrading of the You Yangs MTB hub in response to growing use and significance at the national and State level for events with investigation into the feasibility of providing a direct trail link between Little River railway station and the park through negotiation with existing landowners;

completing the link from the Forrest MTB hub to the existing section of the Forrest – Birregurra Tiger Rail Trail (scheduled for 2009); and

supporting planning including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction of the proposed Grampians MTB.

8.3 Investigate the potential to better integrate the MTB hubs, reinforce their combined regional role, whilst ensuring that each offers unique experiences.

Regional integration of the hubs may include:

ensuring consistency in the standard of trail construction and maintenance across the three hubs;



60 Great Short Walks Trailhead



Trailhead and Trail Markers on Mt. Wellington, Tasmania.

Figure 3.1. Trailhead and Trail Marker Precedents.

ensuring consistency in the difficulty classification of trails and obstacles, using the IMBA difficulty rating system;

the development of a regional MTB trail map, including scaled and topographic information of each hubs trail network and on-site facilities, other quality MTB/cycling trails in the region (e.g. the rail trails may be included);

preparation of a MTB Code of Conduct;

pursuing greater opportunities for integrated marketing and promotion of the regional MTB hubs (as is being done now with Bicycle Victoria's Getting Dirty brochure which promotes the You Yangs and Forrest mountain bike trails); and

investigate the potential for developing an 'iconic' long distance MTB trail in the Great Otway National Park and/or Otway Forest Park, with the opportunity to develop demountable 'bike barn' accommodation along its length, as outlined in *Victoria's Nature-based Tourism Strategy 2008-2012*.

5.4 EFFECTIVE AND CO-ORDINATED MARKETING AND PROMOTION

5.4.1 Background

A range of issues were identified with the current marketing and promotion of regional trails in Section 4.4. In short, marketing and promotion is generally limited and fragmented across the region with the likelihood that both residents and visitors have a poor awareness of the product and experiences on offer.

Upgrading the marketing and promotional efforts within a regional framework will help provide a stronger platform to reach and attract interest in the trails from both residents and visitors. The mechanisms to trigger trail awareness interest (e.g. website, brochures, advertising, maps, brochures, video, photographic etc) will need to be identified in a Marketing Plan and will use different tools for the various target audiences.

Five main types of marketing and promotion have been identified as being of relevance to the Barwon South West Regional Trails:

destination marketing and promotion (e.g. broad, region wide material associated with the Great Ocean Road campaign region, regional website and linked websites);

organisational marketing and promotion (e.g. that undertaken by specific land management agencies, local government authorities, or other organisation, in a specific style, with a specific intent);

'like with like' marketing and promotion (e.g. joint marketing of rail trails, or all MTB hubs within the region);

individual regional trail marketing and promotion, based on a unique trail brand and thematic interpretation strategy; and

'bundling' of experiences, services, attractions and activities associated with a specific regional trail (e.g. packaging together trail experiences offered by local tour operators, with accommodation and dining, as has been implemented successfully in association with the Great Ocean Walk).

The promotion and marketing of the regional trails will be greatly enhanced through a commitment to:

installing better directional signs leading visitors on the access roads to the selected trails;

creating a defined parking area to signal commencement of the trail, utilising existing or new visitor facilities (e.g. picnic, seating, interpretation);

installing trailhead signs at the start of each trail;

adopting accepted standards for track construction;

using markers, where appropriate, along the trails that help lead visitors to the end point of the trail or side features of interest; and

celebrating the end point or a key feature of the trail with appropriate facilities e.g. lookout, seat, interpretation, artwork

Trailheads should include the trail name, a basic map of the trail route, the approximate time for completing the trail, the general difficulty of the trail, and any restrictions that apply to the trail area in the form of universal pictograms. Similarly, trail markers could include the universal pictogram for permitted activities and be discernable from distance. Construction materials will need to be hard wearing and low maintenance to withstand the expected level of use and prevailing conditions. The trailheads utilised for the 60 Great Short Walk Program (see Figure 5.1) are good examples of practical and 'promotional' trail infrastructure.

5.4.2 Priority Actions

1. Prepare a brand position for regional trails in the Barwon South West Region.
2. Prepare and implement a Trail Marketing and Promotion Plan for each regional trail (the marketing and promotion plan should respond to the regional brand and thematic interpretation plan).
3. Investigate the potential of developing a central trails website for the Barwon South West Region, that may be linked to local government authority websites. The website could include downloadable maps and trail notes, with links to services, tours etc.
4. Develop a suite of quality images of the regional trail that can be used to promote the experiences on offer, and in particular, the point of difference with other trails within Victoria.

5.5 INCREASED FUNDING AND RESOURCES FOR TRAIL PLANNING, DEVELOPMENT, MANAGEMENT AND MAINTENANCE

5.5.1 Background

Section 4.2 identifies a number of funding and resource issues which impact on the capacity of the existing land managers to maintain existing trails and develop new regional trails in a sustainable manner. Currently there is limited direct revenue being generated from existing trails within the region to support the trail managers, therefore trail management funds are often dependent on agency/authority budget availability or sourcing of external grants.

There are a range of Commonwealth Government, State Government and other possible funding sources for regional trails that have been identified from web research, review of trail reports⁴⁶ and policy documents.

Commonwealth Government grant programs include:

- The new 'Regional and Local Community Infrastructure Program' administered by Transport and Regional Services may provide funding for trail development
- Australian Tourism Development Program administered by Industry, Tourism and Resources provides different categories of funding support for tourism development (products and services)
- Sharing Australia's Stories administered by Environment and Heritage provides funding that may support interpretation related to Australia's natural and cultural history
- Envirofund administered by National Heritage Trust aims to help communities with projects for promoting sustainable resource use

Victorian Government grant programs include:

- Community Facility Funding program under the auspices of Sport and Recreation Victoria to allow for better planning, access and participation with funding for minor and major sport and recreation facilities

⁴⁶ Transplan Pty Ltd and Mike Halliburton Associates (2007) Round the Heads Trail Feasibility Study provides a good summary of resource and funding opportunities.

- Regional Infrastructure Development Fund administered by Regional Development Victoria provides funds for capital works in regional communities including projects that support new industry development and improvement of tourism facilities
- The Victorian Transport Plan administered by the Victorian Government will provide funding opportunities (in the order of \$10 million) for trail-related projects (e.g. to improve non-motorised transport opportunities in cities and regional towns)
- Provincial Pathways Program funded by the Victorian Government to promote cycling and walking trails that will help attract people to regional areas
- Small Towns Development Funds run by Regional Development Victoria that provides funds for capital works in small towns that create new opportunities for growth and developing economic and social infrastructure

Other funding sources include:

- Resources through operational budgets, tourism marketing support and community grant programs managed by Local Government within the region
- Corporate sponsorship for trails
- Community fund-raising efforts to support trail development
- Contributions directed towards trail improvements by bequests and philanthropy

Other resources (especially for construction works and maintenance works) include:

- Department of Justice (Community Corrections) – The DOJ have offered assistance in the maintenance and construction of trails and trail facilities (i.e. shelters, seats, signs) through use of offenders on Community Based Orders and their Men's Shed program
- Community volunteers (e.g. local community groups – 'Friends' groups)

- Volunteer efforts of non-government agencies e.g. Conservation Volunteers Australia, Green Corps

5.5.2 Priority Actions

1. Preparation of feasibility plans for regional trails that identify the costs and benefits of the proposed trail, including the mechanisms for supporting the requirements for trail planning, development, management and ongoing maintenance.
2. Opportunities for joint resource and funding commitment be sought from partners.
3. Consideration be given to the incorporation of the Regional Trail Subcommittee to enable improved access to Commonwealth and State Government grants.
4. The opportunities to generate a revenue stream from users of the regional trails be explored, consistent with relevant policies and management plans.
5. Maintain the audit of potential regional trails for future reference, and as a planning tool (GIS information may also be useful to collect regarding routes).
6. Priority be given to improving the recruitment, training, and management of volunteers associated with trail planning, development and maintenance across the region.

5.6 TEN YEAR ACTION PLAN FOR THE REGION

The Ten Year Action Plan for the *Barwon South West Regional Trails Plan* provides regional level guidance for the implementation of the strategic framework. Section 5.7 provides individual action plans for each identified regional trail.

The Ten Year Action Plan indicates:

the five main strategies (as described in Section 5.1 - 5.5);

a series of recommended actions grouped under each strategy;

priority/timing for each recommended action based on:

- Critical – required in short term by legislation,
- High,
- Medium,
- Low ; and

responsibility for implementing the recommended actions.

| Strategy | Recommended Actions | Priority | Responsibility |
|--|--|---------------|---|
| 1. Clear Leadership, Policy and Governance Structure | <p>1.1 Implement the recommended layered approach to regional trails governance: utilise the existing Regional Manager's Forum as a basis for regional trails governance;</p> <p>form a Regional Trails Sub-committee, based on the current structure of the Project Control Group for the <i>Barwon South West Regional Trails Master Plan</i>;</p> <p>develop and support Trail Management Committees for each regional trail;</p> <p>appoint local government trail officers, or designated staff members (e.g. recreation planner or community development officer) to liaise with the trail management bodies regarding the development, promotion and management of trails in the Council area</p> | High | <p>Lead: Regional Trails Sub-committee to facilitate implementation of the regional trail governance structure</p> <p>Support: Other participating LGA's and agencies</p> |
| | 1.2 Prepare a Memorandum of Understanding (MOU) for each trail as required over the next ten years | Moderate | <p>Lead: Participating LGA's, agencies and organisations</p> <p>Support: Regional Manager's Forum and Regional Trails Sub-committee</p> |
| | 1.3 Allocate adequate resources to the various governance levels, to ensure required tasks can be carried out appropriately. | High - Medium | Lead: Regional Manager's Forum |
| | 1.4 Consult with the local community and key user groups (e.g. through clubs and/or peak bodies) in the planning stage of regional trail development and/or upgrade projects. | High - Medium | Lead: Participating LGA's and land management agencies |
| | 1.5 Adopt relevant 'coded of conduct' and develop local information about appropriate use for each regional trail. | Low | Lead: Participating LGA's and land management agencies |
| | 1.6 Further develop and implement joint regional trail policy, procedure and guidelines, including standardised approaches to public liability, volunteer and stakeholder engagement, environment impact assessment, emergency/risk management, best practice trail construction and design techniques and classification | High - Medium | Lead: Regional Manager's Forum and Regional Trail Sub-committee |

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|---------------|---|
| 2. Improved Co-ordination of Trail Planning, Development and Management | <p>2.1. Adopt the <i>Barwon South West Regional Trails Master Plan</i> as the overarching guide to the planning, development and management of regional trails over the next 10 years.</p> <p>2.2. Adopt the design and development standards herein as a reference guide, in conjunction with other best practice guidelines including the International Mountain Bike Association (IMBA) guidelines for trail construction⁴⁷ and relevant Australian Standards for shared trails⁴⁸.</p> <p>2.3. Prepare and implement a Joint Trail Development and Management Plan for each regional trail</p> <p>2.4. Undertake regular data collection using track monitors, surveys or user interviews regarding use of regional trails. The basic purpose is to determine user numbers. Resources permitting, the information should then seek details of origin of user, activity undertaken, frequency of use, experience being sought and satisfaction level.</p> <p>2.5. Facilitate the sharing of knowledge relating to trail planning, construction and management between all land management agencies, local government authorities, key user groups and organisations within the region</p> | High | <p>Lead: Regional Manager's Forum and Regional Trails Sub-committee</p> <p>Support: Trail Committees of Management and other key stakeholders</p> |
| | | High | <p>Lead: Regional Manager's Forum and Regional Trails Sub-committee</p> <p>Support: Trail Committees of Management</p> |
| | | High - Medium | Lead: Trail Committees of Management |
| | | Medium - Low | Lead: Trail Committees of Management |
| | | Medium | <p>Lead: Trail Committees of Management</p> <p>Support: External specialists engaged by the Committee of Management</p> |

=

⁴⁷ IMBA (2004) *Trail Solutions: IMBA's Guide to Building Sweet Single Track*, IMBA, California, USA.

⁴⁸ Austroads (1999) *Part 14 Austroads: Guide to Traffic Engineering Practice – Bicycles, Austroads, Australia.*

| Strategy | Recommended Actions | Priority | Responsibility |
|-------------------------------------|---|---------------|--|
| 3. Experience-led Trail Development | 3.1. Explore the feasibility of completing identified 'missing links' on individual trails as noted in Section 5.7. | High - Medium | Lead: Trail Committees of Management |
| | 3.2. Develop priority trailhead facilities (this may include parking, signage, activity specific facilities and/or toilets) as identified within the Joint Trail Development and Management Plan | Medium - Low | Lead: Trail Committees of Management |
| | 3.3. Prepare and implement Thematic Interpretation Strategies for each regional trail, to provide guidance for the creation of unique and memorable visitor experiences, provide a point of difference, and to aid in raising the profile of the regional trails. | Medium | Lead: Trail Committees of Management |
| | 3.4. Collaborate with scientific institutions to monitor ongoing impacts of individual trails, and to improve management practices over the long-term new construction techniques and materials, with particular attention to sustainability | Medium - Low | Lead: Trail Committees of Management |
| | 3.5. Support the further development and promotion of mountain biking as a core experience delivered by the regional hubs in the Barwon South West.
investigate the potential to develop a high quality long distance MTB trail within the Barwon South West Region
ensure that further development of the existing hubs is of a high standard and provides a diversity of riding experiences and associated infrastructure, (based on the IMBA trail construction and classification guidelines) ⁴⁹ , and are suitable for all levels of competition
investigate the potential to better integrate the MTB hubs, reinforce their combined regional role, whilst ensuring that each offers unique experiences | High-Medium | Lead: Regional Trails Sub-committee
Support: Regional MTB Hub Committees of Management and other key stakeholders |

⁴⁹ See: IMBA (2007) *Managing Mountain Biking: IMBA's Guide to Providing Great Riding*, USA and (2004) *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*, USA.

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|--------------|---|
| 3. Experience-led Trail Development (cont.) | 3.6. Support development of new trail experiences in the Grampians | Medium | Lead: Southern Grampians Shire Council, Parks Victoria and other key stakeholders |
| | 3.7. Expand the opportunities for use of regional trails by people with mobility impairments. | Medium | Lead: Regional Manager's Forum and Regional Trails Sub-committee
Support: Trail Committees of Management |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1. Prepare a brand position for regional trails in the Barwon South West Region. | Medium | Lead: Regional Manager's Forum and Regional Trails Sub-committee |
| | 4.2. Prepare and implement a Trail Marketing and Promotion Plan for each regional trail (the marketing and promotion plan should respond to the regional brand and thematic interpretation plan). | Medium | Lead: Trail Committees of Management |
| | 4.3. Investigate the potential of developing a central trails website for the Barwon South West Region, that may be linked to local government authority websites. The website could include downloadable maps and trail notes, with links to services, tours etc. | Medium - Low | Lead: Regional Manager's Forum and Regional Trails Sub-committee |
| | 4.4. Develop a suite of quality images of the regional trail that can be used to promote the experiences on offer, and in particular, the point of difference with other trails within Victoria. | Medium - Low | Lead: Regional Manager's Forum and Regional Trails Sub-committee |

| Strategy | Recommended Actions | Priority | Responsibility |
|------------------------------------|---|----------|--|
| 5. Increased Funding and Resources | <p>5.1. The preparation of feasibility plans for regional trails that identify the costs and benefits of the proposed trail, including the mechanisms for supporting the requirements for trail planning, development, management and ongoing maintenance.</p> <p>5.2. The opportunities for joint resource and funding commitment be sought from partners.</p> | High | Lead: Trail Committees of Management |
| | <p>5.3. Consideration be given to the incorporation of the Regional Trail Sub-committee to enable improved access to Commonwealth and State Government grants.</p> | High | Lead: Regional Manager's Forum and Regional Trails Sub-committee |
| | <p>5.4. The Trail Committees of Management assess the opportunities to generate a revenue stream from users of the regional trails consistent with relevant policies and management plans.</p> | Medium | Lead: Trail Committees of Management |

5.7 ACTION PLANS FOR THE PROPOSED REGIONAL TRAILS

Individual action plans have been prepared for each of the proposed regional trails.

The Ten Year Action Plan indicates:

recommended actions based on the five main strategies (as described in Section 5.1-5.5);

priority/timing for each recommended action, based on:

high priority;

moderate priority; and

low priority; and

responsibility for implementing the recommended actions.

Great Ocean Walk

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|---------------|--|
| 1. Clear Leadership, Policy and Governance Structure | 1.1. Work in collaboration with other land managers and key stakeholders to implement the recommendations outlined below under Strategy 3. | High | Lead: Colac Otway Shire Council and Parks Victoria
Support: Coastal Management Committee, local user groups (e.g. Otway Ranges Walking Group) |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1. Implement the <i>GOW Strategic Directions Plan 2008-2014</i> prepared by Parks Victoria | High Ongoing | Lead: Parks Victoria |
| 3. Innovative Trail Development | <p>The following trail improvements, whilst consistent with the recommendations within the <i>GOW Strategic Directions Plan 2008-2014</i>, are aimed at improving the day use experience of the trail and surrounding Great Otway National Park</p> <p>3.1. Investigate the possibility of developing day use loop trails within the Great Otway National Park hinterland, to cater for larger groups (e.g. schools), and day visitation (e.g. the 'Wild Dog' Spur area may be a possibility)</p> <p>A loop encompassing the first section of the GOW and connecting back to Apollo Bay may be a possibility.</p> | Medium | Lead: Parks Victoria |
| | 3.2. Investigate the potential for future loop trails associated with the GOW, or elsewhere within the Great Otway National Park/Forest Park, to be shared use (e.g. bikes, walkers and/or horses) | Medium - Low | Lead: Parks Victoria |
| | 3.3. Investigate the options for improving the start of the GOW, to facilitate use by day visitors and local residents, and enhance the experience for overnight GOW walkers | Medium - Low | Lead: Parks Victoria and Colac Otway Shire Council |
| | 3.4. Investigate the potential for upgrading the short walk experiences and interpretation at the Twelve Apostles site in light of the proposed GOW extension to the site | High - Medium | Lead: Parks Victoria |
| | 3.5. Upgrade vehicle access points to trailheads to cater for day use, and improved access for 'step-on-off' overnight walkers. | Medium | Lead: Parks Victoria |

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|----------|--|
| 4. Effective and Co-ordinated marketing and Promotion | 4.1. Ensure GOW is included in destination/regional level marketing and promotion (particularly the day use trail opportunities available) as a high quality trail within the Barwon South West Region | High | Lead: Geelong Otway Tourism, PV and GOW Partners |
| | 4.2. Ensure premium day experiences associated with the GOW are promoted, and lever off the high profile of the walk and its proximity to the iconic Great Ocean Road (e.g. best short walks, or 'a taste of the GOW in a day') | Medium | Lead: Colac Otway Shire Council and Parks Victoria |
| 5. Increased Funding and Resources | 5.1. Implement the recommendations relating to funding and resources outlined in the <i>GOW Strategic Directions Plan 2008-2014</i> | High | Lead: Parks Victoria |
| | 5.2. Investigate the potential to access external (federal and state) grants for implementing the recommendations primarily aimed at improving the trail experience for day visitors and local residents | Medium | Lead: Parks Victoria and Colac Otway Shire Council, Corrangamite Shire Council
Support: BSW Regional Trails Sub-committee |

Surf Coast Walk

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|---------------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1.1. Continue to work in partnership, via the existing agency working group, to implement the <i>Surf Coast Walk Feasibility Study</i> . | High | Lead: Great Ocean Road Coast Committee, Parks Victoria, DSE, Surf Coast Shire Council, Alcoa (all agencies form the agency working group) |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1. Investigate the potential of appointing a dedicated Surf Coast Walk staff person, as outlined in the <i>Surf Coast Walk Feasibility Study</i> . | High - Medium | Lead: Agency working group |
| 3. Innovative Trail Development | 3.1. Prepare and implement a thematic interpretation strategy. | High | Lead: Agency working group |
| | 3.2. Upgrade/realign/construct the following sections of trail: <ul style="list-style-type: none"> • Bells Beach to Anglesea • Anglesea to Aireys Inlet • Aireys Inlet to Lorne Construction requirements and cost estimates for individual segments of this section are outlined in the <i>Surf Coast Walk Feasibility Study</i> . | High - Medium | Lead: Parks Victoria, DSE, Great Ocean Road Coast Committee
Support: Agency working group |
| | 3.3. Upgrade on-trail directional signage and markers, using a consistent style, form and colour. Signage design should be informed by a branding and marketing strategy, and be consistent with the intent of a thematic interpretation strategy. | High | Lead: Agency working group |
| | 3.4. Install and/or upgrade trailheads at key locations along the trail, including within towns and settlements, major junctions or popular visitor locations (e.g. Bells Beach). | High | Lead: Agency working group |
| | 3.5. Upgrade/realign/construct, as required, the entire length of the Surf Coast Walk, from Torquay to the Cumberland River, as funding becomes available.

The trail development recommendations outlined in the <i>Surf Coast Feasibility Study</i> should provide the basis for works. | Medium | Lead: Agency working group |

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|-------------|---|
| 4. Effective and Co-ordinated marketing and Promotion | 4.1. Update printed and electronic information for the Surf Coast Walk, to reflect current trail conditions.
Walk maps and notes should continue to be updated as the trail updates commence. | High | Lead: Agency working group |
| | 4.2. Prepare a branding and marketing strategy, to inform new trail signage | High-Medium | Lead: Agency working group |
| | 4.3. Ensure that the Surf Coast Walk is included in destination/regional marketing as a high quality trail within the Barwon South West Region | High | Lead: Geelong Otway Tourism and Local tourism association
Support: BSW Regional Trails Sub-committee |
| | 4.4. Ensure that the Torquay, Lorne and Anglesea Visitor Information Centres are kept informed of trail works, to ensure that visitors receive up to date information | Medium | Lead: Agency working group
Support: Land managers undertaken works |
| 5. Increased Funding and Resources | 5.1. Determine resources available to each partner agency to implement (and maintain) the works outlined in the <i>Surf Coast Walk Feasibility Study</i> , in particular, to upgrade/construct the section between Lorne and Anglesea | High | Lead: Agency working group |
| | 5.2. Continue to seek external funding as recommended in the <i>Surf Coast Feasibility Study</i> (e.g. through Regional Development Australia, Sport and Recreation Victoria, Australian Tourism Development Program) to implement the recommendations of the study.

In the absence of funding for the entire trail, the section between Torquay and Aireys Inlet should be implemented as a first priority. | High | Lead: Agency working group |

Coast to Crater Rail Trail

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|---------------|--|
| 1. Clear Leadership, Policy and Governance Structure | <p>1.1. Appoint a 'Section 86' committee under the oversight of Corangamite Shire Council for the existing trail and proposed extension to Port Campbell (in liaison with the existing Trail Committee). Parks Victoria to retain responsibility for small sections of land in Pt Campbell.</p> <p>Management arrangements need to be clarified between Parks Victoria, VicRoads and Corangamite Shire with Parks Victoria being the logical choice as a future manager.</p> <p>(Refer <i>Coast to Crater Assessment Project</i>, Corangamite Shire Council, 2007).</p> | High – Medium | Lead: Corangamite Shire Council and Parks Victoria in cooperation with Trail Committee |
| | 1.2. Develop policy integrating Coast to Crater Rail Trail into municipal open space network. | Medium | Lead: Corangamite Shire Council |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1. Prepare a Joint Trail Development and Management Plan to guide future development of trail. Integrate with \$5.4 m strategic plan for proposed extension (refer <i>Coast to Crater Assessment Project</i> , Corangamite Shire Council, 2007). | High | Lead: Corangamite Shire Council (and Parks Victoria for Pt Campbell-Princetown extension) in cooperation with Trail Committee and Friends Group. |
| 3. Innovative Trail Development | 3.1. Progressively upgrade/complete trail from Camperdown to Timboon. Include additional off road sections from Camperdown to Lake Bullen Merri, completion of bridge works and trail construction near Timboon, and improved user facilities including trailheads, parking and signs. | High | Lead: Trail Committee in cooperation with Corangamite Shire Council |
| | 3.2. Following completion of 3.1, develop Pt Campbell-Princetown section (with link to Great Ocean Walk), then Pt Campbell-Timboon link. The overall trail length would then be approx. 78 km. | Medium | Lead: Corangamite Shire Council with Parks Victoria support |

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|----------|--|
| 4. Effective and Co-ordinated marketing and Promotion | 4.1. Ensure Trail is included in statewide rail trail promotion and regional level marketing and promotion, particularly the day use trail opportunities available and adjacent town facilities. Build on volcanic/Geopark/heritage features at Camperdown, forest/heritage features near Timboon, town attractions, and food/wine component. Promote use of train to Camperdown. | Medium | Lead: Shipwreck Coast Tourism with support from Corangamite Shire, Parks Victoria and Trail Management Committee |
| | 4.2. Review 'Coast to Crater Rail Trail' branding for existing trail and proposed extension to Pt Campbell. Develop new name for Pt Campbell- Princetown coastal trail (and promote to maximise non-car travel). | Low | Lead: Trail Management Committee in consultation with Shipwreck Coast Tourism |
| 5. Increased Funding and Resources | 5.1. Seek grants to fund upgrading works and increase LGA resources devoted to planning and management. | High | Lead: Corangamite Shire Council in cooperation with Trail Committee |
| | 5.2. Continue to seek in-kind contributions from local businesses. | Medium | Lead: Corangamite Shire Council in cooperation with Trail Committee |

Old Beechy Rail Trail

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|----------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1.1. Retain management arrangement with Section 86 committee responsible under oversight of Colac-Otway Shire Council. | Ongoing | Lead: Colac-Otway Shire Council and Committee of Management |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1. Prepare a Joint Trail Development and Management Plan to guide future development of trail. | High | Lead: Colac-Otway Shire Council in cooperation with Trail Committee and Friends Group. |
| 3. Innovative Trail Development | 3.1. Upgrade existing trail surface/vegetation management to consistent standard. | High | Lead: Colac-Otway Shire Council and Trail Committee |
| | 3.2. Investigate opportunities to develop additional off road alignments near Colac and north of Beech Forest. | High | Lead: Colac-Otway Shire Council in cooperation with Trail Committee and land owners. |
| | 3.3. Enhance the safety of on road links to the Forrest area. | Medium | Lead: Colac-Otway Shire Council |
| | 3.4. Review long-term opportunities to extend trail to Otway Fly, Triplet Falls, Lavers Hill and Crowes. | Low | Lead: Colac-Otway Shire Council with Parks Victoria, Bicycle Victoria and local communities |
| 4. Effective and Co-ordinated marketing and Promotion | 4.1. Ensure Trail is included in statewide rail trail promotion, and regional level marketing and promotion, particularly the day-use trail opportunities. Build on forest and heritage features and facilities available along trail, eg at Gellibrand. Promote use of train to Colac, and on-road links to other trails and attractions | Medium | Lead: Colac-Otway Shire Council (via Project Control Group/Regional Manager's Forum) |
| 5. Increased Funding and Resources | 5.1. Seek grants to fund upgrading works. | High | Lead: Colac-Otway Shire Council |
| | 5.2. Seek in-kind contributions from local businesses. | Medium | Lead: Trail Committee |

Bellarine Rail Trail

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|--------------|--|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Continue the Bellarine Rail Trail Advisory Committee, as the main governance structure for the trail. | High | Lead : Bellarine Rail Trail Advisory Committee |
| | 1.2 Ensure commitment to and continued implementation of the <i>Bellarine Rail Trail Improvement Plan</i> and <i>Vegetation Management Plan</i> | High | Lead: CoGG, Bellarine Rail Trail Advisory Committee |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Investigate the opportunities for a 'whole-of-trail' joint management and maintenance approach by extending CoGG responsibilities to the Drysdale – Queenscliff section of the trail with the involvement of a wider range of interested stakeholders including the Geelong Steam Preservation Society, Bellarine Peninsula Landcare, Friends of Bellarine Rail Trail, DSE, CFA and other interested parties | High- Medium | Lead: CoGG
Support: Geelong Steam Preservation Society, Bellarine Peninsula Landcare, Friends of Bellarine Rail Trail, DSE, CFA |
| 3. Experience-led Trail Development | 3.1 Prepare and implement a thematic interpretation strategy for the Bellarine Rail Trail | High | Lead: Bellarine Rail Trail Advisory Committee |
| | 3.2 Continue the CoGG program of trail upgrading and maintenance including the Stations Project, installing toilets, interpretation, revegetation and sealing of some sections of the trail | High | Lead: CoGG
Support : Bellarine Rail Trail Advisory Committee |
| | 3.3 Continue to investigate the feasibility for creating safe and convenient links to the South Geelong railway station, Kardinia Park, Barwon River trails and Geelong CBD/waterfront | Medium | Lead: CoGG |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1. Encourage the 'packaging' of rail trail experiences - combined marketing (e.g. tours, attractions along the trail, accommodation, dining) | High- Medium | Lead: CoGG through Geelong Otway Tourism and Tourism Association in conjunction with commercial operators |
| | 4.2. Ensure that the Bellarine Rail Trail is marketed in conjunction with other rail trail experiences in Australia, including continuing to upgrade the trail description available on the Rail Trails Australia website, and any associated publications. | Medium | Lead: CoGG
Support: Bellarine Rail Trail Advisory Committee |
| 5. Increased Funding and Resources | 5.1 Increase the resource commitment of the CoGG for the Bellarine Rail Trail (currently 1-2 hours per week to 2-3 days per week) | High | Lead: CoGG |
| | 5.2 Continue to seek external funding (e.g. through Regional Development Australia, Sport and Recreation Victoria, Regional Partnerships Program, Australian Tourism Development Program) to implement the recommendations of the study. | High Ongoing | Lead : Bellarine Rail Trail Advisory Committee |

Barwon River Trails and Parklands

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|---------------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Continue implementation of the Barwon River Trails through the <i>Geelong Management Plan 2006</i> , <i>CoGG Barwon River Land Use and Open Space Corridor Plan 2003</i> , <i>Barwon River Parklands Project</i> and other relevant management plans | High | Lead: Parks Victoria
Support: Other partners including CoGG, DSE |
| | 1.2 Consider the potential benefits of formalising the current management arrangements with the formation of a Barwon River Trails Working Group, including representatives from all land managers and major stakeholders. | High | Lead: Parks Victoria, CoGG, Corangamite Shire Council, DSE/Parks Victoria |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Strengthen the mechanisms for co-ordination of trail planning, development, management and maintenance along the Barwon River Trails through the preparation of a Joint Trail and Marketing Plan | High | Lead: Barwon River Trails Working Group |
| 3. Experience-led Trail Development | 3.1 Investigate the potential to extend the Barwon River Trail south from Breakwater Road to the historic aqueduct and bridge area in the short term | High | Lead: Parks Victoria, CoGG
Support : Barwon River Trails Working Group |
| | 3.2 Upgrade the shared trail along the Waurm Ponds Creek and continue planning for a link via Rosack Drive to allow extension of the trail along Armstrong Creek with the progressive staging of the new residential development | Medium | Lead: CoGG
Support : Barwon River Trails Working Group |
| | 3.3 Develop a bike connection between the Barwon River Trail to the Bellarine Rail Trail to the Geelong waterfront, possibly using Swanston Street | High - Medium | Lead : VicRoads and CoGG |
| | 3.4 Further investigate the option of a long distance trail on the western side of the Barwon River (Option 4 in PBAI Australia Report) as this would allow the potential for an extension of the Barwon River Trail along the river from the aqueduct to the western end of Reedy Lake and in the longer term to the proposed Armstrong Creek trail; potential for trail access along existing roads to Lake Road, considered to be the more attractive and interesting location for public space, interpretation and managed activities overlooking Lake Connemare; and potentially connect via existing roads, coastal trails and new links to Barwon Heads | Low - Ongoing | Lead : Parks Victoria
Support : Barwon River Trails Working Group |
| | 3.5 Upgrade river access and egress points for kayaking and canoeing | Low | Lead : Parks Victoria
Support : Barwon River Trails Working Group |

| | | | |
|---|---|--------------|--|
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Promote kayaking and canoeing opportunities in the Barwon River Parklands with upgrading of the access and egress points | Low | Lead: Parks Victoria |
| 5. Increased Funding and Resources | 5.1 Continue to seek external funding (e.g. through Regional Development Australia, Sport and Recreation Victoria, Australian Tourism Development Program) to implement the recommendations of the study. | High Ongoing | Lead : Barwon River Trails Working Group |

Queenscliff to Barwon Heads Coastal Trail

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|----------------------------------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Continue the existing trail management partnership, and investigate the need to, and options for formalising the partnership (e.g. via an MOU, outlining each partners responsibility) | High | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of Management |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 A co-ordinated approach be taken to the future planning, development and management of the proposed Queenscliff – Barwon Heads coastal trail with the involvement of the CoGG, Borough of Queenscliffe, Barwon Coast Committee of Management and other stakeholders, through the development and implementation of a Joint Trail Develop and Management Plan | High | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of Management
Support: Other key stakeholders |
| | 2.2 Consider engaging with other key stakeholders in relation to trail development, management and promotion (e.g. private landowners, commercial operators and local businesses) | Medium | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of Management |
| 3. Experience-led Trail Development | 3.1 Feasibility investigations be undertaken into the options for the development of a shared trail between Point Lonsdale and Ocean Grove, located behind the dunes and consistent with the <i>Buckley Reserve Management Plan</i> | High | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of Management
Support: DSE |
| | 3.2 Upgrading of the bike lane along Shell Road be undertaken to improve the safety for cyclists using this route (note the bike land could provide a safe cycle loop option if the proposed shared trail is developed behind the dunes between Point Lonsdale and Ocean Grove) | High | Lead: CoGG, Borough of Queenscliffe |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1. Encourage the 'packaging' of coastal trail experiences - combined marketing (e.g. tours, attractions along the trail, local shops, accommodation, dining etc.) | Low (depends on timing of works) | Lead: CoGG, Borough of Queenscliffe, Barwon Coast Committee of Management and local tourism association |
| | 4.2. Ensure that trail is promoted to target markets that may use the Sorrento – Queenscliff ferry route to access the trail | Low (depends on timing of works) | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of |

| | | | |
|------------------------------------|---|--------------|--|
| | | | Management |
| 5. Increased Funding and Resources | 5.1 Consider formalising the funding/resource responsibilities for trail development and management/maintenance via an MOU or similar agreement | High | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of Management |
| | 5.2 Continue to seek external funding (e.g. through Regional Development Australia, Sport and Recreation Victoria, Australian Tourism Development Program) to implement the recommendations of the study. | High Ongoing | Lead: CoGG, Borough of Queenscliffe and Barwon Coast Committee of Management |

Geelong Waterfront and Regional Trail Connections

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|----------------|-------------------------|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 CoGG continue to manage the overall planning, development and management of the trail opportunities within the Geelong waterfront and connections to regional trails. | High Ongoing | Lead: CoGG |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 The CoGG to continue to work with VicRoads to investigate the feasibility options for upgrading links between the Geelong waterfront and proposed regional trails | High | Lead: CoGG and VicRoads |
| 3. Experience-led Trail Development | 3.1 Continue to upgrade, extend and enhance the Geelong waterfront including upgrading of trails as identified in CoGG strategic plans and master plans | High | Lead: CoGG |
| | 3.2 Continue to investigate and develop the off-road trails and on-road trails to the northern shore of Corio Bay in line with the CoGG Cycle Strategy | High-Medium | Lead: CoGG |
| | 3.3 Continue to investigate the potential for a cycle and pedestrian bridge over the Barwon River near Moorabool Street | High-Medium | Lead: CoGG, VicRoads |
| | 3.4 Develop and implement a Thematic Interpretation Strategy (incorporating existing themes) for the Geelong Waterfront and associated trails | High-Medium | Lead: CoGG |
| | 3.5 Install trail directional signage at new trail linkages as required, in line with the CoGG standards and design guidelines for signage | Medium | Lead: CoGG |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Continue to promote the Geelong waterfront and regional trails as a 'package' (e.g. in a Geelong walking and cycling brochure and as a link on the Council website), and update regularly | Medium Ongoing | Lead: CoGG |
| 5. Increased Funding and Resources | 5.1 Continue to seek external funding (e.g. through Regional Development Australia, Sport and Recreation Victoria, Australian Tourism Development Program) to implement the recommendations of the study. | High | Lead: CoGG |

Great South West Walk

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|--------------|--|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Maintain the existing management model – formalise with an MOU setting out responsibilities of the partners? | High | Lead: Parks Victoria and the Friends of the GSWW |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Support Glenelg Council in the implementation of various strategies that support the GSWW including development of the surrounds of the Maritime Centre, multi-use trail facilities within the township and nearby surrounds. | High- Medium | Lead: Glenelg Council
Support: Parks Victoria and the Friends of the GSWW |
| 3. Experience-led Trail Development | 3.1 Engage professional assistance in the development of the GSWW brand, experience, marketing and thematic interpretation strategy | High | Lead: Parks Victoria
Support: Friends of the GSWW and Glenelg Shire Council |
| | 3.2 Focus on the high value, eastern end of the trail between Bridgewater Lakes and Portland with a view to improvements in camp infrastructure, trailhead facilities, trail construction and trail marking per the current PV funding application (if successful) or other funding as necessary. | High- Medium | Lead: Parks Victoria |
| | 3.3 Ensure standards of infrastructure of GSWW portion of the bundle match the quality of the existing products as funding permits. | High- Medium | Lead: Parks Victoria
Support: Friends of the GSWW |
| | 3.4 Explore promotion of the Glenelg River as a separate regional trail for canoeists | High- Medium | Lead: Parks Victoria
Support: Glenelg Shire Council and Discovery Coast Tourism |
| | 3.5 Investigate opportunities to develop a horse riding trail through the Cobboboonee National Park, that parallels and uses the campsites along the GSWW | Medium | Lead: Parks Victoria
Support: Friends of the GSWW |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Encourage the development of a bundled product at Nelson that incorporates existing products (river cruise and caves) with the GSWW | High- Medium | Lead: Parks Victoria and the Friends of the GSWW
Support: Glenelg Shire Council and Discovery Coast Tourism |
| | 4.2 Explore the possibility of a multi-modal product using a portion of the GSWW, the Glenelg River Canoe and Kayak Trail and the proposed horse riding trail in the Cobboboonee National Park. | Medium | Lead: Parks Victoria and the Friends of the GSWW |
| | 4.3 Resolve confusion between the GSWW route and related short walks/loops, perhaps promoting fewer of the latter whilst developing a core few to a very high standard. | Medium | Lead: Parks Victoria and the Friends of the GSWW |
| 5. Increased Funding | 5.1 Explore fee for service opportunities by Friends group or a commercial operator to | Medium | Lead: Friends of the |

| | | | |
|---------------|---|--------------|---|
| and Resources | support users of the GSWW with trip planning, logistics, etc | | GSWW
Support: Parks Victoria and the Glenelg Shire Council |
| | 5.2 Investigate the opportunities for trail merchandising, with proceeds contributing to the ongoing maintenance of the trail | Moderate-low | Lead: Parks Victoria and the Friends of the GSWW |

Glenelg River Canoe and Kayak Trail (proposed)

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|----------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Continue to implement recommendations of the Lower Glenelg National Park Management Plan | On-going | Lead: Parks Victoria |
| | 1.2 Promote the Glenelg River Canoe and Kayak Trail as a stand alone experience from the Great South West Walk | High | Lead: Parks Victoria
Support: Glenelg Shire Council and Discovery Coast Tourism |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Support development of a strategic plan/business feasibility study of the trail to determine the potential for/limitations to growth in the current market. | High | Lead: Discovery Coast Tourism
Support: Glenelg Shire Council and Parks Victoria |
| | 2.2 Examine ways to better promote the existing facilities to extend current use levels including greater promotion of canoe touring opportunities as an adjunct to the GSWW. | High | Lead: Discovery Coast Tourism
Support: Glenelg Shire Council and Parks Victoria, Friends of the GSWW |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Encourage development of a high end trail product | Medium | Lead: Discovery Coast Tourism
Support: Glenelg Shire Council and Parks Victoria |
| | 4.2 Encourage the development of a bundled product at Nelson that incorporates existing products (river cruise and caves) with the Glenelg River Canoe and Kayak Trail | Medium | Lead: Discovery Coast Tourism
Support: Glenelg Shire Council and Parks Victoria |
| 5. Increased Funding and Resources | 5.1 Explore opportunities to use current revenues from campsite hire for the development of the proposed trail | High | Lead: Parks Victoria |

Port Fairy to Warrnambool Rail Trail

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|--------------|--|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Maintain the existing trail management structure (MOU). | High | Lead: PFWRT Committee of Management |
| 3. Experience-led Trail Development | 3.1 Engage professional assistance in the development of the PFWRT brand, experience, marketing and thematic interpretation strategy | High | Lead: PFWRT Committee of Management
Support: Other key stakeholders |
| | 3.2 Focus initial energies beyond the construction phase on the development of trailheads (including parking, signage and other facilities) | High- Medium | Lead: PFWRT Committee of Management |
| | 3.3 Investigate extending the trail to Tower Hill in the future | Medium | Lead: PFWRT Committee of Management |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Ensure that the Warrnambool Rail Trail is marketed in conjunction with other rail trail experiences in Australia, including continuing to upgrade the trail description available on the Rail Trails Australia website, and any associated publications. | Medium | Lead: PFWRT Committee of Management |
| 5. Increased Funding and Resources | 5.1 Outline agreed funding contributions for the development, management and maintenance of the trail that can be sourced internally by the partners | High- Medium | Lead: PFWRT Committee of Management |
| | 5.2. Investigate external funding opportunities | High- Medium | Lead: PFWRT Committee of Management |

Warrnambool Foreshore Promenade

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|----------|--------------------------------|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Maintain the existing trail management structure | Ongoing | Lead: Warrnambool City Council |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Develop a thematic interpretation strategy for the City with a view that the first stage of its roll out might focus on the Promenade | Medium | Lead: Warrnambool City Council |
| 3. Experience-led Trail Development | 3.1 There is scope to strengthen linkages from the Promenade to the CBD through a range of urban design treatments, signage and/or expanded/improved mapping indicating available links | Medium | Lead: Warrnambool City Council |
| | 3.2 Strengthen linkages with the Port Fairy to Warrnambool Rail Trail | Medium | Lead: Warrnambool City |

| | | | |
|---|--|---------|-----------------------------------|
| | | | Council |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Continue existing marketing and promotional efforts | Ongoing | Lead:
Warrnambool City Council |
| 5. Increased Funding and Resources | 5.1 Continue funding support for the maintenance and upgrading of the trail. | High | Lead:
Warrnambool City Council |

Wild Grampians Walk (Proposed)

| Strategy | Recommended Actions | Priority | Responsibility |
|---|---|---------------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1. Parks Victoria to continue to lead the drive for the creation of this trail. | High | Lead: Parks Victoria
Support: Southern Grampians Shire |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Complete WGW feasibility investigations (PV) | High | Lead: Parks Victoria |
| | 2.2 Commence feasibility and planning investigations for Dunkeld to NP portion of the WGW (SGS) | High - Medium | Lead: Southern Grampians Shire |
| 3. Experience-led Trail Development | 3.1 Ensure that the feasibility study for the project focuses on the experiences to be delivered and that these become the criteria for decision making | High | Lead: Parks Victoria |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Preparation of the Marketing Plan | Medium | Lead: Parks Victoria |
| 5. Increased Funding and Resources | 5. Seek funding support for the development of the trail. | High | Lead: Parks Victoria
Support: Southern Grampians Shire Council |

Regional MTB Hubs

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|----------|---|
| 1. Clear Leadership, Policy and Governance Structure | 1.1 Utilise the proposed Regional Trails Sub-committee as a means to communicate and facilitate coordination between the individual MTB hub land managers | High | Lead: Regional Trails Sub-committee
Support : Land managers with involvement of users |
| 2. Improved Co-ordination of Trail Planning, Development and Management | 2.1 Prepare and implement MTB Hub Development and Management Plans ⁵⁰ for each regional hub, which;
have joint ownership by the relevant partners;
provide a 'blue-print' for the future development of the hub (e.g. required upgrades, new sections and loops, required infrastructure to meet the needs of competition, indicative cost estimates for required works, interpretation and signage);
outline the tasks and responsibilities of each of the partners required to implement the Plan; and
include an agreed maintenance and environmental monitoring regime. | High | Lead: Land Managers
Support: Key stakeholders and users |
| | 2.1 Ensure consistency in the standard of trail construction and maintenance across the three hubs, and the proposed Grampians hub (e.g. based on the IMBA trail construction and classification guidelines) | High | Lead: Regional Trails Sub-committee and Land Managers
Support: Local/state MTB organisations |
| | 2.2 Ensure consistency in the difficulty classification of trails and obstacles, using the IMBA difficulty rating system | High | Lead: Regional Trails Sub-committee and Land Managers
Support: Local/state MTB organisations |
| 3. Experience-led Trail Development | 3.1 Ensure that further development of the existing hubs is of a high standard and provides a diversity of riding experiences and associated infrastructure, (based on the IMBA trail development and classification guidelines) ⁵¹ , and are suitable for all skill levels. Development opportunities include: <ul style="list-style-type: none"> ensuring that all hubs have quality trailhead facilities, including signage, trail map and markers, toilets, parking and bike wash down facilities investigate the potential for developing an 'iconic' long distance MTB trail in the Great Otway National Park and/or Forrest Park, with the opportunity to develop 'bike barn' accommodation along its length, as outlined in <i>Victoria's Nature-based Tourism Strategy 2008-2012</i> | High | Lead: Land Managers
Support: Key stakeholders |

⁵⁰ Note: The regional MTB hubs already have some form of planning and/concept. These may include all of the information recommended to be included in the MTB Hub Development and Management Plans, however, it is likely that existing documentation will need to be updated and expanded as a means of improving coordination.

⁵¹ See: IMBA (2007) *Managing Mountain Biking: IMBA's Guide to Providing Great Riding*, USA and (2004) *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*, USA.

| Strategy | Recommended Actions | Priority | Responsibility |
|---|--|---------------|---|
| 3. Experience-led Trail Development (cont.) | <p>3.2 Enhancing the existing MTB hubs, including:</p> <ul style="list-style-type: none"> expanding the scope of experiences available in the Anglesea Heath area, through the development of a cross country trail network, linked to the existing Bike Park, as described in the Concept Plan continued upgrading of the You Yangs MTB hub in response to growing use and significance at the national and State level for events with investigation into the feasibility of providing a direct trail link between Little River railway station and the park through negotiation with existing landowners Continued development of trail links and infrastructure at the Forrest MTB hub to support established and future events and continued promotional support of the 'ride Forrest' website and other promotional materials | High - Medium | Lead: Land Managers
Support: Key stakeholders and users |
| | 3.3 Support the planning, including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction of the proposed Grampians MTB | Medium | Lead: Southern Grampians Shire Council, Parks Victoria
Support: Local/regional MTB organisations |
| | <p>3.4 Investigate the potential to develop a high quality long distance MTB trail within the Barwon South West Region. The trail should be developed in a landscape representative of the region, provide a unique nature-based experience, and be challenging for a range of skill levels.</p> <p>Note: IMBA Epics are generally developed as joint partnerships between local MTB clubs/enthusiast and land managers/LGA's</p> | Medium - Low | Lead: Land Managers, local MTB club/LGA/land management agency
Support: IMBA Australia (MTB Australia) and Regional Trails Sub-committee |
| 4. Effective and Co-ordinated Marketing and Promotion | 4.1 Develop a regional MTB trail map, including scaled and topographic information of each hubs trail network and on-site facilities, other quality MTB/cycling trails in the region (e.g. the rail trails may be included) | High-Medium | Lead: Regional Trails Sub- committee
Support: Land Managers |
| | 4.2 Continued use of IMBA Code of Conduct | On-Going | Lead: Regional Trails Sub- committee
Support: Land Managers, user groups |
| | 4.3 Pursue opportunities for integrated marketing and promotion of the regional MTB's (as is being done now with Park's Victoria's 'Getting Dirty' brochure which promotes the You Yangs and Forrest mountain bike trails) | High-Medium | Lead: Regional Trails Sub-committee |

5.8 REVIEW OF THE REGIONAL TRAILS MASTER PLAN

The Barwon South West Regional Trails Master Plan is a document to help guide the development of existing and proposed regional trails over the next 10 years. It should be seen as a working document that can be altered and improved as further information and resource opportunities become available.

The Master Plan should be reviewed through:

- A brief assessment of what has been achieved in the implementation of the Master Plan on an annual basis by the proposed Regional Trails Sub-Committee.
- A more intensive 'internal' review of the implementation of the Master Plan at the end of Year 3, Year 6 and Year 9 by the proposed Regional Trails Sub-Committee.
- A comprehensive review of the Master Plan within 10 years by an 'outside' party on behalf of the Regional Trails Sub-Committee that utilises the above documented review evaluations to determine the scope and focus of the major review.

ATTACHMENT 1
TRAIL AUDIT

| ID | Trail Name | Existing/ proposed trail | Management LGA | Land Owner | Management Authority | Management Arrangements | Length One Way (km) | Time (hrs) | Difficulty | Major uses* () = restricted | Key Features | Facilities | Usage Levels | Promotional Material | Issues |
|----|---|--------------------------------------|---------------------------------|-----------------------------------|-----------------------------------|--|--------------------------|---------------------|----------------------|------------------------------|--|---|---|---|---|
| 1 | You Yangs Regional Park MTB Trails | Existing | CoGG | DSE | PV | PV / Mtn Bike working group, volunteers, industry reps, COGG | 55 | up to 4 hrs | Easy-very difficult: | B M | Diverse MTB trails in park setting | Parking, toilets, seating, BBQ's, MB tour operators, shuttle services | High: 70,000 per year | Map/brochure, website information | Ongoing maintenance, lack of toilets and potable water |
| 2 | Bellarine Bayside Trail | Existing (Pt Richards - St Leonards) | CoGG | DSE | BB COM | BB COM manages | 13 (check) | 3 hrs (walking) | Easy | W B | Bay views, beaches, safe swimming, natural/heritage values | Restaurants, Caravan Parks, Toilets, bbq's, picnic facilities, playground | High during summer. Low /med during winter | Brochure, website under development | Some sections narrow, dogs on beach rules |
| 3 | Bellarine Rail Trail | Existing (Geelong-Queenscliff) | COGG | DSE / State Transport Authority | COGG / Steam Preservation Society | COGG / Steam Preservation Society. BRT Advisory Committee | 33 | 2.5 hrs (cycling) | Easy | W B (H) | Rural, coastal views, heritage values | Parking, seating, signage, shelters, toilet | Moderate | Brochure (with defined sectional maps), web | Surface variable, short on-road section, ongoing maintenance |
| 4 | O'cliff-Pt Lonsdale-Ocean Grove Trail | Proposed | Queenscliffe, COGG | DSE | BoQ, COGG | NA | NA | NA | NA | NA | Coastal scenery, beaches, towns | Range of facilities in towns | NA | NA | May involve vegetation clearance, cost, management responsibility |
| 5 | Barwon River Parkland Trail | Proposed (Geelong-Barwon Heads) | COGG | Six agencies and Private Freehold | Various | All owners on Barwon River Parkland COM | 35 | NA | NA | W B C | River, environmental setting | Parking, toilets, picnicking etc | NA | NA | Complex land ownership, cost, environmental issues |
| 6 | Geelong Foreshore Trail (Bollard section) | Existing / extensions proposed | COGG | COGG / DSE | COGG | COGG manages | 5 | 1.5 hrs (walking) | Very easy | W B | Bay views, bollards, historic, facilities | Extensive facilities, interpretive signs, restaurant, clubs | High | Web, tourist publications | Opportunities to extend trail |
| 7 | Barwon River Trails, Geelong | Existing / extensions proposed | COGG | DSE / CoGG | DSE / CoGG / CCMA | Management shared by CCMA, CoGG and DSE. | 20 | 2 hrs (cycling) | Easy | W B C | River, environment | Extensive facilities, interpretive signs, restaurant, clubs | High: commuter track, recreation, cycling, water based activities | Walk or Ride the City of Greater Geelong' Brochure | Conflict between dog walkers, cyclists and joggers. Motor bike use illegal, use at night. |
| 8 | Surf Coast Walk | Existing / extensions proposed | Surf Coast | DSE, SCSC | GORCC, PV | Management shared: GORCC and PV | 30 | 11 hrs (walking) | Easy-moderate | W (B) | Coastal scenery, beaches, natural values, towns | Extensive facilities in towns | High | Brochures, web sites, tourist publications | Some degraded sections, opportunities to extend/link to other trails |
| 9 | Anglesea Heath MTB Trails | Existing / extension proposed | Surf Coast | Alcoa | SCSC leases site | SCSC and volunteers? | NA | NA | Easy-very difficult: | M | Range of trails in natural setting | Basic facilities | Moderate | Brochure, web | Ongoing management |
| 10 | Tiger Trail: Forrest to Birregurra | 4 km existing, remainder proposed | Colac Otway | DSE | DSE, PV, Shire? | DSE, Shire to manage sections near Forrest | 4 | 1 hr (walking) | Easy | W B (H?) | Bushland and rural landscapes | Basic at present | NA | Tourist publications | Some private land along future alignment, cost, future management |
| 11 | Trans Otway Walk | Some sections existing | Colac Otway | DSE | PV | PV to manage, with volunteer support? | NA | NA | Moderate-Difficult | W | Otway forest and waterfalls | Provided at main visitor sites | NA | NA | Safety, cost, ongoing maintenance, existing short walks adequate for many users |
| 12 | Ballarat to Skipton Rail Trail | Existing | Corangamite, COB, Golden Plains | DSE | DSE delegated committee | DSE delegated committee | 52 (~ 8 km in SW Barwon) | 2.5 hours (cycling) | Easy-moderate | W B H | Bushland and heritage bridge | Bio cycle toilets and picnic facilities | Low | Rail Trails book, web | Surface uneven in places. |
| 13 | Lake Colac Circuit Trail | 3 km existing, remainder proposed | Colac Otway | DSE? Freehold? | Colac Otway | Shire manages existing section | 22 | NA | Easy | NA | Views over lake | Facilities in Colac | NA | NA | Lake low, cost, private land sections, demand uncertain. |
| 14 | Old Beechy Rail Trail | Existing (most), extensions proposed | Colac Otway | COS/DSE/Private | Rail Trail COM, Colac Otway | Rail Trail CoM, with support from Colac Otway and Friends Gp | 40 | 2 hrs (cycling) | Easy-moderate | W B | Forest and rural landscapes, natural and cultural values | Toilets, interpretation, parking, seats | Moderate. > 8000 pa | Brochure, web, tourist publications, Rail Trails book | Incomplete, some private land, ongoing maintenance |
| 15 | Forrest MTB Trails | Existing | Colac Otway | DSE | DSE | DSE, PV manage | 62 | NA | Easy-very difficult: | (W) M | Diverse trails in Otways forest | Toilets, information etc | High | Map/brochure, website, tourist publications | None identified |
| 16 | Great Ocean Walk | Existing, extension proposed | Colac Otway, Corangamite | DSE, others? | PV | PV manages | 104 | 7 night, 8 day walk | Moderate: Class 4 | W | Great Otways National Park, Port Campbell National Park | Toilets, camping etc | High: 87,000 visits | Brochure, map, website, tourist promotions | Opportunities to enhance trail identified in separate study |
| 17 | Coast to Crater Rail Trail | Existing (most), extensions proposed | Corangamite | DSE, others? | DSE delegated committee | DSE delegated Rail Trail comm. supported by Friends | 43 | 2.5 hours (cycling) | Moderate | W B (H) | Bush and rural landscapes, heritage bridges, towns | Parking, picnic facilities, toilets, town facilities | Low | Leaflet, web, Rail Trails book | Incomplete sections, rough in places, ongoing management, link to Pt Campbell/Princetown |
| 18 | Warrnambool F'shore Promenade | | | | | | | | Easy | W B (H) | Coastal views, town access | Parking, toilets, picnic facilities, etc | High: 285,000 pa | Website, publications, signs | Relatively short trail. Link opportunities. |
| 19 | Warrnambool to Port Fairy Rail Trail | Under construction (Dec 2008) | Moyne, Warrnambool | DSE, Moyne & WCC | PF to W RTCOM, Moyne & WCC | To be developed. | 37 | 7-8 hours-walking | NA | W B (H) | Coastal, rural farmland, heritage, bushland | Trailheads to be included. Facilities in towns. | NA | To be developed | Long term corridor maintenance, off road link to Tower Hill |
| 20 | Mahogany Walk | Largely unconstructed | Moyne, Warrnambool | DSE | PV | Majority managed by PV | 22 | 8 hours - walking | Moderate-difficult | W | Coastal scenery | Limited | Low | NA | Cost, uncertain demand, sandy terrain, horses |
| 21 | Grampians NP Long Distance Walk | Proposed (some existing sections) | Southern Grampians | DSE | PV | PV to manage | NA | NA | NA | W | Rugged landforms, bushland, wildflowers | NA | NA | NA | Cost, environmental protection |
| 22 | Hamilton-Coleraine Rail Trail | Proposed | Southern Grampians | DSE | Local CoM proposed | Local CoM proposed | 35 | NA | NA | NA | Rural landscapes, river red gums | NA | NA | NA | Cost, ongoing maintenance, uncertain demand |
| 23 | Great South West Walk | Existing | Glenelg | DSE | PV | PV, active Friends group manage parts of trail | 250 | 16 night, 17 day | Moderate: Class 4 | W | National parks including Glenelg River | Camping, toilets etc | High (some sections) | Brochure, map, website, tourist publications | Ongoing maintenance, role of PV and Friends group |
| 24 | Glenelg River Trail | Existing | Glenelg | DSE | PV | PV manages | 52 | NA | Easy | C | River and natural values | Camping, toilets etc | Low-moderate | PV Parknotes | None identified |

ABBREVIATIONS

*USES:

B: bicycles
C: canoes/kayaks
H: horses
W: walking

NA: not available, not applicable

ATTACHMENT 2
POLICY FRAMEWORK

STATEWIDE DOCUMENTS

| Document | Summary | Relevance to the Current Project |
|---|---|--|
| <p>Growing Victoria Together: A vision for Victoria to 2010 and beyond</p> | <p>Growing Victoria Together articulates the vision that the Victorian community has for the future. The vision states that by 2010, Victoria will be a state with:</p> <p>A thriving economy; Quality health and education; A healthy environment</p> <p>Caring communities; A vibrant democracy.</p> | <p>The vision and associated goals, in particular quality health and a healthy environment are consistent with the development of regional trail networks, providing health, wellbeing, transport and environmental benefits.</p> |
| <p>Draft Regional Tourism Action Plan 2008-2011, 2008</p> | <p>This document includes a range of recommendations for strengthening regional tourism in Victoria. Recommendations are made for each region, some of which are related to the development or enhancement of trail experiences.</p> | <p><u>Great Ocean Road</u></p> <p>Nature-based tourism infrastructure and investment to support the region's natural assets such as the Great Otway National Park and Great Ocean Walk <u>Grampians</u></p> <p>The actions of particular relevance include:</p> <p>Tourism infrastructure to support the proposed Grampians Long Distance Trail</p> <p>Nature-based and adventure tourism infrastructure and investment product including walking and bicycle trails to capitalise on the region's natural assets</p> <p>Improve linkages between indigenous and nature-based tourism experiences</p> |
| <p>Victorian Trails Strategy 2005 – 2010
Victorian Trails Coordinating Committee, 2004</p> | <p>The <i>Victorian Trails Strategy</i> is the guiding document for trail development in Victoria, and outlines a clear vision, guiding principles, key directions and recommended actions.</p> <p>The vision is:</p> <p><i>“to have a sustainable trail network that provides diversity of experience and equity of access for the health and wellbeing of Victorians and visitors alike”</i></p> <p><u>Guiding Principles:</u></p> <p>1. Individual and community health and wellbeing: trails should</p> | <p>Recommendations of particular relevance to the current project include:</p> <p>Identify and develop a hierarchy of trails (from icon to state, regional and local) to assist in prioritising trail upgrading, new development, maintenance or rationalisation</p> <p>Continue to maintain, upgrade and develop regional trail, with priority for completing existing trails and reuse of disused railway corridors</p> <p>Market trail opportunities for increased use with flow-on social health and wellbeing and regional economic benefits</p> <p>Promote fun, healthy outdoor activities, such as walking and cycling, particularly in regional Victoria, through the supply of information and promotional material</p> |

| Document | Summary | Relevance to the Current Project |
|----------|--|----------------------------------|
| | <p>optimise users' experience and create recreational opportunities that will satisfy community needs including exercise, health and wellbeing.</p> <p>2. Protection of natural and cultural heritage: natural and cultural heritage assets must be protected through environmentally sound conservation planning and practices.</p> <p>3. Economic benefits to state or region: the development of Victoria's trail system must consider ways to maximise economic returns, particularly in regional areas.</p> <p><u>Key Directions:</u></p> <p>A. Trail network management: cross-organisation coordination for appropriate trail network development and management to provide for a range of trail experiences and opportunities.</p> <p>B. Trail marketing: coordinated and integrated marketing, including promotion of Victoria's trails, to optimise awareness of trail opportunities and their sustainable use.</p> <p>C. Trail research: coordinated research and facilitated information-sharing to increase knowledge of trails and trail users</p> | |

| Document | Summary | Relevance to the Current Project |
|--|---|--|
| <p>Moving Forward: Making Provincial Victoria the Best Place to Live, Work and Invest (Update The Next Two Years 2008-2010).
 Department of Innovation, Industry and Regional Development</p> | <p>The original <i>Moving Forward</i> program was launched in 2005, and included a \$502 million funding package to boost the sustainable economic growth and development in provincial Victoria.</p> <p>This report provides an update of the Government's funding commitment for the next two years.</p> <p>The Provincial Pathways Program is funded by the Victorian Government to promote cycling and walking trails that will help attract people to regional areas</p> | <p>The following areas of funding may provide opportunities for regional trail development:</p> <p><u>Industry</u></p> <p>Boosting tourism products and industry development</p> <p><u>Infrastructure</u></p> <p>Building stronger small towns: a further \$5 million to boost the <i>Small Towns Development Fund</i></p> <p>Developing Victoria's regional arts and cultural infrastructure</p> <p>Provincial Pathways Program</p> |
| <p>Sustainable Recreation and Tourism on Victoria's Public Land 2002
 (Department of Natural Resources and Environment)</p> | <p>The broad policies for guiding sustainable recreation and tourism on Victoria's public land are:</p> <ol style="list-style-type: none"> 1. Provide equitable access to public land for a diverse range of appropriate recreation and tourism opportunities. 2. Plan, manage and monitor recreation and tourism use of public land to minimise impacts on natural and cultural values. 3. Provide and maintain appropriate recreation and tourism services and facilities on public land to foster visitor enjoyment and education and to ensure visitor safety. 4. Encourage, facilitate and promote opportunities for appropriate recreation and tourism use on public land through research, communication and stakeholder consultation. <p>A number of more detailed policy statements are associated with each of the broader policies outlined above.</p> | <p>The broad policies are considered to be consistent with the intent of the regional trail selection criteria and principles developed for this project.</p> <p>The recommendations made regarding the development of regional trails that cross public land, will be consistent with the intent of the policy guidelines in this document.</p> |

| Document | Summary | Relevance to the Current Project |
|--|--|---|
| <p>Victoria's Nature-based Tourism Strategy 2008-2012
(Tourism Victoria, Parks Victoria and Department of Sustainability and Environment), 2008</p> | <p>The Strategy provides a direction for increasing and improving Victoria's nature-based tourism experiences for high-yield visitors. The vision for Victorian nature-based tourism as outlined in the Strategy is:</p> <p><i>Victoria will be recognised as the leading sustainable nature-based tourism destination in Australia</i></p> <p>The five supporting directions to aid in the achievement of the vision are:</p> <ul style="list-style-type: none"> • Creating supportive frameworks and partnerships • Planning and managing sustainable destinations • Developing authentic, memorable experiences • Facilitating viable and innovative businesses • Effective marketing <p>The directions include environmental sustainability, contributing to communities, reducing visitor impacts, increasing involvement of Aboriginal communities and creating a sense of place.</p> <p>Key attractions in the Great Ocean Road Region include Twelve Apostles, Otway rainforest, Great Ocean Walk, Otway Fly, coastal scenery, Great South West Walk, Lower Glenelg canoeing and mountain bike riding in the Otways.</p> <p>Possible major projects include upgrading of visitor facilities/interpretation at Twelve Apostles/Loch Ard Gorge, and major walks including Great Ocean Walk and Grampians Wild Walk.</p> | <p>The recommendations of particular relevance to the current project include:</p> <p>Improve transport options to and within key NBT destination, including transport offering pick up points along key tracks and trails</p> <p>Encourage destinations to commence planning, development and management of nature-based tourism at a regional level within the framework of the NBT strategy</p> <p>To maintain the integrity of Victoria's high use parks and forests, develop a consistent approach for establishing and monitoring carrying capacity/impact indicators and executing appropriate management responses</p> <p>Further establish high yielding mountain biking attractions with demountable bike barn accommodation along the tracks (e.g. in the Grampians and Otway National Parks)</p> <p>Further establish high profile mountain bike events in Victoria</p> <p>Develop interpretation messages specific to the region's strength/s</p> <p>Integrate park, forest and other public land information into visitor information centres/services</p> <p>Improve trail access to/in Pt Campbell NP and other major attractions</p> |

| Document | Summary | Relevance to the Current Project |
|--|---|---|
| <p>Victorian Coastal Strategy 2008,
Victorian Coastal Council, 2008</p> | <p>The <i>Victorian Coastal Strategy</i> has been developed to ensure the values of the coast “are not compromised by short-term decision”. This draft comprises the third version of the Strategy since 1997, over which time the vision and core principles have remained the same.</p> <p>The vision for the Victorian coast is:
 <i>“A biologically and culturally rich, diverse coastal, estuarine and marine environment that is managed for its protection, sustainable use and enjoyment today and for future generations”</i></p> <p>The hierarchy of principles for coastal, marine and estuarine planning and management are:</p> <ol style="list-style-type: none"> 1. Protect significant environmental and cultural features 2. Give clear direction for the future – integrating coastal zone planning and management 3. Sustainable use of natural coastal resources 4. Suitable development on the coast | <p>Any recommendations made in the <i>Regional Trails Master Plan</i> relating to the coast need to respond to the intent of the <i>Victorian Coastal Strategy</i>. Include consideration of access, sustainable use, public safety and environmental protection.</p> |
| <p>Go For Your Life Strategic Plan 2006-2010, Dept Human Services, 2008</p> | <p>Aims to increase activity including walking and cycling.
 Initiatives include integrating investment, and promotion, of walking and cycling, improved classification of walking trails and ‘active in parks’ programs.
 Complementary with PV’s Healthy Parks Healthy People program.</p> | <p>Plan supports development and promotion of walking and cycling activities.</p> |

| Document | Summary | Relevance to the Current Project |
|--|--|---|
| <p><i>Indigenous Partnerships Framework 2007-2010</i>, DSE, 2007</p> | <p>Included actions to include indigenous communities in decision-making and establish formal agreements with groups involved in land and natural resource management issues. (See also Aboriginal Heritage Act 2006.)</p> | <p>Need to ensure compliance with Act, eg re trail construction in potentially sensitive areas.</p> |
| <p><i>Rail Trails of Victoria and South Australia</i>, Railtrails Aust. 2007</p> | <p>Provides details of all rail trails in Victoria including Bellarine, Old Beechy, Coast to Crater and Ballarat to Skipton. Includes map of existing and proposed trails (p 129).</p> | <p>Useful data on rail trails.</p> |

REGIONAL AND TRAIL DOCUMENTS

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|---|
| <p>A: Main regional / locality documents</p> | <p>G21 Regional Plan (in preparation)</p> <ul style="list-style-type: none"> The <i>G21 Region Plan</i> is a joint project between the municipalities of Greater Geelong, Queenscliff, Golden Plains, Surf Coast and Colac-Otway. Development of the Plan respond to Direction 3 of the <i>Melbourne 2030: Planning for Sustainable Growth</i>, includes: <ul style="list-style-type: none"> Growth in regional cities and towns, that retains valued character Control of development that is inappropriate in rural areas The broad purposes of the Plan include: <ul style="list-style-type: none"> Provide a land use strategy to support sustainable regional development Identify regional infrastructure requirements to support sustainable development Provide updates for the G21 Master Plan | <ul style="list-style-type: none"> Well-designed regional trails have the potential to enhance non-motorised transport linkages between regional centres, as well as between centres and towns. This project, is therefore of relevance to the <i>G21 Regional Plan</i>, in relation to transport linkages. The recommendations made as a result of this project will also respond to the local character, environmental conditions, and to the principles of sustainability. A well-developed trail network, including high profile regional trail/s, has the potential to shape and/or reinforce the local character of a place. The final <i>Regional Trails Master Plan</i> may also inform the preparation of a future land use strategy. |
| <p>G21 Regional Sports Development Plan, 2006, Stratcorp Consulting</p> | <ul style="list-style-type: none"> The <i>G21 Regional Sports Development Plan</i> outlines the issues associated with the future viability of structured sport in the region, and provides guidance relating to the sustainable delivery of sport within the region. This Plan deals more specifically with the planning, management and resourcing relating to sport in the region, rather than infrastructure requirements. | <ul style="list-style-type: none"> Cycling is noted as one of the priority sports within this strategy. Regional trail development and/or improvement may provide opportunities (e.g. through the provision of quality infrastructure), or a catalyst for further cycling opportunities. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|--|
| <p>G21 Regional Sport and Recreation Infrastructure Strategy Report.
Stratcorp Consulting</p> | <ul style="list-style-type: none"> Sport and recreation is one of the central themes of the G21 (Geelong Region Alliance). Nine potential regional sport and recreational infrastructure projects. One of these projects is particularly relevant to the development of regional trails. | <ul style="list-style-type: none"> The recommendation of particular relevance is a coastal walking trail between Queenscliff and Warrnambool This report also provides useful contextual information relating to the demographics and trends of the study area, including the trend towards an ageing population, which is likely to shift the recreational focus away from organised, competitive sports to informal recreational pursuits such as walking. |
| <p>Angahook-Otway Investigation Final report, Victorian Environment Assessment Council, 2004</p> | <ul style="list-style-type: none"> Provided basis for declaration of new Otway parks. Discusses walking, cycling and horse riding including reference to Trans-Otway walking track connecting Lorne and Apollo Bay - proposed by bushwalking clubs. | <ul style="list-style-type: none"> Trails aspects subsequently developed in draft management plan for Otway parks. Trans-Otway walking track concept not included in draft management plan for Great Otway NP – may be included in final plan. |
| <p>Great Ocean Road Region, A land use and transport Strategy, DSE, 2004</p> | <ul style="list-style-type: none"> Strategic review includes upgrading Great Ocean Road route and inland touring routes, improvements to the Great Ocean Walk and other trail initiatives including (local) bicycle path from Skenes Creek to Apollo Bay. | <ul style="list-style-type: none"> High level support for improvements to strategic walking and cycling routes. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|---|
| <p>City of Greater Geelong Cycle Strategy, CoGG, 2008,
Walk or Ride the City of Greater Geelong, (brochure) 2005</p> | <ul style="list-style-type: none"> • Provides details of bicycle use, benefits and trends relevant to Greater Geelong. Demand is growing, and need for more sustainable transport recognised. • Geelong's three major off road trails: the Bellarine, Barwon and Bay trails provide good recreational facilities as do the Waurm Ponds, Cowies Creek, Hovells Creek and Tom McKean Liner trails. • There are significant gaps in the network particularly within North Geelong, Norlane, Corio and Newtown. There are also missing connections with the Bellarine townships of Portarlington and St Leonard's/Indented Heads. • Recommends upgrading of trail network in and around Geelong. Priorities include links between existing trails – particularly through the city - and improvements to existing trails including sealing Bellarine rail trail to Drysdale (maps included). • Includes proposals for relatively long off-road trails along Barwon River to Barwon Heads, and beside new bypass road west of Geelong, linking to Lara to the north. • Education for greater use, better signs, safer crossings and regular maintenance are also priorities. • Through the strategy the CoGG will look to develop in partnership with other agencies over 130km of on-road bicycle lanes and off road cycle paths. | <ul style="list-style-type: none"> • Provides strategic basis for bicycle/shared trail development in CoGG including data on demand and use. • Greater Geelong has significant network of existing and proposed bicycle trails with main trails likely to be of regional (or statewide) significance. • Major trail proposals include providing off-road links between major trails (creating a series of loop and medium-distance trails), sealing part of Bellarine rail trail and developing a trail to Barwon Heads. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|---|
| <p>Queenscliff Coastal Management Plan,
Robin Crocker and Associates for BoQ, 2006 (on LGA website)</p> | <ul style="list-style-type: none"> • Identifies opportunity to link existing sections of trail along coast. • Proposes continuous trail linking Bellarine rail trail to Pt Lonsdale lighthouse area (length approx 7 km) – some sandy sections suitable for walking only in short term, with opportunity to upgrade to shared walking/cycling trail in future. A short section in Queenscliff is on-road. • Trail link from Pt Lonsdale towards Ocean Grove very difficult through dunes. Walking on beach proposed. | <ul style="list-style-type: none"> • Proposed extension of Bellarine Rail Trail to Pt Lonsdale increases the trail's value and importance. Queenscliff to Pt Lonsdale section likely to be heavily used – currently incomplete. • Off-road trail extension along coastal dunes from Pt Lonsdale towards Ocean Grove difficult to achieve. |
| <p>Buckley Park Coastal Management Plan,
CDA Design Group, 2006 (on CoGG website)</p> | <ul style="list-style-type: none"> • Proposes identifying shared trail route from Pt Lonsdale to Ocean Grove behind dunes (p 45). Strong demand for trails identified in community. | <ul style="list-style-type: none"> • Consider trail link Pt Lonsdale-Ocean Grove. |
| <p>Tourism strategic plan for Surf Coast Region, SCSC, 2006 (on LGA website)</p> | <ul style="list-style-type: none"> • Includes strategies to further develop bushwalking, develop multi day walks linking towns and develop mountain biking. | <ul style="list-style-type: none"> • More multi day walks between towns supported. |

| Trail/Document | Summary | Relevance to the Current Project |
|---|---|---|
| <p>Surf Coast Shire Pathways Strategy, SCSC, 2006 (on LGA website)</p> | <ul style="list-style-type: none"> Planning and Design principles include ensuring trails are suitable for walking and cycling, Accessible, Permeable, Safe and compliant with Australian Standards, Connected to key activity nodes, other pathways, regional trails, shared pathways and town Paths, supported by infrastructure eg end of journey facilities, signage, seating etc., and Integrated with the environment and with the character of the town. Comparable strategies included in Surf Coast Open Space Strategy (2005) | <ul style="list-style-type: none"> Surf Coast Walk is key trail in area. Links to this walk important. |
| <p>Caring for Country The Otways and You (Great Otway NP and Otway Forest Park Draft Management Plan), Parks Victoria, 2008 (on Parkweb)</p> | <ul style="list-style-type: none"> Discusses walking, cycling and horse riding opportunities in two major new parks covering most public land across the Otways. Walking opportunities range from the Great Ocean Walk (and parts of the Surf Coast Walk and Old Beechy Rail Trail) to half day and short walks. Popular walks include waterfalls – eg Triplet, Erskine and Beauchamp, and rainforest – eg Maits Rest and Melba Gully. Cycling and horse riding are permitted on some tracks and roads. Mountain bike riding is popular, eg around Forrest. Horse riding is popular on some beaches and at limited other locations. See also more detailed associated report: <i>Draft Recreation and Tourism Access Plan</i> (on Parkweb). | <ul style="list-style-type: none"> The new parks provide the most extensive walking opportunities in natural settings in the SW Barwon area. Apart from the Great Ocean Walk, most tracks and trails are of limited length and probably do not meet regional trail criteria. Short walks in close proximity may be collectively regarded as regional, eg Triplet Falls, Otway Fly, Hopetoun Falls, Redwoods and Beauchamp Falls. |

| Trail/Document | Summary | Relevance to the Current Project |
|---|---|---|
| <p>Tourism Plan for Public Land in the Otway Hinterland,
Missing link for DSE, 2005</p> | <ul style="list-style-type: none"> Argues that hinterland tourism has been based on scenic driving and short walks. Need to improve experiences to increase overnight stays. Proposes upgrading key nodes, developing a small number of touring routes including 4WD route in NW, half day trail bike routes, half day walks linking several attractions, use of Old Beechy Rail Trail. | <ul style="list-style-type: none"> Important basis for tourism planning for new Otway parks. Supports upgraded touring routes, Great Ocean Walk and half day walks. |
| <p>Port Campbell NP and Bay of Islands Coastal Park Management Plan,
Parks Victoria, 1998</p> | <ul style="list-style-type: none"> Includes information on Great Ocean Walk and other tracks. Includes strategy: Determine the level of demand for an extension of the Great Ocean Walk from Port Campbell to Warrnambool. If it is proposed to extend the Great Ocean Walk west of Port Campbell, identify possible routes in conjunction with Corangamite and Moyne LGA's and adjacent landholders. | <ul style="list-style-type: none"> Possibility of future track between Warrnambool and Port Campbell. |
| <p>visitvictoria > Tracks and Trails of Victoria:
Walking and cycling in the Grampians and GOR regions.</p> | <ul style="list-style-type: none"> Summary of short – medium tracks in Southern Grampians. Longest: Mt Sturgeon, 3hr walk. Includes Bellarine Rail Trail and series of tracks in GOR area including GOW, GSWW, Surf Coast Walk, Old Beechy Rail Trail, Mahogany Trail(6 hrs) and Tower Hill walks (4 hrs). | <ul style="list-style-type: none"> No regional trails in Southern Grampians. Major long distance walks/trails in GOR area featured. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|--|---|
| B: Information on Rail Trails | | |
| <p>Bellarine Rail Trail
 <i>Basic information available on websites including Railtrails Australia, CoGG, Bicycle Victoria. Brochure on CoGG website.</i></p> | <ul style="list-style-type: none"> • 33 km trail from edge of Geelong to Queenscliff . Used for walking, cycling (part) horse riding. 2.5 m wide gravel surface, some indigenous vegetation. • Adjacent to Bellarine Rail Trail, the Bellarine tourist/heritage railway runs approx 15 km from Drysdale to Queenscliff - with bike/train options. | <ul style="list-style-type: none"> • One of main rail trails in SW Barwon area. Appears to be longest (off road) trail in CoGG area. • May be regional trail. |
| <p>Old Beechy Rail Trail
 <i>Basic information on websites including Railtrails Australia, Colac Otway, Bicycle Victoria. Brochure on Colac Otway site.</i></p> | <ul style="list-style-type: none"> • One of main Rail Trails in western Victoria. • 45 km trail partly following old narrow gauge formation from Colac to Beech Forest. Partly through private land. Section near Colac is on-road. Opened in 2005 after 8 years planning. • Gravel/dirt surface. Steep in places. Suitable for mountain bikes and walkers. • Proposed extension to Crowes (SW of Beech Forest) • Interesting history related to timber industry and land settlement. • Some users stay in overnight accommodation nearby. | <ul style="list-style-type: none"> • Trail runs through attractive forest but some access and surface limitations. • May not be a regional trail in present form. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|--|
| <p>Camperdown – Timboon Rail Trail (Coast to Crater)
 <i>Basic information on websites including Railtrails Australia, Corangamite, Bicycle Victoria. Brochure on Corangamite site.</i></p> | <ul style="list-style-type: none"> • Partly constructed 34 km trail through farmland and bush. Three sections open (20 km in length). • Follows old railway built to service settlement in area. • Variable surfaces – scoria/dirt, rough in places. Few facilities except in nearby towns. • Corangamite Shire Council agreed to support the Twelve Apostles Tourism sub-committee in developing the Coast to Crater Trail, but stopped short of making a commitment to maintain the Timboon to Port Campbell section of the trail. <p>Instead, Council resolved to develop a policy to deal with any future involvement in the management and maintenance of off-road trails.</p> <p>The \$5.4 million Coast to Crater Trail project involves extending the existing Camperdown to Timboon Rail Trail, south to Port Campbell and then possibly east to Princetown.</p> <p>Off-road trail development and management has become a major policy consideration for Corangamite Shire Council (LGA website).</p> | <ul style="list-style-type: none"> • Currently an incomplete trail but providing a range of experiences. • Likely to have regional status if further developed. • Consider proposed extensions to Pt Campbell and beyond. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|---|
| <p>Port Fairy to Warrnambool Rail Trail
 Basic information on websites including Railtrails Australia, Bicycle Victoria, Moyne, Warrnambool</p> | <ul style="list-style-type: none"> Under development – commenced Feb 2008. Completion due 2009. Proposed length: 37 km. \$ 2.2 m funding. Route via farmland and Koroit. Not linked off-road to scenic Tower Hill Reserve. Part along road reserve into Warrnambool. Two councils and Trail CoM involved. First project founded under Provincial Pathways Project. “The trail is expected to attract an estimated 60,000 users each year, who will inject almost \$1.4 million into the local economy ... For backpackers particularly, this project has the potential to change visiting patterns from predominantly day trips to overnight and longer stays.” (Brumby media release, 2006) | <ul style="list-style-type: none"> Potentially an important regional trail linking important tourist /residential destinations and with possible loop via 22 km Mahogany Trailalong coast. Projected 60,000 users pa. |
| <p>Hamilton – Coleraine Rail Trail (proposed)
 Basic information on websites including Railtrails Australia. Also Hamilton-Coleraine Rail Reserve Environmental Audit and Revised Management Plan, CoM, 2005</p> | <ul style="list-style-type: none"> 34 km proposed trail through farmland and bush. Rail reserve has area of 170 ha. Hamilton moderately popular tourist town, Coleraine quiet. Trail close to scenic Wannon Falls. River red gums and some significant vegetation along route. Some can be walked though ballast still onsite. Planning of route undertaken. | <p>Proposed trail.
 Limited potential as regional trail. May have role as local trail with potential for some tourist use.</p> |
| <p>C: Information on other trails/links</p> | | |
| <p>Barwon River cycling/walking trail,</p> | <ul style="list-style-type: none"> 18 km loop trail upstream along both sides of the Barwon River in Geelong. Also links to trails north and south of | <ul style="list-style-type: none"> Trail servicing residential areas. May rate as regional trail. |

| | | |
|---|--|--|
| <p>Geelong
Basic information on CoGG website including Barwon River Cycling Map</p> | <p>Barwon.</p> | |
| <p>Geelong trail links: Bicycle Victoria website > Change the World > Regional Routes > 1. Regional Routes</p> | <ul style="list-style-type: none"> In 2007 the Labor Party promised \$3.5 million to link the Bellarine, Barwon and Bay Trails. This project will link three of Geelong's best trails and will significantly increase the number of people riding bikes for recreation and transport. | <ul style="list-style-type: none"> Support for linking major trails through Geelong |
| <p>Barwon River Parklands Update (on Parkweb), 2008. See also COGG Cycle Strategy (above).</p> | <ul style="list-style-type: none"> Proposed development of a shared use trail route from Geelong to Barwon Heads. The designated on road bicycle route from Ocean Grove to Drysdale could create a large circular route accessing all the major towns on the Bellarine Peninsula. | <ul style="list-style-type: none"> Proposal for major Geelong – Barwon Heads trail with on-road link to Bellarine Rail Trail. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|---|
| <p>Surf Coast Walk
 <i>Basic information on range of websites.</i>
 <i>Details on Surf Coast Shire Council site:</i>
 Surf Coast Walk Feasibility Study, <i>Insight Leisure Planning, 2008</i></p> | <ul style="list-style-type: none"> • The original Surf Coast Walk (SCW) from Jan Juc to Moggs Creek was developed in 1987. The walk route passes through a range of coastal, bushland and urban environments but is of variable standard. • A Working Group (comprising the Great Ocean Road Coast Committee, Surf Coast Shire Council, Surf Coast Tourism, DSE, Parks Victoria, Alcoa and ANGAIR) came together in 2006 to achieve a continuous coastal trail. The Group established a vision that the SCW may become "one of Victoria's and Australia's iconic walking trails." • 66 kilometres of the SCW already exists. 24 kilometres of additional or new path/trail sections are proposed to achieve a continuous coastal trail, inclusive of on-beach sections. A further 24 kilometres has been identified as possible alternative route options, some including dual use (walking and mountain bikes) which may form loop options. • Link to Barwon Coast trail (NE from Torquay and Breamlea) proposed. (Detailed maps included in report.) • Claimed that the SCW generates an estimated \$7 million of direct annual expenditure from tourists. | <ul style="list-style-type: none"> • Major walk in key tourist/part residential area with opportunities documented to extend and upgrade track, link to Barwon Coast Trail, and extend marketing. • Key agencies involved. Funding sources identified. Cost ~ \$1.5m. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|--|
| <p>Great Ocean Walk
Basic information on websites including Greatoceanwalk, Visitvictoria, Parkweb</p> | <ul style="list-style-type: none"> Major 91 km walk from Apollo Bay to Glenample Homestead, near Twelve Apostles. Incorporates striking scenic coastal scenery and bushland in National Parks. Options to walk short or long sections and camp or stay in nearby accommodation. Serviced by licensed tour operators. | <ul style="list-style-type: none"> One of the major walks in western Victoria. Future improvements currently under review. Probably of state significance, potentially national significance. |
| <p>Great South West Walk Basic
information on websites including Greatsouthwestwalk, Visitvictoria, John Chapman, Parks Vic etc</p> | <ul style="list-style-type: none"> Major long distance loop walk starting at Portland (or other access points). 250 km track in 17 sections from 8 to 21 km long. 16 campsites provided. Overall time 14 days. Provides access to river, coastal and forest scenery and wildlife. Developed since early 1980s. Track graded easy/medium. 'Many visitors combine canoeing (on the Glenelg River) and walking. It is one of the best canoe trips in Australia.' | <ul style="list-style-type: none"> Major long distance walking track with good road access, though not directly from popular Great Ocean Road. Starts at popular town – Portland. Range of accommodation provided. Lower section of Glenelg River used by canoeists. |
| <p>You Yangs Regional Park Mountain Bike Trails
Information on PV website. See also Getting Dirty (leaflet) DSE, PV</p> | <ul style="list-style-type: none"> 50 km of trails developed in park. Strong volunteer involvement. Very popular site for mountain biking. | <ul style="list-style-type: none"> Popular trail bike area with high level of use. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|--|---|
| <p>Forrest Mountain Bike Trails and other proposed trails
 Information on Colac Otway SC website.
 See also <i>Getting Dirty</i> (leaflet) DSE, PV and Rideforrest.com.au website</p> | <ul style="list-style-type: none"> DSE has constructed high quality mountain bike trails in and around the township of Forrest. The trails provide an alternative recreational use within the new Otway Forest Park. Currently 15 trails totalling over 50 km. The trail network includes both dedicated mountain bike single track and shared use trails. "By the year 2017, the Otways and the Coast region will become recognised and valued as one of the best places in the world to walk. The future potential trails in Colac Otway include: <ul style="list-style-type: none"> - Forrest – Birregurra Tiger Rail Trail - Along the Lake Colac foreshore - Beech Forest to Triplet Falls via the Otway Fly. The master planning project will also scope new options associated with trails within the region such as accommodation, other recreation activity options and the economic opportunities associated with these activities" | <ul style="list-style-type: none"> Forrest is an important regional MTB hub Proposed trail projects to be reviewed. |
| <p>Warrnambool tracks and trails. Basic information on tracks around Warrnambool on WCC website and Recreation Plan, and SW Barwon RT Master Plan, WCC, 2008</p> | <ul style="list-style-type: none"> Several walks in/near Warrnambool: Foreshore Promenade is a 5.7 km track from the Breakwater along the coastline to the Whale Nursery at Logans Beach. You can walk, run, ride or skate. Track and trail improvements highest priority action. Lists various trails for upgrade/extension. Includes Mahogany Trail and Pt Fairy-Warrnambool Rail Trail (Rec Plan) Master plan lists future trails: Mahogany Trail including link to new Rail Trail, 16 km Merri River Trail, and 10 km link from Promenade to Lake Gilliear to the east. | <ul style="list-style-type: none"> Trails in/around Warrnambool may be part of regional trails network when links achieved. |

| Trail/Document | Summary | Relevance to the Current Project |
|---|--|---|
| <p>Gleneig tracks and trails. Information on council website, Open Space Plan, 2007 (on website):</p> | <ul style="list-style-type: none"> • Little information on trails on website other than Great South West Walk. • Open Space Plan provides very little information on trails. Potential to develop unused railway lines identified. | <ul style="list-style-type: none"> • Great South West Walk appears to be only significant trail in municipality. |
| <p>Southern Grampians website: <i>Cycling/trails Leisure Services Strategic Plan, Stratcorp for SGSC, 2006</i></p> | <ul style="list-style-type: none"> • Several rides listed, mostly on-road. • Trails around Hamilton discussed in Leisure plan. Largely local except for Volcanoes Trail and Grampians walks. | <ul style="list-style-type: none"> • Volcanoes Trail and Grampians walks appear to be main trails in municipality. |
| <p>Mt Eccles NP/Budj Bim walks.
<i>Parkweb>Mt Eccles> NP parknotes</i></p> | <ul style="list-style-type: none"> • Several short walks in NP and guided tours in associated Budj Bim National Heritage Landscape. | <ul style="list-style-type: none"> • Scenic/heritage walks – unlikely to be classed as regional trails. |
| <p>The Golden Trail:
<i>www.thegoldtrail.com</i></p> | <ul style="list-style-type: none"> • Proposed long distance cycling/walking trail from Robe to Bendigo. Passes through Casterton, Coleraine and Dunkeld. • Appears to be on-road. | <ul style="list-style-type: none"> • Appears to be on-road trail at early stage of development. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|---|--|
| D: Information on Drives | | |
| Great Ocean Road.
<i>Numerous websites</i> | <ul style="list-style-type: none"> Scenic route of national and possibly international significance. Provides access to a range of walking and cycling trails. | <ul style="list-style-type: none"> Beyond scope of study? Primarily a driving and sightseeing experience. National rather than regional significance? |
| Discovery Coast Historic Shipwreck Trail
<i>Information on Heritage Vic website.</i> | <ul style="list-style-type: none"> Trail established from 1990 along west coast. Based on 2 leaflets and series of 21 on-site interpretive plaques on roadsides. Also associated underwater discovery trail (booklet available). Extending for 110 km along the Great Ocean Road from Moonlight Head (near Princetown) to Port Fairy, the trail incorporate 25 shipwrecks marked by road signs and information plaques. A high standard of fitness/experience is required to complete the whole walk (Warrnambool City Council website). Review of trail proposed in Glenelg Tourism Plan, 2005. | <ul style="list-style-type: none"> Primarily a driving and sightseeing experience. Unclear whether many visitors use as a trail or just read some of the signs while touring. Check level of use by walkers. |
| William Buckley Discovery Trail.
<i>Trail brochure, ND</i> | <ul style="list-style-type: none"> Driving trail incorporating 19 interpretive signs at some of the sites – from Bellarine Peninsula towards Colac – where William Buckley is believed to have travelled/lived after escaping from a Sorrento convict settlement in 1803. Opened in 2000. Only summary info on web. Trail brochure available. | <ul style="list-style-type: none"> Unclear whether many visitors use as a trail or just read some of the signs while touring. Review status/value. |

| Trail/Document | Summary | Relevance to the Current Project |
|--|--|---|
| <p>Volcanoes Discovery Trail. <i>Trail Brochure, Volcanoes Discovery Trail Committee, Ca 2007, websites</i></p> | <ul style="list-style-type: none"> • Driving 'routes' between Colac and Millicent (SA) providing access to range of volcanic sites with viewing points and/or short walks. Includes 4 regional precincts. Long distances between some sites. • Marketing proposed in Glenelg Tourism Plan, 2005. • Basic information on Sthn Grampians Shire Council website (but no map or directions) | <ul style="list-style-type: none"> • Unclear whether many visitors use as a trail or just see some of the sites while touring. • Opportunity to enhance/modify when new Geopark for region developed. |
| <p>Major Mitchell Trail
<i>Limited information on web.</i></p> | <ul style="list-style-type: none"> • Trail largely on-road – following approx route of Mitchell (check). • Review of trail proposed in Glenelg Tourism Plan, 2005. • Guidebook out of print. | <ul style="list-style-type: none"> • Not maintained. Some signs remain. |

ATTACHMENT 3
TRAIL SELECTION CRITERIA

| NO. | REGIONAL TRAIL DEVELOPMENT PRINCIPLES | REGIONAL TRAIL SELECTION CRITERIA |
|-----|--|--|
| 1. | Regional recreational trails should be sustainably developed, promoted and managed based on an understanding of sound environmental management to ensure protection of the values of the region | <p><i>1.1 Regional trails will be sustainable.</i></p> <p>The potential impacts of regional trails should be identified and where possible, measures indicated as to how to avoid, mitigate, reduce or remove any adverse impacts on the region's values.</p> <p>Priority should be given to trails that:</p> <ul style="list-style-type: none"> • can demonstrate that they will not impact adversely on natural, cultural, social and other land use or recreational values • provide opportunities to improve environmental conditions (e.g. alternative transport, reducing use pressure on trails in more sensitive locations or upgrading will resolve /repair existing degradation) |
| 2. | Regional recreational trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience of the natural, cultural and landscape values of the region | <p><i>2.1 Regional trails should be easily accessible to the local community and visitors to the region.</i></p> <p>Regional trails should:</p> <ul style="list-style-type: none"> • attract and cater for a high number of users • be located within or close to urban centres and towns with good connections to existing roads, trails, public transport services and open space • provide cross-urban/town links to other major recreational trails, open spaces and community facilities • create new or multiple opportunities that fit with use of the existing trail network • have multiple access points |
| 2. | Regional recreational trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience (Continued) | <p><i>2.2 Regional trails will provide quality experiences for users providing access to distinctive regional landscapes, and where appropriate should include support facilities, signage and interpretation.</i></p> <p>Consideration will be given to trails that:</p> <ul style="list-style-type: none"> • attract interest and thus higher participation from the local community and potentially visitors to that community • allow levels of risk and challenge to be appropriately managed without affecting the user experience • avoid duplication of other similar trail experiences in the area • have existing facilities that can be utilised or the potential exists to provide facilities in suitable locations in the future • provide opportunities for thematic interpretation, art or innovative construction techniques and features that add to the experience • conform with existing recognised standards e.g. AS2156 Walking Standards, IMBA standards for mountain bikes, Austroad guidelines for cycle and shared paths, and equestrian standards (Horse SA) (see attached) |

| NO. | REGIONAL TRAIL DEVELOPMENT PRINCIPLES | REGIONAL TRAIL SELECTION CRITERIA |
|-----|--|---|
| | | <p><i>2.3 Regional trails will have potential for improving local economic activity.</i></p> <p>Preference should be given to regional trails that can demonstrate direct and indirect economic benefits back to the local community. e.g. complement the experiences provided by other attractions in the region e.g. National Parks and heritage sites, increased sale of local goods and services, nature based tourism, events, encouragement of longer visitor stays, or linkages to existing settlements or commercial products.</p> |
| 3. | There should be sufficient capacity within government, the community and industry to sustainably manage develop, promote and manage the regional trail | <p><i>3.1 Regional trails will be feasible to develop, manage and maintain.</i></p> <p>Given the increasing costs of constructing, managing and maintaining trails, it is important that available resources be directed to those regional trails that are within the capacity of the community to build and maintain.</p> <p>Consideration should be given to:</p> <ul style="list-style-type: none"> • determining the funds required for implementation of the regional trail • determining the ongoing costs of maintenance and long-term management responsibility • investigating the scope for partnership arrangements throughout the construction, funding management and maintenance process • identifying the benefits of the trail to the trail manager e.g. community recognition of trail facilities and experiences provided |
| 3. | There should be sufficient capacity within government, the community and industry to sustainably manage develop, promote and manage the regional trail (Continued) | <p><i>3.2 Regional trails will have the support of the landowner/s and/or manager/s of the land or water where the trail is located.</i></p> <p>Support of landowner or manager is critical to the success of a regional trail.</p> <p>Priority should be given to trails that utilise public land and/or where secure access and management arrangements can be negotiated with private landowners, such as legal, public rights of way, purchase of land by a management authority, long term lease, or covenants</p> <p><i>3.3 Regional trails should meet identified community need and will have the support of the general community.</i></p> <p>Trail development should be based on identified community need (i.e. demonstrated demand/need rather than want).</p> <p>Regional trails should:</p> <ul style="list-style-type: none"> • have the potential to provide a range of lifestyle benefits (e.g. improved health, enhanced visitor experiences, improved access, greater choice for physical activity) to the local community • have the potential to provide opportunities for a range of abilities, ages and socio-economic groups • be designed so as to form circuits, loops or segments to provide a variety of possibilities for day and/or regular users |

| NO. | REGIONAL TRAIL DEVELOPMENT PRINCIPLES | REGIONAL TRAIL SELECTION CRITERIA |
|-----|---|---|
| 4. | The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle | <p><i>4.1 Regional trails will have the potential to cater for multiple use where possible.</i></p> <p>Whilst there will continue to be a need for single purpose trails given location/land tenure/use, preference should be given to regional trails that may have potential to meet other recreational needs of the wider community.</p> |
| 4. | <p>The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle.</p> <p>(Continued)</p> | <p><i>4.2 Regional trails will provide opportunities for associated benefits.</i></p> <p>Preference should be given to those trails that:</p> <ul style="list-style-type: none"> • have the potential for the development of associated commercial products • increase the options for improving alternative transport via linkages with trails, roads and paths, reducing fossil fuel consumption, and air and noise pollution in both urban and rural areas • health and wellbeing benefits for regular users (e.g. sections of a regional trail may provide loops or circuits for fitness training and dog walking) |

ATTACHMENT 4

RECOMMENDED REGIONAL TRAILS

The following attachment reviews each of the 13 selected regional trails (Section 3.5.1) under the headings of:

- their location and description;
- their current trail management responsibilities;
- existing trails and infrastructure (supply);
- needs assessment (demand);
- potential trail development opportunities;
- trail development issues;
- an assessment of potential impacts – social, economic and environmental;
- any opportunities for private sector investment;
- any potential partnership opportunities; and
- recommended actions for trail enhancement (see also Section 5.7) .

Note that the order of presentation does not imply an order of strategic importance or a priority of one walk over another.

Great Ocean Walk

LOCATION AND DESCRIPTION

- The Great Ocean Walk (GOW) extends 104km along the southern coastline of Victoria, from Apollo Bay in the east and finishing near the historic Glenample Homestead in the west
- The GOW traverses rugged coastal cliffs, beaches, tall eucalypt forest, as well as utilising a number of inland vehicle management tracks
- The GOW is primarily a single use (bushwalking) experience, with mountain biking possible on the inland vehicle management tracks
- The track has been operating as a public and commercial walking experience since January 2006
- Completion of the entire trail is based around an 8 day/7 nights experience, however, the track can be walked in sections, with the option of staying in off-track accommodation
- Funding has been recently secured to complete the trail to the Twelve Apostles, with potential for further extensions in the future

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The GOW has been planned, developed and managed by Parks Victoria
- Parks Victoria work in partnership with a number of licensed walk tour operators, accommodation providers, and service providers to provide value adding and a range of possible experience options
- Conservation Volunteers Australia and Green Corp have also been involved in on-track works, under the direction of Parks Victoria

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- The GOW is comprised of 5% beach walking, 53% constructed walking tracks, 13% management vehicle only tracks and 29% other vehicle tracks, and starts in the town of Apollo Bay
- The route involves beach walking, some sections of which are difficult to navigate during high tides and rough weather (these sections are currently managed through a 'decision point' process, with walkers required to decide between the coastal route a safer inland alternative)
- On-track infrastructure includes: 7 walk-in campsites with three-sided communal shelters with rain water tanks, composting toilets, tent pads and cooking platforms (total capacity of 170 people), 4 drive in campsites, and basic information panels
- There are a number of access points onto the GOW from the Great Ocean Road, allowing walkers to segment the track
- A range of off-track private accommodation options are within proximity to the track, facility 'step on off'
- A local operators also provides shuttle transport along the route (must be pre-arranged)

NEEDS ANALYSIS (DEMAND)

- It is estimated that the GOW attracted approximately 44,000 people, walking various sections of the track, in 2007⁵²
- Increasing popularity of the GOW is placing pressure on existing campsites - there is a very high demand for both walk-in and drive-in campsites throughout the summer months
- The need for alternative loop trails and campsites (e.g. elsewhere in the Great Otway National Park or Otway Forest Park) to cater for the significant school group market, and for local/regional use
- The Great Ocean Road is the most popular touring routes in Australia, and attracts high numbers of visitors, including those from within the State and the region
- Some sections are particularly popular with local/regional residents (including drive-in campsites)
- Potential need for improved conditions for day walkers (e.g. parking or shuttle services), and for shared use trails

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Enhancing the regional use opportunities (e.g. short walks) through improved pedestrian access from Apollo Bay, and improved parking or summer shuttle service
- Development of alternative loop trail/s elsewhere in the nearby Great Otway National Park or Otway Forest Park, to cater for larger groups and

⁵² Parks Victoria (2008) *Great Ocean Walk Pedestrian Monitoring Project*, Victoria

other day users (loop trails may be shared and provide opportunities for mountain biking and horse riding)

- Investigating the way in which alternative loop trails could be linked to Apollo Bay, and provide a 'taste' of the GOW
- Investigating the potential for the development of an iconic loop walk associated with the Twelve Apostles site

TRAIL DEVELOPMENT ISSUES

- There is a lack of shorter loop trail opportunities associated with the GOW, with linkages to Apollo Bay, and opportunities for shared use and/or bike and horse use
- Undertaking a day segment of the walk requires visitors to car shuffle or return back via the same route
- There is a lack of day facilities associated with the GOW (e.g. facilities are spaced to cater for longer distance walkers and campers)
- Access onto the GOW from within the town of Apollo Bay is poor (e.g. difficult to follow, and involves walking along road sides), and does not offer a good experience for day users
- The GOW does not currently finish at the iconic Twelve Apostles, and therefore, day visitors have limited exposure to the GOW
- Conflict between independent walkers and larger groups does occur

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|--|---|
| Environmental | <ul style="list-style-type: none"> development of alternative day use loops in the Great Otway National Park/Forest Park hinterland may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) in the area provision of improved trail opportunities for day users (including local residents) may result in a minimisation of illegal or informal trail use and construction (particularly in relation to mountain biking) improvements to the first section of the GOW – within Apollo Bay, would enhance pedestrian and cycling commuting within the town, and contribute to encouraging non-motorised transport | <ul style="list-style-type: none"> potential for adverse impact on environmental and cultural values, including the potential for the spread of weeds and plant diseases via walking boots and bike tyres, modification of vegetation potential impacts associated with increased visitation (e.g. the need to ensure that facilities and trail construction is suitable for the level of use) |
| Social | <ul style="list-style-type: none"> enhancement of the start of the GOW, and the development of alternative loops will improve opportunities for recreational walking/cycling within close proximity to Apollo Bay, and a broader range of trail users (e.g. for mountain bikers/cyclists, and potentially horse riders) aid in raising the profile of informal recreation within the LGA and the region the provision of alternative loops separate from the GOW will minimise user conflict, ensuring that visitors have the best possible experience alternative loop trails in the area will also take some of the visitation pressure off the GOW, with potential benefits for management and maintenance, and the experience of overnight walkers | <ul style="list-style-type: none"> considered to be limited adverse social impacts with the enhancement of day visitation to the Great Otway National Park the potential for user conflict resulting from shared use on hinterland trails may have to be addressed (e.g. horses and bikes don't necessarily mix well together on a trail, as walkers and mountain bikes don't on narrow, down hill trail sections) enhancing day use of the GOW, through transport services etc, may place extra pressure on the GOW, with implications for management and overnight walker experience |

| | Potential Benefits | Potential Implications |
|-----------------|---|---|
| Economic | <ul style="list-style-type: none"> • trail upgrade and promotion of day use activities may attract further private investment • increase spend on local goods and services associated with both day and overnight usage – may encourage longer stays or repeat visitation from those within the region (particularly for visitors passing through Apollo Bay) • provision of alternative opportunities in the hinterland may result in a rationalisation of maintenance on the GOW and associated campsites, and potentially increase revenue from campsites (e.g. higher number of smaller groups) • new group campsites in the hinterland may provide another source of revenue | <ul style="list-style-type: none"> • development of alternative loop trails and campsites in the hinterland will create an ongoing maintenance responsibility for Parks Victoria, with economic implications |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- There is the potential for further development of commercial day tours (walking, mountain biking and horse riding), utilising proposed loop trails in the Great Otway National Park
- These trails, and associated campsites and facilities could also provide opportunities for skills camps, retreats etc
- Loop trails in the hinterland, combined with selected sections of the GOW in the off peak season, may be suitable for adventure competition, as already occurs in the area (e.g. the Otway Odyssey)

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Potential partnership between Parks Victoria and the Colac Otway Shire Council, to improve the first section of the GOW, through Apollo Bay (this may also include working with a private developer in the event that the Apollo Bay marina is to be redeveloped)
- Parks Victoria may seek to form partnership/s with local/regional environmental or recreational organisations, to contribute management and maintenance responsibilities (e.g. 'friends' groups)
- There are further opportunities to work with volunteer organizations, including those engaged in volunteer tourism, as a source of labour, track presence or to undertake research

KEY RECOMMENDATIONS

- Implement the *GOW Strategic Directions Plan 2008-2014* recently prepared by Parks Victoria
- Investigate the possibility of developing day use loop trails within the Great Otway National Park/Forest Park hinterland, to cater for larger groups (e.g. schools), and day visitation (e.g. the 'Wild Dog' spur area)

and a loop including the first section of the GOW and looping back to Apollo Bay, are possibilities to be considered)

- Investigate the potential for shared use of loop trails, providing enhanced opportunities for a range of recreational user groups (e.g. mountain bikes/cyclists, horse riders)
- Investigate the options for improving the start of the GOW, to facilitate use by day visitors and local residents, and enhance the experience for overnight GOW walkers (the potential to realign the trail with the foreshore should be explored, particularly in the event that the Apollo Bay marina is to be redeveloped)
- Investigate the potential for the development of an iconic loop walk associated with the Twelve Apostles site
- Upgrade priority vehicle access points to trailheads to cater for day use, and provide improved access for 'step-on-off' overnight walkers
- Investigate the potential to connect the GOW with Port Campbell via the Coast to Crater Rail Trail

Surf Coast Walk

LOCATION AND DESCRIPTION

- Original trail constructed between Jan Juc and Moggs Creek in 1987
- Current trail is approximately 66km in length, extending primarily along the foreshore from Torquay to Jan Juc, Anglesea, Aireys Inlet, Fairhaven and Moggs Creek (some inland sections exist north of Anglesea in the Eumeralla Scout Club area, and south between Anglesea and Aireys inlet), in various states of repair, and with missing links
- Some sections of the existing route are not currently branded as the Surf Coast Walk
- Whilst it is possible to walk to Anglesea, the trail becomes fragmented and in need of upgrade in places
- The trail traverses a range of landscapes, including coastal heathland, bushland, towns and smaller settlements, as well as iconic destinations such as Bells Beach
- The trail is currently promoted as a walking trail only, however recent upgrades have been constructed to a shared trail standard and are used by cyclists, including commercial MTB operators (particularly between Torquay and Bells Beach)
- A range of promotional material exists, including basic maps (the Surf Coast Official Touring Map), Surf Coast Walk track notes (available from the Torquay and Lorne Visitor Information Centres and websites)
- Surf Coast Shire Council are producing a new brochure specifically for the trail, which will be available this summer (including trail realignments and updated information)

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Crown Land, managed by the Great Ocean Road Coast Committee, Parks Victoria and/or DSE, and the Surf Coast Shire Council (majority of land is managed by the first two agencies)
- Smaller sections of the trail are on Crown Land leased by Alcoa, as well as land privately owned by Alcoa
- Each land manager has responsibility for the maintenance of the section of trail within their tenure area
- Recently completed feasibility study was a joint project, funded by all the land managers (Agency Working Group)

- Agency Working Group will continue to work together to oversee the implementation of the project

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- See 'Location and Description' above for overview of existing trail
- 24km of new trail identified for construction (including on beach sections)
- Further 24km of potential alternative trail identified, intended to provide inland alternatives and loops
- Route beyond Anglesea is less well-defined and includes significant sections of inland walking to reach Moggs Creek
- Route is undeveloped between Moggs Creek and Lorne
- Infrastructure associated with the trail includes look-outs, car parking, toilets (at Torquay, Bells Beach, Point Addis, Anglesea, Aireys Inlet/Fairhaven and Moggs Creek), and caravan parks/campgrounds within the towns and settlements

NEEDS ANALYSIS (DEMAND)

- An estimated ~80,000 people use the Surf Coast Walk per year (~42,000 day trippers, ~29,000 domestic overnight visitors and ~11,000 international visitors)⁵³
- The school camp market are estimated to be ~80,000 bed nights per year⁵⁴
- Increasing MTB use, which is becoming a legitimate user group
- The Surf Coast / Great Ocean Road has very high visitation, particularly in summer, and the trail provides opportunities for a wide range of users including families
- Significant increase in the popularity of informal (trail-based) recreation across Australia
- Staff at the Torquay Visitor Information Centre indicated that visitors regularly request information about cycling and walking options in the area, and in particular about the Surf Coast Walk

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- *Surf Coast Walk Feasibility Study* indicates that the development of a route from one end of the Local Government Area to the other – from Bremllea north of Torquay, to the Cumberland River south of Lorne, is feasible (intend to also develop a branding and marketing strategy)
- Alternative inland sections will provide different experiences and circuit opportunities, and be suitable for shared use
- Much of the proposed route already exists as far as Anglesea, although some realignments and upgrades are required
- Potential for further use by commercial operators (a commercial MTB operator and a walking operator already have permits to undertake tours on sections of the trail), providing a source of management revenue for the land managers for trail/foreshore management
- Opportunities for promoting 'walk and stay' and 'step on off' packages in partnership with surrounding accommodation places and tour operators based out of the towns along the route
- Potential to develop walk-in campsites along the length of the trail

⁵³ Insight Leisure Planning (2008) *Surf Coast Walk Feasibility Study*, Victoria, Australia. The figures are based on National and International Visitor Surveys in the absence of specific trail use data.

⁵⁴ *Ibid.*

- Intention to upgrade the walk to be a shared trail (some sections may not be appropriate) will provide a safer alternative to cycling the GOR for less experienced cyclists
- Potential to link in with independent and/or guided activities in the Anglesea Heath area (already commercial tour guide operating in this area)

TRAIL DEVELOPMENT ISSUES

- Poor on-trail signage/trail markers along sections (range of existing signage) – difficult to follow in places
- The Surf Coast Walk brand is not well developed/communicated
- Lack of distinct trailheads in places (e.g. with maps, distances, difficulty)
- Existing collateral is out of date, and does not adequately describe some sections of the route

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|--|--|
| Environmental | <ul style="list-style-type: none"> • trail upgrades may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) • sections may provide alternative transport routes between coastal towns and settlements | <ul style="list-style-type: none"> • potential for adverse impact on environmental and cultural values along the length of the route (e.g. coastal soil erosion resulting from poor construction techniques) – high conservation values, including threatened flora and fauna are known to occur in the Anglesea Heath area • potential modification to significant coastal geological features • potential for spread of weeds and plant diseases on walking boots and bike tyres (e.g. coastal heath communities are particularly susceptible to <i>Phytophthora cinnamomi</i>) |

| | Potential Benefits | Potential Implications |
|-----------------|--|--|
| Social | <ul style="list-style-type: none"> improved opportunities for recreational walking/cycling within and close to coastal towns within the LGA, benefiting local residents as well as visitors upgraded trail sections will provide improved opportunities for a wider range of user groups (e.g. cyclists and mountain bikers) increased use can improve passive surveillance, and minimise vandalism aid in raising the profile of informal recreation within the LGA and the region | <ul style="list-style-type: none"> considered to be limited adverse social impacts with existing trail and proposed upgrades |
| Economic | <ul style="list-style-type: none"> estimated that the Surf Coast Walk generates ~ \$6.99 million per year of direct annual expenditure from tourists⁵⁵, and 22 full and part time jobs the planned upgrades and increased promotion of the walk estimated to increase the annual economic benefit to ~ \$10.34 million within 5 years, and 42 jobs within the LGA⁵⁶ increase spend on local goods and services associated with both day and overnight usage – may encourage longer stays or repeat visitation access to high quality sections of the trail may provide a catalyst for increased property prices trail upgrade and promotion may attract further private investment (e.g. commercial tour operators), which in turn facilitates trail management and maintenance – self-sustaining asset | <ul style="list-style-type: none"> continued cost of management maintenance required to maintain a high standard may prove to be a financial burden for land managers (particularly the Great Ocean Road Coast Committee and Parks Victoria/DSE, who manage the majority of the land) |

⁵⁵ Insight Leisure Planning (2008) *Surf Coast Walk Feasibility Study*, Victoria, Australia

⁵⁶ *Ibid*

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Upgrade, and development of new trail sections will provide further opportunity for the development of associated tourism products, including accommodation, food and beverage, transport services, guided tours

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Existing Agency Working Group is considered to work well – all participating land managers are committed to developing the Surf Coast Walk along the length of the LGA
- There may be future need and opportunity to work in closer partnership with private operators (e.g. in relation to maintenance and marketing)

KEY RECOMMENDATIONS

- Continue to work in partnership to improve and manage the Surf Coast Walk, via the existing agency working group
- Implement the recommendations of the *Surf Coast Walk Feasibility Study*
- Investigate the potential of appointing a dedicated Surf Coast Walk staff person, as recommended in the *Surf Coast Walk Feasibility Study*, to facilitate the implementation of the Study, general day-to-day management, and coordinate between the partner agencies
- Prepare and implement a thematic interpretation strategy
- Upgrade/realign/construct the following sections of trail:
 1. Bells Beach to Anglesea
 2. Anglesea to Aireys Inlet
 3. Aireys Inlet to Lorne
- Continue to upgrade the remainder of the trail, as funding becomes available
- Upgrade printed and electronic promotional material (e.g. trail maps and notes, to reflect current trail conditions, and ensure Visitor Information Centre staff are aware of upgrades and current trail conditions)
- Upgrade directional signage and trail markers
- Install and/or upgrade trailheads at key locations along the trail, including within towns and settlements, major junctions or popular visitor locations (e.g. Bells Beach)
- Prepare a branding and marketing strategy (including guidance relating to trail signage)
- Prepare and implement a thematic interpretation strategy
- Continue to seek funding to implement the recommendations of the Surf Coast Walk Feasibility Study (e.g. from within partner agencies, and via external grant programs)

Coast to Crater Rail Trail

LOCATION AND DESCRIPTION

- 34 km trail from Camperdown to Timboon, 190 km south west of Melbourne
- Follows route of former timber, goods and passenger railway, passing through attractive forest and farmland - mostly flat to undulating grade with steep on-road section near Lake Bullen Merri (providing panoramic views), revegetated corridor in north section

- Includes on-road section of about 8 km south from Camperdown Railway Station
- Some forest sections are narrow and railway tracks and sleepers are still in place near Timboon. Gates across trail have to be opened in places
- Historic timber bridge restoration underway at Curdies River

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Managed by hard working Rail Trail CoM, which has local support and small revenue stream from stock crossing fees and agistment
- Community-based Friends group provides some support
- Corangamite SC has not provided ongoing maintenance support in the past - new policy being developed

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Trail funding includes BHP Billiton (~\$40,000 for report and \$160,000 for trail), Small Towns grant (\$250,000), DSE and Heritage Victoria (\$300,000 for bridge restoration), local industry (~ \$30,000), gas companies/Landcare (~\$25,000) + small council grants. Total capital cost ~ \$750,000 + volunteer time
- Little trailhead signage/facilities at present, off road trail rather rough in places, with coarse scoria and grass cover (reflects limited resources available to committee)
- Facilities available in Camperdown, Cobden and Timboon.
- New whiskey distillery/Café adjacent to trail at Timboon
- Few facilities along trail; signage incomplete

NEEDS ANALYSIS (DEMAND)

- Current level of use not known - Timboon section attracts moderate local use
- Demand likely to increase as trail improves and becomes better known
- Opportunities to promote use of train from Melbourne to start trail from Camperdown

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Construct incomplete sections to high standard, improve trail surfaces, complete signage
- Develop and implement an ongoing, funded maintenance program
- Improve safety of on-road sections near Camperdown
- Improve links to Cobden facilities, define trail through golf course
- Develop on-road links to Old Beechy Rail Trail
- Consider proposed extensions to Pt Campbell and Princetown

TRAIL DEVELOPMENT ISSUES

- Replacement of on-road sections near Camperdown difficult – limited public land
- Additional funding needed to complete, enhance and maintain trail

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|---|--|
| Environmental | <ul style="list-style-type: none"> improved access for vegetation management, particularly weed control and planting programs enhanced biodiversity values enhanced community appreciation of natural and cultural values increased community support for protection of values. | <ul style="list-style-type: none"> little adverse impact on existing values. |
| Social | <ul style="list-style-type: none"> increased social activities and community involvement in trail and associated activities. strengthened communities, particularly in towns on trail – Camperdown, Cobden and Timboon | <ul style="list-style-type: none"> No adverse social impacts. |
| Economic | <ul style="list-style-type: none"> economic benefit for businesses, e.g. cafes, shops, MTB tour operators, near trail | <ul style="list-style-type: none"> No adverse economic impacts with existing trail. |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Stores, cafes etc at Timboon could provide some support for trail
- Opportunities to provide stronger links to local attractions etc
- Ongoing opportunities for local industry to provide discounted services and materials
- Bike hire and tour operator opportunities including mountain bike rides and transfer service Timboon-Camperdown

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- LGA/CoM/Friends partnership to upgrade and maintain trail
- Landcare partnership to assist with revegetation
- Ongoing support from local businesses, e.g. discounted gravel supply

KEY RECOMMENDATIONS

- Review role of Corangamite SC in trail development and management
- Prepare a trail development and management plan
- Upgrade existing trail surface to consistent standard
- Develop trail head facilities, complete signage
- Improve trail links into Cobden
- Complete sections north of Timboon
- Improve safety of off road trail sections near Camperdown, eg using line marking/road widening
- Develop/implement marketing/promotion program for trail - introduce interpretation and build on trail experience including volcanic landscapes and features in north and historic bridges and attractive forest in south
- Review proposed extension to Pt Campbell and Princetown

Old Beechy Rail Trail

LOCATION AND DESCRIPTION

- 46 km trail from Colac to Beech Forest, 150 km south west of Melbourne
- Follows route of former narrow gauge railway, passing through attractive forest and farmland. Undulating grade with some steep sections – trail climbs about 500 m from Gellibrand to Beech Forest
- Includes some on-road sections, particularly near Colac (~ 10 km) - some forest sections can be rough following logging activities

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Colac-Otway Shire Council undertakes most development and maintenance (cost ~\$30,000 pa, i.e. ~\$1000/km)
- Community-based committee of management (Section 86) provides advice, some facilities and promotion and contributes to planning
- Friends group assists with maintenance, facilities and planning
- Master plan prepared in 2001 - to be reviewed in-house in next 6 months

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Surface mostly gravel or compacted earth, approx. 2 m wide
- Cost about \$20,000/km to construct (base formation plus 50-70 mm gravel surface)
- Substantial steel bridge over Gellibrand River completed recently (State Govt funding ~\$400,000)
- Trail head displays/steel sculptures installed, and interpretive and orientation signs provided along route (signs cost ~\$100,000)
- Facilities available at Colac and Gellibrand (toilets, information, refreshments, pub at Beech Forest)
- Total cost of trail development estimated at \$1.2 million

NEEDS ANALYSIS (DEMAND)

- Current use estimated to be about 8000 pa. (PV survey)
- Demand likely to increase as trail improves and on-road sections are reduced
- On busy days, up to 100 people use the trail and stop at the store/café at Gellibrand - the local Caravan Park has also benefited
- Opportunities to promote use of train from Melbourne to start trail from Colac

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Complete section Dinmont to Beech Forest (LGA to undertake work shortly - \$130,000 funding committed)
- Increase off-road provision and integrate the rail trail with local trails in Colac
- Upgrade surfaces, particularly following logging activities
- Extend trail on road reserve to Ferguson and the Otway Fly, and eventually Crowes near Lavers Hill
- Link Beech Forest to Apollo Bay

TRAIL DEVELOPMENT IMPEDIMENTS AND CONSTRAINTS

- Replacement of on-road sections near Colac have been limited by private land ownership
- Some of the land along the trail is privately owned and could be impacted upon by logging/log trucks
- Proposed extension to Crowes may be adversely affected by proximity to the road
- Link to Apollo Bay considered too difficult to achieve (e.g. sections on-road, log trucks, DSE and PV do not support)

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|--|--|
| Environmental | <ul style="list-style-type: none"> • improved vegetation management, particularly weed control and planting programs • enhanced biodiversity values | <ul style="list-style-type: none"> • little adverse impact on existing values |
| Social | <ul style="list-style-type: none"> • increased social activities and community involvement in trail and associated activities • strengthened communities, particularly in small towns (e.g. Gellibrand and Beech Forest) | |
| Economic | <ul style="list-style-type: none"> • economic benefit for businesses (e.g. cafes, MTB tour operators, along trail and in Colac) • expanded facilities and increased business in towns along the trail | |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Stores, cafes and other service along route could provide some support for trail
- Ongoing opportunities for local industry to provide discounted services and materials
- Tour operator opportunities including mountain bike rides and transfer service Beech Forest to Colac

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- LGA/logging company partnership to upgrade trail following logging

KEY RECOMMENDATIONS

- Review/revise trail master plan (in line with the recommended Joint Trail Development and Management Plans)
- Prepare thematic interpretation strategy and marketing plan
- Complete section through to Beech Forrest
- Upgrade existing trail surface to consistent standard
- Continue ongoing maintenance of trail route
- Provide off road trail sections near Colac as opportunities arise

- Review proposed extension to Crowes in mid to long term

Bellarine Rail Trail

LOCATION AND DESCRIPTION

- Bellarine Peninsula, 75kms south-west of Melbourne, following former railway line route that connected Geelong to Queenscliff
- Bellarine Peninsula Tourist Railway operates between Queenscliff and Drysdale (every Tuesday, Thursday, Sunday, most public holidays with extra days over Easter and Christmas holidays)
- Shared trail available for cycling, jogging and walking along the whole length and horse riding allowed on section between South Geelong and Drysdale
- Traverses city suburbs, farmland and small rural and seaside towns
- Remnant vegetation and native re-vegetation program

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Bellarine Rail Trail Advisory Committee with representatives from DSE, Geelong Steam Preservation Society, CoGG, Friends of the Bellarine Rail Trail, Barwon Regional Bicycle Council, Geelong Field Naturalists, Barwon Landcare Group – four meetings per year with annual report to the CoGG
- Geelong to Drysdale is managed and maintained by the CoGG with the involvement of other stakeholders
- Drysdale to Queenscliff is managed and maintained by the Geelong Steam Preservation Society and Barwon Peninsula Tourist Railway
- Vegetation Management Plan prepared in 2005 and Bellarine Rail Trail Improvement Plan prepared in 2006

EXISTING TRAILS AND INFRASTRUCTURE

- 32.5km of 2.5m wide constructed trail with compacted fine gravel and some sections recently sealed near Geelong and Leopold
- Bellarine Peninsula Tourist Railway, restored railway station at Drysdale and visitor services (including parking, toilets, food and beverage, bike hire, information)
- Planned sealing of the trail from South Geelong to Leopold to improve access by wider range of community (e.g. wheelchair, prams) and reduce maintenance costs in the longer term given expected higher use
- Stations Project – positioning new structures at the original railway station locations e.g. Christie Road – car park, toilet, picnic table, drinking water, interpretation/information and landscaping
- Regular ferry service from Sorrento Pier to Queenscliff and V/Line service to South Geelong

NEEDS ANALYSIS

- A well recognized and popular rail trail in Victoria
- No surveys of user numbers but expect/observe high use of rail trail near residential areas and over weekends

- Attractive to families as recreational trail close to home for regular use and enjoyment
- Potential as bike commuting option from Leopold, Moolap and South Geelong areas into Geelong
- Attracts users from outside CoGG for day rides and two day rides
- Horse riders have indicated interest in being able to use the Drysdale to Queenscliff section (currently prohibited based on risk concerns with the tourist railway)

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Further sealing of the trail to increase accessibility for shared use and especially as alternative transport link
- Safety upgrades – CoGG looking at traffic management requirements on roads crossed and connecting to rail trail
- High priority to achieve accessible and safe connection from rail trail to train station and connection to waterfront and Barwon River trails (feasibility investigations indicate Swanston Street as potential on-road trail link)
- Roll-out of the Stations Project
- Improving the management and maintenance of the trail experience between Drysdale and Queenscliff – native vegetation plantings, protection of remnant vegetation, signage, interpretation
- Assessing the potential to manage the perceived risks of horse riders accessing the Drysdale – Queenscliff section of the rail trail in the future

TRAIL DEVELOPMENT ISSUES

- Conflicting outcomes being sought for the ongoing management and maintenance of the Drysdale and Queenscliff section (e.g. fire risk management, protection of natural values, control of invasive weeds, risk issues with horse users)
- Limited resources available for effective management of issues along the Drysdale and Queenscliff section of the trail
- Difficulty for the CoGG to keep-up with the expectations for maintenance and management given strong community involvement and balancing priorities across open space and recreation needs within the City
- Achieving safe and convenient connections between the rail trail and the South Geelong railway station, Kardinia Park, Barwon River trails and the CBD/Geelong waterfront⁵⁷

⁵⁷ The State Government announced a \$3.5M budget to link the Bellarine, Barwon and Bay Trails in November 2006.

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Negative Impacts |
|----------------------|--|--|
| Environmental | <ul style="list-style-type: none"> • protection of remnant vegetation and planting of native vegetation contributing to green corridor and habitat values • weed eradication occurring in sections of the trail • potential option as an alternative transport route in expanding residential area and reducing carbon loss | <ul style="list-style-type: none"> • limited impacts resulting from existing trail developed and improved management and maintenance efforts in the South Geelong to Drysdale section • potential loss of remnant vegetation and weed intensification in Drysdale to Queenscliff section |
| Social | <ul style="list-style-type: none"> • increased social and recreational activities contributing to improved health and wellbeing • caters for wide section of community – youth, aged, families, school groups etc • potential to connect to other regional (e.g. Geelong waterfront, Barwon River trails, Queenscliff – Barwon Heads coastal trail) that offer extensive opportunities for trail use • potential for social events | <ul style="list-style-type: none"> • limited adverse social impacts with existing trail |
| Economic | <ul style="list-style-type: none"> • increased spend on local goods and services with day use and overnight use (especially with connected regional trails) • planned investment may attract higher repeat users • increased support for the tourist railway • building potential interest via Sorrento ferry • improved property values with access to trail | <ul style="list-style-type: none"> • limited adverse economic impacts with existing trail |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Existing private sector involvement with Bellarine Peninsula Tourist railway and visitor services
- Potential for operators/businesses to use rail trail for guided trail services (e.g. cycling, horse riding) or hire of equipment

- Creating stronger links to other attractions and services from the trail e.g. vineyards, accommodation, equestrian centres, shops, etc

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Trail partnership arrangements in place and working well for the South Geelong – Drysdale part of the trail
- Potential for widening partnership arrangements with the maintenance and management of the trail between Drysdale to Queenscliff – potential for securing greater involvement of Friends of BRT, CoGG and Landcare Group with agreed management and maintenance outcomes

KEY RECOMMENDATIONS

- Increase the resource commitment of the CoGG for the Bellarine Rail Trail (currently 1-2 hours per week to 2-3 days per week)
- Commitment and continued implementation of the Bellarine Rail Trail Improvement Plan and Vegetation Management Plan
- Continue the CoGG program of trail upgrading and maintenance including the Stations Project, installing toilets, interpretation, revegetation and sealing of some sections of the trail
- Investigate the opportunities for a 'whole-of-trail' joint management and maintenance approach by extending CoGG responsibilities to the Drysdale – Queenscliff section of the trail with the involvement of a wider range of interested stakeholders including the Geelong Steam Preservation Society, Bellarine Peninsula Landcare, Friends of Bellarine Rail Trail, DSE, CFA and other interested parties
- CoGG to continue feasibility investigations into the potential for creating safe and convenient links to the South Geelong railway station, Kardinia Park, Barwon River trails and Geelong CBD/waterfront

Barwon River Trails and Parklands

LOCATION AND DESCRIPTION

- Barwon River is the source of most of Geelong's water supply and feeds Reedy Lake and Lake Connemara before entering Bass Strait at Barwon Heads
- Barwon River is a popular area used for recreational opportunities including walking, rowing, cycling, water skiing, kayaking, boating, running, picnicking and exercising the dog.
- Extensive parkland with over 20kms of shared trail development has been developed within the city of Geelong from Breakwater Road in the south to Hamilton Highway in the north, on both sides of the Barwon River
- Parks Victoria with other management agencies is committed to the long term potential creation of the Barwon River Parklands⁵⁸ that would provide public open space and trail connections between Geelong and Barwon Heads

⁵⁸ The State Government committed \$3M over the 4 years to establish the Barwon River Parklands.

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Corangamite CMA manages 20 kms of the Barwon River from Queens Park Bridge to the lower Breakwater
- CoGG manages some other sections of the Barwon River within the urban area and the many trail links that connect to the river
- Various other parts of land along the Barwon River are managed by Parks Victoria, Barwon Water, Barwon Coast Committee of Management, DSE and private landowners
- Barwon through Geelong Management Plan 2006 and CoGG Barwon River Land Use and Open Space Corridor Plan 2003 have been prepared

EXISTING TRAILS AND INFRASTRUCTURE

- Mostly well constructed sealed trails of 2.5m -3m width have been developed with a small section of compacted gravel trail remaining
- Well developed car parking, toilets, signage, seating and interpretation developed along the existing trail
- Access to extensive sporting and recreational facilities developed within the adjoining open spaces
- Barwon River provides excellent opportunities for river based recreation including kayaking and canoeing

NEEDS ANALYSIS

- Existing trails are centrally located in the City to be easily accessed by many residents and visitors
- High levels of shared use on existing trails
- Planned Armstrong Creek residential development will add a further 90,000 people to the south of Breakwater Road with potential need to create links to the Barwon River Trail
- State Government commitment to the Barwon River parklands and potential trails between Geelong and Barwon Heads
- Creating safe link via the CBD to the Geelong waterfront and trails
- Co-ordinated management and maintenance of the trail network given multiple agencies
- Upgrading and enhancement of the signs and interpretation of the trail

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Extension of the trail south from Breakwater Road to the historic aqueduct and bridge area in the short term
- Upgrading of the shared trail along the Waurin Ponds Creek and planning for a link via Rosack Drive to allow extension of the trail along Armstrong Creek with the progressive staging of the new residential development in the future
- Developing a bike connection between the Barwon River Trail to the Bellarine Rail Trail to the Geelong waterfront, possibly using Swanston Street
- Creation of trail connections with the proposed Barwon River Parklands between Geelong to Barwon Heads based on available

funds and community support. Four preferred options have currently been identified⁵⁹ and these vary in location, length and cost

- Proposal for criterium track for cyclist training and skills course in open space off the Barwon River Trail
- Promotion of kayaking and canoeing opportunities on the river with well developed access and egress points

TRAIL DEVELOPMENT ISSUES

- The proposed extensions to the Barwon River Trail require major investment and are likely to be developed in a staged manner depending on the availability of funds, securing open space as part of subdivision and level of community support
- The development of trails through the Barwon River Parklands requires resolution of a range of key issues including links to existing trails, land ownership, conflicting land uses, flooding, environmental protection, development costs and risk management
- Co-ordination of multiple agencies with responsibilities along the Barwon River
- Risk management issues with kayaking and canoeing some open exposed parts of the Barwon River for inexperienced in adverse weather conditions

⁵⁹ PBAI Australia consultants have completed feasibility investigations for trail options in the Barwon River Parklands. The total costs for options that follow the river environs are significantly higher due to private land tenure, length of the trail and the requirement for extensive boardwalk infrastructure to traverse wetlands with high conservation values. Two other options which utilise road reserves and offer access links to the river and lakes have substantially lower development costs.

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|---|---|
| Environmental | <ul style="list-style-type: none"> green space corridors along river and creeks within the city potential option as alternative transport route in residential areas and reducing carbon emissions increased management of the river corridor and open space | <ul style="list-style-type: none"> range of environmental issues to be assessed in determining the route options for the Barwon River Parklands trail e.g. Wildlife Reserve, RAMSAR site, wetlands, native vegetation, flooding etc. |
| Social | <ul style="list-style-type: none"> increased social and recreational activities contributing to improved health and wellbeing caters for wide section of community – youth, aged, families, school groups etc potential to connect to other regional (e.g. Geelong waterfront, Bellarine Rail Trail, Queenscliff – Barwon Heads coastal trail) that offer extensive opportunities for trail use potential for social events | <ul style="list-style-type: none"> potential conflicts of interest between trail users, duck and quail shooters in the State Game Reserve |
| Economic | <ul style="list-style-type: none"> existing and proposed trail system is a significant lifestyle benefit for choosing to live in the region extending trails and loops would encourage greater visitors to stay longer and spend on goods and services (e.g. accommodation, food, gear hire, public transport, petrol) | <ul style="list-style-type: none"> high investment costs for possible route options 2 and 3 for the Barwon River Parklands (@ 4-5 times higher than other options) |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Infrastructure is available for commercial use and some tour and hire operators would be making use of the trail network
- Future residential development of Armstrong Creek should facilitate private sector open space and funding contribution to the trails network

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Already existing but potential to improve co-ordination across the multiple agencies, especially with the long term realization of the Barwon River Parklands
- Corporate sponsorship has assisted with improvements on the trails

KEY RECOMMENDATIONS

- Continue implementation of the Barwon River Trails by the Barwon through Geelong Management Plan 2006 , CoGG Barwon River Land Use and Open Space Corridor Plan 2003, Barwon River Parklands Project and other relevant management plans
- Strengthen the mechanisms for co-ordination of trail planning, development, management and maintenance along the Barwon River Trails
- Investigate the potential to extend the Barwon River Trail south from Breakwater Road to the historic aqueduct and bridge area in the short term
- Upgrade the shared trail along the Waurm Ponds Creek and continue planning for a link via Rosack Drive to allow extension of the trail along Armstrong Creek with the progressive staging of the new residential development in the future
- Develop a bike connection between the Barwon River Trail to the Bellarine Rail Trail to the Geelong waterfront, possibly using Swanston Street
- Further investigate the option of a long distance trail on the western side of the Barwon River (Option 4 in PBAI Australia Report) as this would allow the potential for an extension of the Barwon River Trail along the river from the aqueduct to the western end of Reedy Lake and in the longer term to the proposed Armstrong Creek trail; potential for trail access along existing roads to Lake Road, considered to be the more attractive and interesting location for public space, interpretation and managed activities overlooking Lake Connewarre; and potentially connect via existing roads, coastal trails and new links to Barwon Heads
- Promotion of kayaking and canoeing opportunities in the Barwon River Parklands with upgrading of access and egress points

Queenscliff to Barwon Heads Coastal Trail

LOCATION AND DESCRIPTION

- Located to the southeast of Geelong and the proposed trail would connect the coastal settlements of Queenscliff, Point Lonsdale, Ocean Grove and Barwon Heads
- Currently the missing trail link joining these settlements is between Point Lonsdale and Ocean Grove with the public land along the coastline being the Buckley Park Foreshore Reserve bounded by freehold land including residential, commercial and a quarry operation
- Buckley Park Foreshore Reserve has extensive sand dune and coastal vegetation with population of vegetation communities with rare and vulnerable conservation status

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The CoGG, Barwon Coast Committee of Management and the Borough of Queenscliffe manage sections of the trail
- CoGG has responsibility for the management of the Buckley Park Foreshore Reserve on behalf of the Crown (DSE)
- Buckley Park Coastal Management Plan⁶⁰ was prepared in 2006 and sets out a range of recommendations for the implementation of the coastal management plan including recreational use

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Existing walking trail (with some sections being a shared trail for cycling) connects Queenscliff to Point Lonsdale and Ocean Grove to Barwon Heads, with missing link being between Point Lonsdale to Ocean Grove
- The settlements are linked by beaches and can be walked subject to tides and sea conditions
- Existing cycle route between Point Lonsdale and Ocean Grove is along Shell Road (partial development on an on-road cycle lane) which carries significant traffic and higher traffic speed (being a non-urban road)

NEEDS ANALYSIS

- Need for a safer cycle connection between Point Lonsdale and Ocean Grove given traffic levels and speeds (100 km/hr) on Shell Road do not support wider recreational use
- High popularity and use of the existing trails close to the settlements
- Strong response from the local community for a walking/cycling track to the rear of the dunes identified in the Buckley Park Management Plan
- Considerable visitor interest in recreational trails based on feedback from the Point Lonsdale visitor centre as to requests for information
- Nominated trail by community representative at the Geelong public forum
- Potential for the extended trail to attract users from Mornington Peninsula as a day or two day visit
- In the long term, the coastal trail may link to the proposed Barwon River Parklands trail and/or the Surf Coast trail and along with the Bellarine Rail

⁶⁰ CDA Design Group Pty Ltd in association with Wychwood Environmental 2006. *Buckley Park Coastal Management Plan*.

Trail provide a major trail loop linking Geelong via the settlements to Queenscliff

- Possibility of a coastal off-road link identified in the Greater Geelong Cycle Strategy
- High priority action within the Buckley Park Management Plan to undertake a feasibility study for the identification of potential shared path routes (including Buckley Park) between Point Lonsdale and Collendina

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Investigations would be required to look at the potential route for a shared trail located on public and private land (subject to negotiations with any private landowners) behind the dunes and without impacting on known natural and cultural conservation values
- Upgrading of the Shell Road cycle path to better cater for the needs of cyclists and to facilitate wider community access and use

TRAIL DEVELOPMENT ISSUES

- Land tenure and concerns of existing landowners
- A range of potential development issues relating to the management of existing values and their conservation significance of Buckley Park as identified in the Management Plan 2006 including the presence of endangered vegetation types (listed as Coastal dune scrub/Coastal dune grassland mosaic) under the EVC and that clearance in these areas may not be permitted.

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|--|--|
| Environmental | <ul style="list-style-type: none"> • may offer better management of any illegal or informal use of the Reserve and help reduce some environmental impacts • increased resources to allow for effective management of the Reserve | <ul style="list-style-type: none"> • preservation and enhancement of existing indigenous vegetation and associated landscape • management, rehabilitation and stabilisation of the existing coastal dune system • management of significant and vulnerable flora and fauna species • protection of significant and endangered native / locally indigenous fauna with an emphasis on the preservation and enhancement of existing habitat • management of pest fauna within the Reserve and adjacent environs • weed management |

| | Potential Benefits | Potential Implications |
|-----------------|---|---|
| Social | <ul style="list-style-type: none"> increased social and recreational activities contributing to improved health and wellbeing safer trail connection between settlements caters for wider section of community recreational interests close to settlements of Point Lonsdale and Ocean Grove potential to connect to other regional (e.g. Bellarine Rail Trail, Barwon River Trails, Surf Coast) that offer extensive opportunities for trail use | <ul style="list-style-type: none"> recognition, interpretation and management of the rich cultural heritage (such as aboriginal cultural heritage) present within the Park |
| Economic | <ul style="list-style-type: none"> increased spend on local goods and services with potential for day use and overnight stays potential for marketing a long distance or multi-segment trail to the community and visitor market that would create local economic benefits | <ul style="list-style-type: none"> potential impacts on adjoining land use activities e.g. quarry, commercial use, farming |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Good prospects for supporting existing businesses at both Point Lonsdale and Ocean Grove
- The potential long term loop would support hire services, accommodation and local shops through increased stays and spend

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Collaboration between all trail managers and interest groups for the development, marketing, promotion and management of the coastal trail

KEY RECOMMENDATIONS

- Feasibility investigations be undertaken into the options for the development of a shared trail between Point Lonsdale and Ocean Grove, located behind the dunes and consistent with the Buckley Reserve Management Plan
- A co-ordinated approach be taken to the future planning, development and management of the proposed Queenscliff – Barwon Heads coastal trail with the involvement of the CoGG, Borough of Queenscliffe, Barwon Coast Committee of Management and other stakeholders

- Upgrading of the bike lane along Shell Road be undertaken to improve the safety for cyclists using this route (note the bike lane could provide a safe cycle loop option if the proposed shared trail is developed behind the dunes between Point Lonsdale and Ocean Grove)

Geelong Waterfront and Regional Trail Connections

LOCATION AND DESCRIPTION

- City population of about 200,000 and expected to grow by 60,000 people in the next decade
- Geelong's waterfront has become a major attraction for visitors, event space and well-used recreational and social place for local residents – attracts around 1.7 million visitors per year
- Baywalk Bollards trail (104 painted wooden sculptures telling the story of Geelong's history) are located between Limeburners Point in the east to Rippleside Park in the north
- An extensive promenade with boardwalk, open space, recreational, public furniture and commercial facilities and services are located along the waterfront making this an attractive and active place
- The waterfront connects major open space areas and recreational facilities including the Geelong Botanical Gardens, skate park, Royal Geelong Yacht Club, Rippleside Park and Corio Bay
- The waterfront is easily accessed from the City's CBD

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- City of Greater Geelong is the principal manager of land and trail facilities within the Geelong waterfront
- Council has a number of statutory plans, strategic plans and master plans that help guide future planning, development and management of the waterfront including the Geelong Planning Scheme, City Plan 2008-2012, Eastern Park and Geelong Botanical Gardens Strategic Plan and Greater Geelong Cycle Strategy 2008
- Proposals exist for new developments associated with the waterfront e.g. marina and apartments at Rippleside, mineral springs health/wellbeing/commercial attraction to the east of Eastern Beach

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Well developed shared trails exist along the Geelong waterfront from Limeburners Point to Rippleside Park, although the trails vary in width and surface along the trail
- On-road bike lanes extend from Rippleside Park to Deakin University with links to the City's on-road network of bike lanes

NEEDS ANALYSIS (DEMAND)

- Submission received for the proposal of a heritage trail continuing north of Rippleside Park to connect to Hovells Creek Walk, utilizing currently sealed walking paths and adding the missing links (the proposal is based around having a continuous trail around the foreshore and to incorporate information and interpretation of early history and pioneers of the City)

- Recognised potential to further develop, expand the enhance the appeal of the waterfront as a major destination for both residents and visitors – to build upon the experience, including extending and upgrading the trails
- Political and community interest in strengthening trail links to northern residential areas of Corio Bay
- VicRoads in conjunction with CoGG are leading a project to link the Bellarine Rail Trail, Barwon River Trails and the Bay trails through Central Geelong to benefit both the recreational and commuter cyclists – formalize selected bicycle routes and implementing best practice design (priority recommendation in the CoGG Cycle Strategy)
- Expected population growth of Geelong and expected increased use of trails for commuting and recreation

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Upgrade, extend and enhance the Geelong waterfront including upgrading of trails as identified in CoGG strategic plans and master plans
- Identifying and upgrading the links between the waterfront and regional trails of Bellarine Rail Trail and the Barwon River and Parklands Trails, and eventually the proposed Queenscliff to Barwon Heads Coastal Trail
- Investigate the opportunities of planning a cycle and pedestrian facility on the Moorabool Bridge to allow better connection to the Barwon River Trail
- Developing the off-road trails and on-road trails to the northern shore of Corio Bay in line with the CoGG Cycle Strategy
- Continue to incorporate art within the presentation and interpretation of the waterfront trails

TRAIL DEVELOPMENT ISSUES

- Significant costs of proposed trail development require staged works in relation to available funding
- Land tenure and existing use issues with securing foreshore access in the northern part of Corio Bay that will require feasibility assessment of alternative route options
- Traffic management and potential impacts with the adoption of best practice cycle facilities on existing streets in the city centre
- Maintaining the open space and foreshore amenity through careful siting and design of trails

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|---|--|
| Environmental | <ul style="list-style-type: none"> • Potential option as alternative transport route in residential areas and reducing carbon emissions • Increased management of the foreshore and open space | <ul style="list-style-type: none"> • Range of environmental issues to be assessed in determining the best route options around the Bay • Risk management issues with foreshore access in areas close to industrial activity or subject to erosion/landslip |
| Social | <ul style="list-style-type: none"> • Increased social and recreational activities contributing to improved health and wellbeing • Potential to connect to other regional trails that offer extensive opportunities for trail use • Potential for events linked to trails | |
| Economic | <ul style="list-style-type: none"> • Existing and proposed trail system is a significant lifestyle benefit for choosing to live in the City • Enhancement of the waterfront and extending trails and loops would encourage greater visitors to stay longer and spend on goods and services (e.g. accommodation, food, gear hire, public transport, petrol) • Adds to alternative transport route options in the City | <ul style="list-style-type: none"> • Negotiations with existing land owners regarding access options • Higher development costs if land acquisition is required |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Trail development and management is public agency investment between State Government and CoGG
- Opportunity for private sector investment in the access and use of the trails or associated with the benefit of developing facilities in close proximity to the trails e.g. waterfront accommodation, restaurants, galleries etc

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Partnership between State Government and CoGG for improving links between the Geelong waterfront and regional trails
- Potential for developer contributions towards trail development through planning and building approval process

KEY RECOMMENDATIONS

- The CoGG to continue to work VicRoads to investigate the feasibility options for upgrading links between the Geelong waterfront and proposed regional trails
- Continue to upgrade, extend and enhance the Geelong waterfront including upgrading of trails as identified in C0GG strategic plans and master plans
- Continue to investigate and develop the off-road trails and on-road trails to the northern shore of Corio Bay in line with the C0GG Cycle Strategy
- Continue to investigate the potential for a cycle and pedestrian bridge over the Barwon River near Moorabool Street

Great South West Walk

LOCATION AND DESCRIPTION

The Great South West Walk (GSWW) is roughly 250 kilometres in length running along the coast between Portland and Nelson (the Discovery Bay Coast Park and including in part the Discovery Bay Marine National Park) and inland along the Glenelg River (the Lower Glenelg National Park) and then linking back to Portland through the Cobboboonee National Park to Portland. The GSWW also includes in an inland loop off the coastal portion of the track that takes walkers through the Mount Richmond National Park.

The GSWW is the iconic tourism attraction for the Discovery Coast Region, the western/remote end of the Great Ocean Road. All regional tourism promotion is based off it in some way – the GSWW is promoted as a trail in ‘four movements’ – river, cliffs, forest and coast. Portland badges itself as the ‘home of the GSWW’: gateway to the ‘accessible remoteness’ of the region.

The trail is primarily used by walkers. The bulk of the trail is of a Class 3-4 standard with higher standards of presentation in areas around Portland and Cape Nelson. A portion of the trail near the Portland Smelter (2kms) is constructed to an all abilities standard. The Glenelg River portion of the GSWW is used by canoeists as a family friendly 3-4 day flat water paddling experience (see Glenelg River Trail, Section 4.2.10).

There are 16 basic walkers camps each with toilets, water, fireplace and picnic tables as well as a number of picnic and barbeque areas, general campsites, boat launching ramps (on the Glenelg River) and lookouts. Numerous short walks have been developed from trailhead locations.

A range of promotional materials are available including *The Great South West Walk: A Walk on the Wild Side* (strip maps and track notes), *Short Walks On and Around the Great South West Walk* (featuring 29 short walks up to 4 hours in length, but most under 2 hours) plus numerous Parks Victoria publications highlighting the features of the various National Parks that are linked by the trail and the walks therein.

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The bulk of the GSWW is on Crown land with most of the walk under the care and management by Parks Victoria working at the whole of government level by agreement with DSE

- Friends of the GSWW (active membership of ~110 people) have had a strong role in the establishment of the trail over the past 25 years and in its on-going maintenance and development. Their involvement is guided in part by the *Great South West Walk Management Strategy 2007* prepared in cooperation between the Friends, Parks Victoria and DSE
- Marketing is undertaken by the GSWW Marketing Committee who tabulate visitor numbers from visitor books, promote the track and maintain a website promoting the walk (Note: the website had 14000 visits in 2007-2008 as opposed to simple hits)
- The GSWW Maintenance Committee runs a crew 3 days per week of 4-6 people doing works. They are supported by various groups including Wesley College who bring students to the area for 3 weeks each year during which the students do 1 day per week work on the trail (mostly Landcare activities). Various people on work orders also assist with trail work. Further support has come from local schools, Alcoa and Rotary
- Glenelg Shire Council provides some assistance with marketing through its support of the Portland Tourist Association and Discovery Coast Tourism (the regional tourism body). All of Council's trails interest is focused on the GSWW apart from the development of local bike trails in Portland
- Where the GSWW crosses private land licence agreements have been negotiated
- A Committee of Management looks after a small length of trail along the Glenelg River at Nelson and at Point Danger (adjacent the Portland Aluminium Smelter)

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- The GSWW is a +250km loop trail - the bulk is of a Class 3-4 standard with some more highly visited areas being of a higher class
- The trail is described by the Friends and PV as being in good condition throughout, with only short lengths (20+m) here and there requiring work from time to time
- Campsites along the trail (16 in total) are well spaced and provide a basic level of service, fit for their purpose as low-key campsites
- The trail is marked using red/orange triangles between campsites and trailheads
- The track surface varies, being soil or gravel in inland areas and mostly beach walking along the length of the Discovery Bay Coastal Park - boardwalks have been developed in some sensitive areas
- At more accessible and higher use locations, track improvements include seating, signage, lookout platforms, safety fencing, boardwalk, etc
- Parking areas are basic with some limited trailhead signage
- Portland and Nelson are the principle population centres along the trail and provide a range of food and accommodation options, although less diverse services are available at Nelson than Portland. Cape Nelson Lighthouse is a popular driving destination where there are light meals and alcohol available with accommodation to commence in the near future. There is also a kiosk at Cape Bridgewater that provides snack food and beverage
- There are commercial bus routes between Portland and Nelson and Portland and Mt Gambier. There are also regional airports at Portland with daily service to Melbourne and at Mt Gambier with daily service to

both Melbourne and Adelaide. Rental cars are available from both airports

- Adelaide is a 5 hour drive from Nelson, Melbourne is a 4 hour drive from Portland
- There are 12 companies currently on the PV register as using the GSWW but none really take up the option
- Related commercial products include helicopter flights along the coast and boat operators who take visitors to the gannet colony at Point Danger and the seal colony at Cape Bridgewater

NEEDS ANALYSIS (DEMAND)

- Visitor numbers along the GSWW vary considerably. Day visitors across all areas of the GSSW in 2004 were estimated in the range of 100,000 with those traversing the whole of track estimated to be as few as 100 people⁶¹
- Day visitors in the Lower Glenelg National Park in 2004 were estimated at 1000 and overnight visitation at 9000⁶²
- Parks Victoria road counters have tallied ~30,000 vehicles per annum at the Blowholes and +35,000/annum at the Cape Nelson Lighthouse⁶³, the two most visited areas along the GSWW. From these locations, visitors undertake walks of up to 1-4 hours return (e.g. Blowholes to Seal Colony return is 4 hour, the kiosk to the seal colony is 2 hours return)
- The Visitor Centre at Portland receives ~80,000 visitors/annum with the tourism association estimating total visitors to the region at 160,000/annum
- Some use by locals, mostly in the areas around Portland but these people don't really see themselves as GSWW users
- Most trail users are intrastate, interstate and international visitors in that order
- Friends maintain visitor books at campgrounds (of those who signed in during the 2007-08 year, 6000 were from Australia and 1000 were international visitors)

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- A high priority should be given to the development of the brand, experience, thematic interpretation and marketing for the GSWW
- Well-intentioned and substantive volunteer support requires matching by professional guidance on the development of the product
- After 25 years, the GSWW has been developed to a base level only and has not gone beyond the basic commodity to include related services and importantly development of the 'experience' of the trail
- There is a recognised need to improve the standard of facilities and interpretation, particularly in high use areas
- Parks Victoria has recently lodged a Provincial Pathways grant application through Regional Development Victoria to build better shelters, toilets, etc. at the three campsites in the Cape Discovery/Portland area (the 'three capes') to improve feedback from the higher user numbers of walkers along this length of trail

⁶¹ Victorian Trails Strategy 2005-2010.

⁶² *ibid.*

⁶³ Tumney, Don, *personal communication.*

- There is also a recognised need to encourage commercial product development that is based around the GSWW experience. Attention is being given by the Friends, PV and Council to the 'three capes' area and the potential to develop a loop track (~80kms) through this area using the upgraded facilities mentioned above, and possibly linking to the regional airport at Portland. This loop track could potentially provide a number of opportunities to link to off track accommodation on private land or at Cape Nelson lighthouse
- Given, that most day visitor focus on the coast, greater attention to the quality of facilities and infrastructure in these areas is of high priority, particularly at the eastern end of the trail. Greater value could also be gotten at the Nelson end of the trail due to its proximity to the Adelaide market
- A horse riding trail through the Cobboboonee NP that parallels GSWW and links to existing campgrounds has been mooted and has some potential merit for expanding the user base for GSWW infrastructure. Horse riding also offers an expansion of the GSWW opportunity that could be combined with walking and canoeing, providing users and operators with a more varied experience of the GSWW
- The potential to promote the Glenelg River as a separate regional trail experience to the GSWW is being explored as part of the current master plan (see Section 5.7)
- The Friends also noted that greater support for their group is required by way of a depot and home ('shopfront') for its operations

TRAIL DEVELOPMENT ISSUES

- The overall length of trail to be maintained is a constraint in that it spreads valuable and limited resources (see below) over a large area for the benefit, in remote areas, of very few users. The length of the GSWW is extended by the number of short walks that have been developed using the portions of the GSWW as part of longer circuits. PV also maintain a range of related walks that inter-connect with parts of the GSWW
- The length of the trail also means that only a very few experience its entirety
- Some long beach sections are extremely challenging, but there is increasingly off beach options that offer easier walking, although some beach walking will always be required
- On the whole, the trail provides significant management challenges. PV relies heavily on the Friends for involvement and do not have the resources to do much in its own right. The Friends, meanwhile, share similar problems with most volunteer groups in terms of the aging of membership, recruiting, maintaining involvement by the whole of its membership, etc
- Issues of the length of the trail are compounded by the distance to the major market centres (Melbourne and Adelaide) that constrains access by high visitor numbers. Lack of air service between Adelaide and Portland further compounds this difficulty
- Low visitor numbers, in turn, constrain commercial 'buy in' to the trail. The basic quality of the infrastructure does not meet the expectation of many users and further limits use by commercial operators and independent visitors. A lack of international/national promotion is seen as further influencing the willingness of operators to establish accommodation or other products associated with the trail and

expected spin-off/flow-on from promotion of the Great Ocean Walk is not seen as happening

- Rural zoning of land to the north of trail along coast prohibits development of tourism accommodation, which limits opportunities for on-off trail use. Meanwhile PV zoning within Discovery Bay Coastal Park prohibits development there
- Marketing has largely been reliant on the Friends and as a result lacks some of the professional look and feel that is required to really get the message out
- There is discussion around the idea that the creation of multi-use sections with the Portland area and particularly along the foreshore, would increase user numbers and extend the visitor experience of the GSWW. This concept is supported by the *Portland Bay Coastal Infrastructure Plan 2008* - and also the *Glenelg Bike Strategy 2007*. Multi-use portions of the trail could link to the on-road bike trail to the Cape Nelson lighthouse and other on-road trails promoted in the *Portland Bike Trails* brochure distributed by the Portland Maritime (Visitor Information) Centre and other outlets
- There is also a need to better improve the definition of the beginning/end point of the trail as being at the Visitor Information Centre. Celebration of the Maritime Centre as the 'trailhead' would reinforce its activities and give the general visitor and the GSWW user a greater sense of the walk to the region. At present, there is no 'trailhead' where a 'champion' photo might be taken. Significant improvements to the surrounds of the Maritime Centre are required to enhance this experience including paths, signage, defined parking, etc. Such improvements are the centrepiece of the *Portland Bay Coastal Infrastructure Plan 2008*

Other issues include:

- access to private land which may become an issue as licence circumstances change or renewal is required
- the visual impact of wind farms which detracts for some users from the core qualities of remoteness
- degradation of areas between Cape Bridgewater and Bridgewater due to past grazing activities that have been slow to repair despite significant input from volunteers

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|----------------------|--|--|
| Environmental | <ul style="list-style-type: none"> continued trail improvements may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) | <ul style="list-style-type: none"> potential for adverse impact on environmental and cultural values along the length of the route (e.g. threats to Aboriginal heritage sites along the coast) – high conservation values, including threatened flora and fauna are known to occur along parts of the GSWW potential modification to significant coastal geological features potential for spread of weeds and plant diseases on walking boots (e.g. coastal heath communities are particularly susceptible to <i>Phytophthora cinnamomi</i>) |
| Social | <ul style="list-style-type: none"> improved opportunities for recreation for local residents as well as visitors social value of involvement in Friends including health benefits multi-purpose trail sections will provide improved opportunities for a wider range of user groups (e.g. cyclists and mountain bikers) | <ul style="list-style-type: none"> considered to be limited adverse social impacts with existing trail and proposed upgrades |
| Economic | <ul style="list-style-type: none"> value of trail to community not estimated but likely to be of some importance in the overall economy and central to the tourism sector increased visitation would lead to increased spend on local goods and services associated with both day and overnight usage track and infrastructure improvements may encourage commercial product development and/or longer stays or repeat visitation which in turn will assist with increased funds for trail management and maintenance – self-sustaining asset | <ul style="list-style-type: none"> continued cost of management maintenance required to maintain the length of track and associated facilities to a reasonable standard may prove to be to great a burden on the Friends group and the limited financial resources of PV and other managers |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

There are opportunities for:

- a branded 3-4 day 'breakout' walking product based around the eastern portion of GSWW that bundles with local accommodation, existing products (such as Seals by the Sea) and takes advantage of regional air service from Melbourne and current proposals for the upgrade of facilities/infrastructure
- creation of a product based out of Nelson that combines the existing Nelson Cruise Boats, the Princess Margaret Rose caves, walking on the GSWW and local accommodation (currently promoted as the Hirths Landing Boat Trip and Walk in *Short Walks On and Around the Great South West Walk*)
- greater development and promotion of existing canoe products based around the Glenelg River
- improvements to the quality and extent of branded GSWW merchandise
- promotion of events tourism that build on and off the GSWW including multi-sport competitions (run, canoe, bike ride), ultra-marathons, rogaining or orienteering
- development of a product that supports walkers with planning, transport, logistics, etc. (presently provided free of charge by Friends members)

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Rotary and Apex assistance should continue to be sought for specific, high priority projects
- Portland Aluminium have provided assistance in the past and would likely contribute to specific projects
- Links with Aboriginal community (although their focus is at Mt Eccles and inland in that direction) should continue to be sought
- Assistance of Wesley College and other schools in land care and revegetation should continue to be sought
- Better links/coordination with Discovery Coast Tourism should be established
- Better bundling of those products that do exist should be encouraged

KEY RECOMMENDATIONS

- Engage professional assistance in the development of the GSWW brand, experience, marketing and thematic interpretation.
- Focus limited resources on the high value, eastern end of the trail between Bridgewater Lakes and Portland with a view to improvements in camp infrastructure, trailhead facilities, trail construction and trail marking per the current PV funding application.
- Resolve confusion between the GSWW route and related short walks/loops, perhaps promoting fewer of the latter whilst developing a core few to a very high standard.
- Explore fee for service opportunities by Friends group or a commercial operator to support users of the GSWW with trip planning, logistics, etc.
- Support Glenelg Council in the implementation of various strategies that support the GSWW including development of the surrounds of the

Maritime Centre, multi-use trail facilities within the township and nearby surrounds.

- Encourage the development of a bundled product at Nelson that incorporates existing products (river cruise and caves) with the GSWW. Ensure standards of infrastructure of GSWW portion of the bundle match the quality of the existing products.
- Explore promotion of the Glenelg River as a separate regional trail for canoeists

Glenelg River Canoe and Kayak Trail

LOCATION AND DESCRIPTION

The canoe trail would involve a 3-5 day (depending on conditions, fitness and user age) flat water paddle running from either the Pines Camp or the Moleside Camp in the Lower Glenelg National Park⁶⁴ through to the town of Nelson where it ends in the vicinity of the Visitor Information Centre, a distance of roughly 52 kilometres.

Already there are 8 special canoe camps along the length of the trail that include a jetty, toilets, picnic facilities, fireplaces, water and campsites for up to 20 people⁶⁵. Two of the canoe camps are accessible by vehicle to allow launching or retrieval (Pines Landing and Moleside). Elsewhere on the river there are numerous other campsites that canoeists can use (29 landings in total).

Short walks have been developed from a number of locations and there is inter-connectivity with the Great South West Walk (GSWW) in places including at the Moleside and Patterson camps.

The river is noted for a range of natural values (including easy viewing of native wildlife and the cliffs of the Glenelg River Gorge and access to Margaret Cave), fishing and swimming.

The *Glenelg River Guide*⁶⁶ specifically promotes canoeing on the river. Elsewhere canoeing is mentioned amongst the range of activities that can be undertaken in the region or the Lower Glenelg National Park.

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Lower Glenelg National Park is managed by Parks Victoria under the 1991 Management Plan for the Park⁶⁷
- Parks Victoria through the Visitor Information Centre at Nelson handle bookings for the 8 special canoe camps and other campsites along the river

⁶⁴ Note that it is possible to begin paddling above these points but only by private arrangement with the landowners either side of the river. Historically, canoeists could put in at Dartmoor but river levels in recent years now preclude this.

⁶⁵ Note these 8 campsites are in addition to other camps that are accessible by car and or by users of the GSWW.

⁶⁶ Published by Parks Victoria.

⁶⁷ Department of Conservation and Environment 1991. **Lower Glenelg National Park Management Plan** Portland Region and National Parks and Public Land Division.

- Regional tourism is promoted through the Discovery Coast Tourism and is supported by the Glenelg Shire Council who have responsibility for managing the information centre at Nelson
- There are local tourism associations at Dartmoor and Nelson
- The Department of Sustainability and the Environment, Glenelg Hopkins Catchment Management Authority and the Friends of the Glenelg River all have interests in the management of the river and its broad catchment

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Campsites along the trail are well spaced and provide a basic level of service, fit for their purpose as low-key campsites
- There are currently two commercial canoeing products operating on the river on a regular basis. One operator is an entirely dedicated canoe trips (offering a full service equipment hire, accommodation at the start of the trail and transfers from Nelson). The other operator offers a range of river related products (i.e. fishing, camper craft, bait and boat hire) in addition to canoe hire
- Nelson has a year-round population of ~900 people. It offers a full range of accommodation types but food options are more limited. There is also a Visitor Centre at Nelson
- There are commercial bus routes between Portland and Nelson and Portland and Mt Gambier. There are also regional airports at Portland with daily service to Melbourne and at Mt Gambier with daily service to both Melbourne and Adelaide. Rental cars are available from both airports
- Adelaide is a 5 hour drive from Nelson. Dartmoor is a ±5 hour drive from Melbourne via the Princess Highway (325 kms) and/or Adelaide (330 kms)

NEEDS ANALYSIS (DEMAND)

- At present only 0.7% of the population participate in canoeing/kayaking (ABS 1999/2000⁶⁸)
- Current use of the river is projected at 9000 overnight visitors per annum and 1000 day visitors⁶⁹
- Use of the river is said to be expanding. Canoe camps are frequently booked out over school holidays and long weekends and increasingly at other times Accommodation at Nelson is also frequently booked out in summer and at Easter (growth, particularly at peak times is limited by the number of available campsites)
- Some of the growth in use of the river is coming from disaffected campers from the Murray River where conditions are deteriorating
- The Visitor Centre at Nelson received ~26000 visitors in 2008⁷⁰ with the estimated total visitors to the region put at ~325,000⁷¹
- Of the total visitors to the region roughly 2/3rds of the visitors are domestic day trippers (62%) and the remainder stay overnight (34% domestic, 3.3% international). Of the roughly 29,000 overnight stays, 92% were domestic visitors and the remainder international visitors

⁶⁸ As reported in the *Victorian Trails Strategy 2005-2010*.

⁶⁹ *Victorian Trails Strategy 2005-2010*. pg. 14.

⁷⁰ Visitor data supplied by the Visitor Centre (email Rhianwen Maddox 21.02.09)

⁷¹ Great Ocean Road Marketing September 2008 "Travel to the Great Ocean Road, Year Ended June 2008 prepared by datainsights

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- There is the opportunity to increase marketing of the trail as an entity (principally limited to Parks Victoria publications at the moment) and the products available in close relation to it. This may include bundling of available products
- To enhance the return from the trail requires that a brand, an experience statement/strategy, thematic interpretation strategy and marketing be further developed
- Higher end guided products could be developed that would enhance the 'experience' of the river. The *Strategic Tourism Plan* for the Glenelg Shire Council supported such a concept for 4-5 star fully supported eco-camping on the riverbank with the key market being South Australian couples. They also noted, however, that this would require significant discussion with Parks Victoria

TRAIL DEVELOPMENT ISSUES

- Low visitor numbers to the region and the distance from major markets are factors affecting trail development. Low visitor numbers, in turn, constrains the potential commercial 'buy in' to the trail
- The basic quality of the infrastructure is unlikely to meet the expectation of high-end users and further limits potential use by commercial operators. International/national promotion or the lack thereof will affect the willingness of operators to establish accommodation or other products associated with the trail
- To date the Glenelg River has been identified by Tourism Victoria as a tourism asset that supports the potential for the State to grow its nature-based tourism sector, however, to date it has not been seen as a strategic priority for further development or promotion⁷²
- Conditions on the river, the capabilities of users and their type of preferred craft (kayak or canoe) make it difficult to precisely state the length of days that may be required to complete the trail. This in turn may affect the capacity of an operator(s) to market guided trips down the river
- Increased promotion will lead to increased bookings at popular times that could create pressure for enlarging campsites. Increasing the size of camping areas and/or the number of people in them may be detrimental to the experience of the river as a low-key environment.
- Potential conflicts with speedboats are managed through a markers along 'transit trails'. Increased user numbers may affect the success of this management arrangement
- In the longer term, conditions upstream that are contributing to low flows and sedimentation of the river may have implications for the use or experience of the trail. Low flows, for instance have the potential to impact on biological events such as fish spawning
- Carp are found in many parts of the river and are detrimental to the habitat of native and recreational fish stocks and water quality generally
- Downstream impacts arise from the frequent closure of the river mouth which affects river levels, salinity, etc. that may have impacts on the experience of the trail

⁷² Victoria's Nature Based Tourism Strategy 2008-2012. See http://www.tourism.vic.gov.au/images/stories/TV52_NBT_288_Final_Ir.pdf (accessed 19.02.09)

- Funding for PV is typically constrained and increased demands on resources that may arise from further development of the trail may not be able to be effectively responded to

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|---------------|---|--|
| Environmental | <ul style="list-style-type: none"> • greater buy in and coordination by stakeholders could lead to a range of environmental improvements that would enhance the health and experience of the river | <ul style="list-style-type: none"> • increased visitor numbers could have negative impacts at some camping sites (i.e. collection of fuel, trampling, introduction of weeds/diseases, etc.) • upstream activities and recent drought have led to increased sedimentation and snags in the river, particularly above Pines Landing. |
| Social | <ul style="list-style-type: none"> • improved opportunities for recreation for local residents as well as visitors • social value of involvement in Friends including health benefits • promotion of multi-purpose trail links could provide improved opportunities for a wider range of user groups (e.g. cyclists, mountain bikers, walkers, horse riding) | <ul style="list-style-type: none"> • pressure for increased visitors could affect the experience of the trail • greater visitor numbers could lead to increased conflicts with power boat users • growth in demand at Nelson may not be supported by existing infrastructure⁷³ |
| Economic | <ul style="list-style-type: none"> • growth in existing market could lead to increased expenditure in the region on goods and services • development of high-end experiences could lead to greater spend in the region | <ul style="list-style-type: none"> • continued cost of management maintenance required to maintain facilities to a reasonable standard may prove to be to great a burden on the financial resources of PV and other managers |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Existing partners included Parks Victoria, DSE, the Glenelg Shire Council, Discovery Tourism, the Friends of the Glenelg River, existing operators (particularly Paestons Canoe Hire)
- Given the extent and breadth of existing partners, the opportunity is perhaps to better coordinate between these groups to develop and promote the trail as a destination (in particular, gains could be made through better bundling of products)

⁷³ The *Glenelg Shire Council Strategic Tourism Plan 2005-2008* suggests that the power supply at Nelson was limited at the time of its publication.

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- There are currently two operators who provide equipment for use on the river. As above, there is potential scope for a 'high-end' product to be developed on the river provided a market can be proven and it can be supported by Parks Victoria
- Already, there are occasional tours that use the river. For instance, Girls + Bikes (an adventure touring collective based in South Australia) is currently advertising a 5 day/4 night (in April 2009 and again in December 2009) product based on the Glenelg River for a fee of \$1275 ex Adelaide including a guide, meals, camping equipment and canoe hire
- There are also opportunities for a product(s) based out of Nelson that combines the existing river operators, the Princess Margaret Rose caves, walking on the GSWW and local accommodation
- The school market is already large and could possibly be further expanded through greater promotion of the trail and/or the cooperation of groups such as Canoe Victoria

KEY RECOMMENDATIONS

- Seek stakeholder support for the development of the Glenelg River Canoe Trail
- Support development of a strategic plan/business feasibility study of the trail to determine the potential for/limitations to growth in the current market
- Examine ways to better promote the existing facilities to extend current use levels including greater promotion of canoe touring opportunities as an adjunct to the GSWW
- Support bundling of activities as a means of gaining greater uptake of existing products

Port Fairy to Warrnambool Rail Trail

The Port Fairy to Warrnambool Rail Trail (PFWRT) is proposed to run between the town of Port Fairy via Koroit to Warrnambool a total distance of 37 kms (~11 kms within the Warrnambool City Council and the remainder in the Moyne Shire Council). The PFWRT is presently under construction with completion expected by the end of 2009. Construction utilises \$1.7M of funds obtained through the Provincial Pathways program (under the Regional Infrastructure Development Fund) and the Federal government's Department of Transport and Regional Services Regional Partnerships program.

The trail is being built of compacted gravel (granitic gravel in Warrnambool and limestone gravel in the Moyne Shire Council) over the bulk of its length with hot mix sections in Port Fairy and Koroit and a boardwalk section at Kellys Swamp and along the Merri River.

The whole of the trail is being built to a 3 metre width and is relatively flat ensuring access by people with a wide range of abilities, particularly in urban sections where the bitumen surface will support a much wider range of users. The track surfacing may limit the use of the trail by cyclists to hybrid/mountain bike style cycles.

Whilst most of the trail is off-road, a short section is on road between Illowa and Warrnambool.

It is considered that the return trip between Port Fairy and Warrnambool will be an easy day's journey for a reasonably fit cyclist and that a one-way trip by a fit walker will take 7-8 hours.

The trail passes through broad rural landscapes, skirts the Tower Hill State Game Reserve (a well known volcanic relic) and traverses the Merri River wetlands before linking to Warrnambool and ending at the railway station there. Views of rural scenery are complimented by sea views at some locations (Killarney).

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Land along the trail between Port Fairy and Illowa is vested in the Department of Sustainability and the Environment, with responsibility taken through the Hamilton Office
- Trail construction and initial management are being led by the Project Construction Steering Group
- The Committee is comprised of the Moyne Shire Council and the Warrnambool City Council.
- Walking paths and trails are the highest priority recreational matter identified by Warrnambool's *Recreation Plan 2007-2017*. The PFWRT is mentioned in the plan as a key priority for development by Council
- Private licensees have access across the trail at various points for the movement of stock and agreements have been developed with various landowners for the relocation fencing to accommodate continued access and trail use

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- The initial construction program for the trail is focused on trail development and parking areas at trailheads in Port Fairy, Koroit and Warrnambool with later works required to develop amenities, facilities, signage, etc
- Web-based promotional materials include a dedicated site at www.portfairytowarrnamboolrailtrail.com/ and a page on the Bike Victoria website (see www.railtrails.org.au/states/trails.php3?action=trail&trail=39)
- Port Fairy and Warrnambool are the principle population centres and bookend the trail. Both centres provide a full range of accommodation options and are well serviced including multiple eating options. Koroit, midway on the trail, offers a less expansive range of services but does offer accommodation and food
- There is a Code of Conduct for use of the trail, one for township sections and another for rural areas establish responsibilities for conduct along the trail

NEEDS ANALYSIS (DEMAND)

- Pre-construction estimates of use are 60,000 users per annum (local and visitors). When completed the trail will incorporate counters to enable accurate counts of the numbers of users

- Discussions with Bicycle Victoria suggest that the PFWRT will be the most used rail trail outside Melbourne. They also suggest that the greatest numbers of users will be from the Warrnambool area⁷⁴
- Port Fairy presently draws 80,000 visitors per annum to the Port Fairy Visitor Information Centre and Warrnambool 800000 day and overnight visitors

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Extending the overall length of the trail or enhancing its links to other trails may be of benefit. There has been some discussion about linking the trail with Tower Hill and/or through to Dunkeld
- Of these two options, a link to Tower Hill has more immediate merit for investigation as it involves a shorter travel distance and potentially offers fewer obstacles to its development than the longer proposal to Dunkeld. A link to Tower Hill has the advantage of extending the experience of the rail trail and connections for users of that reserve to explore further a field
- An alternative route could be considered to connect with and utilise the historic railway bridge at Dennington that is a feature of the historic rail alignment. This could provide a return loop option that would add to the experience of the trail albeit it is understood to be a very costly option and would require the cooperation of private landowners and a solution to connectivity west of the bridge as the original rail alignment has now been covered over by the highway.
- Car parking and trailhead development are a high priority at all of the town centres. In Port Fairy, the trail should be linked to the Port Fairy Visitor Information Centre as the official starting point. Cafe and bike hire could be developed in association with the Visitor Centre (although many bike riders prefer to use/bring their own bikes, some tourists without bikes would take advantage of this facility) or alternatively, this could be the basis for reuse of the historic rail station nearby
- Thematic interpretation will enhance the experience of the trail

TRAIL DEVELOPMENT ISSUES

- A short length of trail is on road between Illowa and Warrnambool. On-road portions of 'rail trails' are seen as a negative by riders for a variety of reasons and should where possible be avoided
- The trail is promoted⁷⁵ as linking in a loop to the Mahogany Trail. This walk has significant safety constraints that severely limit its use by the general public as a walking trail
- There are concerns for on-going trail maintenance and particularly for weed management associated with gravel surface and disturbance along the edge of the trail that will need to be addressed

⁷⁴ Barbour, H. and Keen, A. *Personal communications* 19.12.08

⁷⁵ See <http://www.railtrails.org.au/states/trails.php3?action=trail&trail=39>

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|---------------|--|---|
| Environmental | <ul style="list-style-type: none"> continued trail improvements may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) | <ul style="list-style-type: none"> construction impacts on flora and fauna along the route and potential for weed and disease invasion as a result of construction impacts on-going weed management along the length of the trail is an issue of concern potential impacts on heritage bridges along the route resulting from required OH&S requirements |
| Social | <ul style="list-style-type: none"> improved opportunities for recreation for local residents as well as visitors social value of involvement in Friends including health benefits multi-purpose nature of trail will provide improved opportunities for a range of user groups (e.g. walkers, cyclists and mountain bikers) bitumen sections offer opportunities for in-line skating, skate boards, scooters, etc. | <ul style="list-style-type: none"> concerns of private landholders along the route for trespass, vandalism, arson, etc. need to be realistically addressed the Councils involved are not necessarily well resourced to undertake required maintenance along the trail which could be an issue over time |
| Economic | <ul style="list-style-type: none"> potential major benefits for Port Fairy, Koroit and Warrnambool through increased visitation to the region linkage to Warrnambool Foreshore Trail supports increased use of other regional infrastructure | <ul style="list-style-type: none"> the cost of on-going maintenance and asset replacement will need to be factored into local government and the DSE appointed COM budgets |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Bundled promotion of the rail trail between various accommodation and food outlets will strengthen local businesses
- Once operational, there is the opportunity for operators to examine guided trail products that include equipment hire, interpretation, return travel, etc. that are bundled with accommodation and other attractions

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- There is the potential for greater integration of facilities at the trailhead at Port Fairy and at the Warrnambool train station
- Use of Green Corps or other similar groups to assist with maintenance of the trail is to be encouraged
- Justice Victoria has stated its interest in assisting with trail development and management throughout the region and opportunities should be examined to take up this offer
- The continuing involvement of GSK in the trail should be sought as well as support from other local business including Murray Goulburn and Midfield Meats

KEY RECOMMENDATIONS

- Engage professional assistance in the development of the PFWRT brand, experience, marketing and thematic interpretation
- Focus initial energies beyond the construction phase on the development of trailheads

Warrnambool Foreshore Promenade

LOCATION AND DESCRIPTION

- The Warrnambool Foreshore Promenade is located on the foreshore of Lady Bay in the Warrnambool City Council
- The trail is 5.7 kms in length and runs from the Breakwater (west), crossing the Hopkins River, and on to the Whale Viewing Platform at Logans Beach (east). The trail is a shared facility (walking/running, biking, in-line skating, skateboards) constructed to AS 2156 Class 1 standard throughout, being 2.5m wide and generally of concrete construction with some limited sections in bitumen
- Existing public infrastructure of a high standard includes viewing and cafe facilities at the Surf Life Saving Club and the Whale Viewing area at Logans Beach. Significant public infrastructure is being developed at the Breakwater including urban pavements, public art, seating, etc. at a very high standard
- The promenade is well serviced with a range of public amenities including public toilets at regular intervals, lookouts, barbeque areas, playgrounds, seating, drinking fountains, directional signage, dog water bowls and dog poo bag dispensers
- There are a broad range of tourism facilities in the vicinity of the trail including a full spectrum of accommodation, cafes and restaurants, public parks and recreation facilities (including the city skate park), tourist attractions and patrolled swimming beaches. Notably the trail is within 1 km of the city CBD
- The promenade offers scenic vistas across Lady Bay and a pleasant experience of public parklands and more natural foreshore landscapes including habitat for a range of native flora and fauna

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The promenade is located on land owned by the Crown (DSE) and is entirely managed by the Warrnambool City Council by their agreement
- Walking paths and trails are the highest priority recreational matter identified by Council's *Warrnambool Recreation Plan 2007-2017*
- Consultation for the plan identified the high value that the community place on the Promenade and that it needs to be maintained to high standard and have infrastructure support as required to meet community expectations for the trail

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Hero photos featuring the Promenade figure prominently in various promotional materials. The Promenade is promoted specifically in a number of Council brochures (*Warrnambool Official Visitors Guide*, *bike'able Warrnambool*, *Warrnambool: The Perfect Place to Discover the Great Ocean Road*) and has a dedicated web presence (see <http://www.warrnamboolinfo.com.au/pages/fabulous-foreshore/>)
- The promenade is inter-connected with an extensive network of existing and proposed public footpaths and walking and cycling trails including the Port Fairy to Warrnambool Rail Trail and the start of the Mahogany Trail (currently constructed to Thunder Point)
- Public infrastructure along the promenade is comprehensive as noted above

NEEDS ANALYSIS (DEMAND)

- The Promenade is actively used by local residents and visitors to the City. Counters in March/April 2008 recorded average weekly use of 5476 people⁷⁶ which translates to an absolute minimum of 285,000 users per annum (given that)
- The number of users is likely to be considerably higher given that the above counts were undertaken in the March/April period (which is outside peak tourist season - apart from Easter) and that 60% of all visitors to Warrnambool indicate that they walked the Promenade⁷⁷ (this equates to 480,000 people)

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- The experience of the Promenade would be improved if a thematic interpretation strategy were prepared and implemented. This might best be done in conjunction with a citywide strategy and it would allow the messages that are promoted along the foreshore to be better integrated with those for the city as a whole
- Trail improvements at the western end of the Promenade at the Breakwater are indicative of further improvements that could be made elsewhere along the trail
- Consultation revealed an interest in extending the Promenade beyond the Whale Viewing Platform to Lake Gilleear. Whilst passable, the foreshore through this area is entirely privately owned, with houses in

⁷⁶ Statistics provided by Warrnambool City Council.

⁷⁷ *Warrnambool Visitor Survey 2007-2008*.

close proximity to the shoreline, thus presenting substantive barriers to the negotiation of a route through this area

- Consultation also revealed an interest in linking to the Mahogany Trail. Whilst the currently proposed extension to the trail (to a point just beyond the golf course) can be supported as a local walking trail opportunity, it is not seen as an extension of the Promenade but rather an entity in itself which principally meets the needs of local residents for walking
- Further extension of the trail beyond current plans is not supported due to the difficulties of constructing the trail 'off-beach' and the dangers inherent in beach walking through the length of the trail to Port Fairy

TRAIL DEVELOPMENT ISSUES

- Council is investigating the feasibility of widening or duplicating the Warrnambool Foreshore Promenade between the Yacht Club and the Surf Life Saving Club in response to congestion and user safety concerns.

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|---------------|--|---|
| Environmental | <ul style="list-style-type: none"> • increased trail use could lead to greater resident involvement in coastal management activities | <ul style="list-style-type: none"> • limited additional impacts likely to arise as result of on-going use of the Promenade |
| Social | <ul style="list-style-type: none"> • increased recreational opportunities for a wide spectrum of people in the community • multiple use/all abilities construction means that a wide range of users are accommodated | <ul style="list-style-type: none"> • considered to be limited adverse social impacts with existing trail |
| Economic | <ul style="list-style-type: none"> • value of trail to community likely to be of some importance in the overall economy and central to the tourism sector • increased visitation would lead to increased spend on local goods and services associated with both day and overnight usage • the Promenade and links to the Port Fairy to Warrnambool Rail Trail may encourage commercial product development and/or longer stays or repeat visitation | <ul style="list-style-type: none"> • low continued cost of maintenance of the promenade |

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

Council has successfully employed Green Corps workers in the construction of facilities and this practice is to be encouraged for future projects.

KEY RECOMMENDATIONS

- Develop a thematic interpretation strategy for the City with a view that the first stage of its roll out might focus on the Promenade
- There is scope to strengthen linkages from the Promenade to the CBD through a range of urban design treatments, signage and/or expanded/improved mapping indicating available links

Wild Grampians Walk (proposed)

LOCATION AND DESCRIPTION

- The Wild Grampians Walk (the WGW), proposed by Parks Victoria, will run ~ 148 kms (~14 days walking) from Mt Zero in the north to the far southern boundary of the Grampians National Park (the NP) and then to the township of Dunkeld
- The final route of the trail has not been determined but it is proposed to use new trails rather than existing trails including use of the Mt William Range which takes in a remote part of the NP which at present has little access
- The trail is proposed as a multi day walking experience involving 10 purpose built campsites (sleeping 24 people each on 12 pads suitable for 2 people each). Campsites will incorporate 'lockers' for the storage of food, tents, etc
- There are a number of points where good access to the trail can be gained, allowing people to select shorter trips (3-6 days) than the extended 14 day walk. Loop tracks are proposed off the main trail and there are a number of opportunities to access off trail accommodation
- The Grampians is a well-known icon for Victoria with dramatic natural landscapes, extensive and visible Aboriginal cultural heritage and accessible native flora and fauna
- The area is also known as for its adventure tourism opportunities including bushwalking, rock climbing/bouldering, 4WD and mountain biking. Surrounding rural roads are also ideal for road cycling
- Dunkeld is seen as the southern gateway to the Grampians and has impressive views to Mt Sturgeon and Mt Abrupt and is an excellent base for exploring the NP

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The bulk of the trail is in the Grampians National Park that is managed by Parks Victoria. A short section at the south (2.5-3.0 kms) linking from the NP boundary to Dunkeld is likely to follow existing roads and utilise the road reserve
- Operator buy-in to the trail is essential to its long-term development

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Trails and infrastructure are yet to be developed, nonetheless, there is an extensive network of trails and infrastructure in the region
- Halls Gap and Dunkeld are well-developed visitor nodes, albeit the latter is smaller in scale than the former. Both sites have visitor centres including the acclaimed Brambuk centre at Halls Gap and a range of accommodation for all user groups including the luxury Royal Mail Hotel at Dunkeld
- The Grampians are mid-way between Melbourne and Adelaide and are an ideal stopover for travellers between the two capital cities
- Daily air service is available from Melbourne via Sharp Airlines to Hamilton (32 kms from Dunkeld) on a daily basis. Daily bus service is also available to Dunkeld from Melbourne
- There are a range of nature based tourism products and services in the area including self-guided short, day and overnight walks, climbing, hot air ballooning, fishing, mountain biking and road cycling. These products are supported by a range of food, wine, spa and health facilities.

NEEDS ANALYSIS (DEMAND)

- Parks Victoria is presently preparing a needs and feasibility analysis for the track
- The WGW would deliver positively on the brand for the region – “space to breathe” – which conveys that the region is a place where visitors can have an emotional/spiritual reconnection to nature and themselves”
- There is a significant and sound policy basis for the proposed trail
- The *Victoria’s Nature Based Tourism Strategy 2008-2012* (NBTS) lists the Grampians with the Great Ocean Road as one of the State’s key nature based tourism destinations with 1.5M visitors in 2004-05, 26% of whom were internationals⁷⁸. As such it is a priority region for targeted marketing. The NBTS has also identified for one of five benchmark sustainable nature-based tourism accommodation projects and as a location for a high yield commercially-run walking product⁷⁹
- The *Victorian Trails Strategy 2005-2010* supports the investigation of a 3-4 day long distance trail using existing trails⁸⁰
- The *Grampians Tourism Region Product and Infrastructure Audit and Development Plan* supports Parks Victoria’s proposal for a long-distance walk in the Grampians⁸¹
- Four LGA’s (Horsham, Ararat, Northern Grampians and Southern Grampians) have all expressed their support for the trail
- Relatively strong tourism numbers in the region and existing markets have a strong match with the region and with outdoor adventure and walking/cycling

⁷⁸ Tourism Victoria 2008. *Victoria’s Nature Based Tourism Strategy 2008-2012* State of Victoria, Tourism Victoria. Pg 21.

⁷⁹ *ibid.* Pg 56.

⁸⁰ Victorian Trails Coordinating Committee 2004. *Victorian Trails Strategy 2005-2010* State of Victoria, Parks Victoria. Pg 29.

⁸¹ Product Delivery Pty Lt 2008. “Grampians Tourism Region Product and Infrastructure Audit and Development Plan” unpublished report to Grampians Tourism Inc..

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- The linkage from the NP to Dunkeld is critical to the Southern Grampians Shire Council gaining best advantage from the WGW and should be developed as a priority
- The proposed link should be to a shared use standard to enable bike as well as walking access, and commence at the Dunkeld Visitor Centre
- The link to Dunkeld would be of further value if the proposed Mountain Bike hub within/adjacent to the NP were accessed using this same track
- Achievement of the wilderness lodge proposed in the Grampians area would also have spin off benefits in cross-promotion for the WGW

TRAIL DEVELOPMENT ISSUES

- The WGW is still in the development stage. Significant planning is still required including feasibility planning, route planning, environmental impact assessment, brand development and marketing materials, selection of an operator(s) and trail and facilities design, documentation and construction
- Importantly funding commitments are required to move the project beyond the proposal stage that it is currently at - a range of environmental factors will need to be considered in developing the hub

ASSESSMENT OF POTENTIAL IMPACTS

| | Potential Benefits | Potential Implications |
|---------------|--|---|
| Environmental | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • construction of a trail in remote areas with limited previous impact may adversely affect flora, fauna, Aboriginal heritage sites, etc. • trail development will need to address issues of drinking water, erosion control, etc. |
| Social | <ul style="list-style-type: none"> • increased tourism visitation • improved opportunities for recreation for local residents as well as visitors • multi-purpose trail sections will provide improved opportunities for a wider range of user groups (e.g. cyclists and mountain bikers) | <ul style="list-style-type: none"> • limited adverse social impact |
| Economic | <ul style="list-style-type: none"> • value in the local community from increased expenditure and revenues for a variety of operators | <ul style="list-style-type: none"> • continued cost of management maintenance required to maintain the length of track and associated facilities to a reasonable standard may prove to a burden on PV/private operators |

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- The project is dependent on private sector involvement for its success. It is likely that the WGW could support a range of commercial tours that incorporate on and off-track accommodation
- The length of trail and the mix of alternative experiences suggest that there are strong opportunities for bundling of adventure products and/or the creation of multi-modal experiences (i.e. walk/ride/balloon/horse ride, etc.)

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Conservation Volunteers Australia presently work with PV to monitor mammals in the NP. Their role could possibly be extended to monitor impacts from trail development and use.

KEY RECOMMENDATIONS

- Complete WGW feasibility investigations (PV)
- Commence feasibility and planning investigations for Dunkeld to NP portion of the WGW (SGS)

ATTACHMENT 5

REGIONAL MOUNTAIN BIKE HUBS

Context

Participation in mountain biking (MTB) has increased markedly over the last decade worldwide, and has resulted in the emergence of recognised sub-disciplines and the development of mountain bike specific infrastructure and events. Cross country mountain biking is now an Olympic sport. Table 1 identifies some of the trends in mountain biking and profiles the mountain bike user.

| National MTB/Cycling Trends |
|---|
| <ul style="list-style-type: none"> • General cycling was rated as the fourth most popular physical activity in Australia in 2006, with an estimated 1.6 million participants - an increase of 17% from 2001⁸² • A record number of bicycles were sold in Australia in 2007 - 1.47 million bicycles, outselling cars for the 8th consecutive year⁸³ • Approximately 70% of the bikes sold in Australia throughout 2005 were mountain bikes⁸⁴ |
| MTB User Profile |
| <ul style="list-style-type: none"> • are male (up to 80 or 90%), however, it is expected that there will be a discernable gender shift in years to come, as between 2002 and 2003 there was a 33.9% increase in the participation of women in the US⁸⁵ • have tertiary level education, and come from professional or technical backgrounds • have high incomes (e.g. \$50,000 and above) • range in age from mid 20's to mid 40's, with a high percentage in the mid 30's age group • tend to travel in small groups of 2-3 people • tend to travel to destinations within half day to day away from home or base for the majority of mountain bike trips, but will travel further for unique experiences or competitions • expect a relatively high level of trail infrastructure and associated services at MTB destinations • ride once to 2-3 times per week • generally access information about a destination through word of mouth or the internet • cite features such as fitness/exercise, technical challenge, spectacular scenery, local culture, and accessibility as important attributes for MTB destinations |

Table 1 Trends in Mountain Biking and Profile of Mountain Bike Users

⁸² Standing Committee on Recreation and Sport (2007) *Participation in Exercise, Recreation and Sport Survey 2006 Annual Report*.

⁸³ <http://www.cyclingpromotion.com.au/content/view/299/9>. Accessed on the 9th September 2008.

⁸⁴ Australian Bicycle Industry (2006) *The Australian Bicycle Industry Report 2006*, page 11.

⁸⁵ Koepke, J. (2005) *Exploring the Market Potential for Yukon Mountain Bike Tourism*, Cycling Association of Yukon, Canada, page 5.

This has occurred to varying extents throughout Victoria, with the development of mountain bike parks, MTB specific trails, a significant increase in national, state and local events, and MTB tourism. The dramatic increase in MTB participation has resulted in a high demand for a range of MTB opportunities, and in many cases has also resulted in illegal trail and infrastructure construction, with liability and sustainability implications.

Mountain biking encompasses several distinct disciplines, which overlap, depending on local terrain, available infrastructure, and the demographic profile of the MTB community in the local area. Table 2 provides a summary of the four main sub-disciplines:

| MTB Sub-discipline | Summary |
|-------------------------------------|--|
| CROSS COUNTRY / ALL MOUNTAIN | Cross country trails are generally a combination of single track and dirt roads, however, quality tracks are generally considered to be those that have large sections of well-constructed single track that may or may not contain technical features |
| DOWNHILL | Downhill mountain bikers are primarily interested in descending steep and technically challenging tracks. A range of sophisticated equipment is utilised by downhill riders, including reinforced body armour, and heavy-duty motorbike style helmets. |
| 4 X/DIRT JUMPING | This discipline is generally popular with younger riders, and is often associated with, or a progression from BMX riding. These riders seek dedicated dirt jump parks, but may also take part in other types of mountain biking that involve jumps and obstacles. This discipline also encompasses 'head to head' racing (four races at a time) and dual slalom (two races on two separate identical courses). |
| FREE RIDING | Free Riding encompasses natural and constructed technical features such as rocks, logs, elevated bridges, jumps, drop-offs and teeter-totters, and has its roots in the North Shore region of British Columbia. Free ride features may be incorporated into cross country tracks, or be grouped into stand alone experiences. |

Table 2 Main Disciplines of Mountain Bike Riding

Concept of Regional MTB Hubs

The Barwon South-West Region already has a number of MTB specific facilities and trails. The most significant, in terms of use, quality, level of promotion and experience, are the three MTB parks at the You Yangs, Forrest and Anglesea. These facilities are considered to be of a regional standard⁸⁶, but are distinct from the other trails discussed in this report, in that they are generally networks of intersecting trails, combined with natural and constructed

⁸⁶ All of the three existing facilities have state and/or national level infrastructure of some sort (e.g. the Anglesea Bike Park, whilst currently small, has been designed and constructed to a standard suitable for high level dirt jumping competition (national and international level).

obstacles, and with associated facilities. These centralised riding locations do not neatly fit into the traditional definition of a linear recreational trail, and are, therefore, referred to as 'MTB hubs' in this report.

For the purposes of this study, mountain bike hubs are defined as well-developed locations that have centralised, high quality MTB specific and visitor support infrastructure.

MTB 'hubs' should:

- be developed in areas that are relatively easy to access (e.g. short car trip, bus ride or bike ride) from main centres or towns with support facilities;

- offer a range of integrated riding infrastructure (e.g. gravity parks, downhill trails, cross country, free ride elements) and a diversity of riding, avoiding duplication of experience (e.g. differing terrain, trail features, level of difficulty);

- have installed centralised trailhead/s, with trail signage and markers, detailed trail notes and maps, toilets, secure car parking and bike wash-down;

- be attractive to both visitors and residents, and provide for beginner to advanced riders (less experienced riders are often attracted to areas frequented by advanced riders);

- have close proximity to access a range of accommodation, dining, and retail services (including bike shops and repair);

- have potential for the development of additional facilities e.g. shuttle bus facilities for areas with long downhill trails, on site café and bike hire and/or bike shop where such facilities and services can be demonstrated to be viable and appropriate;

- have developed with genuine opportunities for input from experienced mountain bikers, and mountain bike specific trail specialists;

- have been developed to high environmental and technical standards to ensure sustainability (e.g. IMBA guidelines); and

provide opportunities for hosting national and international level competition (this level of facility may be developed at two or three locations rather than all hubs).

Whilst the existing hubs in the region may not meet every requirement at present, they do exhibit characteristics consistent with the definition (or have the potential to), including:

Sustainability: have been developed to high environmental and technical standards to ensure sustainability (e.g. based on the technical guidelines of the International Mountain Bike Association (IMBA));

Accessibility: close to main centres and towns with a range of facilities and services; and

Diversity: range of integrated riding infrastructure, catering for a range of abilities, and including associated infrastructure (e.g. toilets, parking, trailhead, signage and trail markers, and bike wash downs).

In addition to the existing facilities at the You Yangs, Forrest and Anglesea Heath, there are plans to develop MTB opportunities within the southern Grampians area.

The potential for MTB hubs to generate revenue is significant. A celebrated example is the MTB trail system in British Columbia, Canada, which generated approximately \$6.6 million during the 2006 summer season⁸⁷. This figure does not take into account the significant revenue generated by the Bike Park, which has a separate admission fee.

On a more regional scale, the Forrest MTB Park will host a round of the National MTB Series in 2009. The event will attract competitors and spectators, and generate revenue through registration fees and on-site purchases (e.g. food and beverage). The economic benefits will also filter through to local accommodation, retail and dining businesses.

In combination, the MTB hubs provide regional scale and diverse MTB opportunities, with significant potential for further development. Each hub is located in a unique natural landscape, representative of the region, and more specifically of its local area.

⁸⁷ Western Canada Mountain Bike Tourism Association (2006) *Sea to Sky Mountain Bike Economic Impact Study Overall Results*, Vancouver, Canada, Page 1.

The following sections provide summaries of the existing MTB hubs within the region, and outline the potential future opportunities for developing regional level MTB facilities in the Barwon South West Region.

Existing and Proposed MTB Hubs

THE YOU YANGS

The You Yangs Regional Park is situated 55km south-west of Melbourne and 22kms to the north of Geelong. The park is managed by Parks Victoria and offers extensive network of mountain bike riding trails, bushwalks and horse riding trails. There is over 50kms of dedicated purpose-built tracks for mountain bike riders that vary in length, grade levels and challenge.

Riders can also reach the trails from Lara using Forest Road North or on the You Yangs Road and Drysdale Road if getting off the train at Little River rail station (on the line between Melbourne and Geelong). Parks Victoria estimate that 60% of the users are day-trippers from Melbourne and the balance are drawn from the Geelong area.

Parks Victoria has accelerated the growth in mountain bike riding in the park over the last 5-6 years with development and upgrading of the trails, installing signs and provision of car park, toilets and picnic facilities. During December 2008, the park hosted the Australian National Series Round 3 mountain bike riding events including cross country and downhill.

The majority of the trails are within the Stockyards Mountain Bike Area, accessed off Drysdale Road and located in the northern part of the park. This area provides 5 easy trails, 5 more difficult trails, 2 very difficult trails and 2 extremely difficult trails. The Kurrajong Plantation was opened in April 2008 and offers easier tracks (e.g. moderate gradient) for those at beginner and intermediate levels of skills.

The dramatic granite landscape reaching 348m above sea level provides a strong riding experience with extended views to Melbourne, Mount Macedon, Geelong and Corio Bay.

FORREST

The Forrest Mountain Bike Trails are located on Crown within the Otway Forest Park land close to the town of Forrest, 156 km south west of Melbourne. The 62 km network includes six trails south of the town extending close to Lake Elizabeth within the Great Otway National Park, and nine trails located north of the town

The trail network was developed in response to a tourism strategy for the Otways hinterland, which identified opportunities to expand mountain bike riding opportunities⁸⁸. Constructed and managed by DSE, the trails include purpose built sections and existing fire trails and provide an outstanding range of riding opportunities. Details of the network are included in a detailed leaflet⁸⁹ and on the net. The trails provide access through scenic Otway forest areas were designed with the assistance of Glenn Jacobs and are claimed to be some of the best mountain bike trails in Australia⁹⁰.

Trail surfaces are generally stable and maintenance costs have been relatively low. The trails are to be linked to the first section of the Forrest – Birregurra Tiger Rail Trail, north of Forrest, but further extension of the mountain bike trails is not considered necessary at this stage.

The mountain bike trails have been highly successfully, attracting large numbers of riders and frequent return visits, contributing to local businesses. Up to 600-700 competitors have competed in weekend events and mountain bike clinics are being conducted. Major events include the Otway Odyssey and Kona 24-hour.

The local Forrest Mountain Bike Club maintain the rideforrest.com.au website which details each trail and provides links to accommodation and other service providers within the Forrest area.

ANGLESEA HEATH

The Anglesea Bike Park is located approximately 3-5 minute cycle north of the main street of Anglesea, on Camp Road. The Park is located on land owned by Alcoa, who also contributed to the construction of the dirt jumps. The Surf Coast Shire Council is responsible for leasing the land from Alcoa.

The existing facility includes an international standard 4X circuit (e.g. dirt jumps and earth berms), small log obstacles, new group shelter, toilets, parking area (parking space is limited, but there is space for further parking in the surrounding area) and signage.

The Park is currently primarily used by local riders, and has been used as venue for local 4X events. Local MTB enthusiasts undertake volunteer maintenance using revenue generated by local events. Trail Head Bike Co. in Anglesea provide sponsorship for the local events.

⁸⁸ DSE (2005) *Tourism Plan for Public Land in the Otway Hinterland*, Victoria.

⁸⁹ Parks Victoria (n.d.) *Getting Dirty*

⁹⁰ www.rideforrest.com.au

Whilst the existing Park provides limited opportunity for other types of MTB riding, there is potential to expand the facility to incorporate a network of cross-country trails in the adjacent section of 'Area A' Anglesea Heath, utilising the existing Park as the main trailhead. The area for the proposed expansion is managed by Parks Victoria, and is utilised by mountain bikers on a regular basis (it is likely that some of the use occurring is on illegal trails).

A Concept Plan⁹¹ has been prepared for the site, which provides a feasibility study for the development of a 10-15 km trail network. The proposed network is intended to cater for a range of skill levels, utilise some of the existing vehicle management tracks, and include new sections of purpose-built single track.

The recommendations made within the Concept Plan are currently being considered by the key land managers and stakeholders.

GRAMPIANS (PROPOSED)

Discussions with Parks Victoria and the Southern Grampians Shire Council indicated a desire for the development of a Grampians Mountain Bike Hub (the Hub). From Council's perspective their preference is for the hub to be near the southern end of the Grampians National Park in the vicinity of Dunkeld.

The scale of the proposed hub is for it to be on a par with that at Forrest where a series of single tracks of varying difficulty have been built in a compact area near town.

There was also discussion about:

the development of an IMBA classified 'epic ride' through the area (Halls Gap to Dunkeld) (this proposal is supported by the findings of the *Grampians Tourism Region Cycling Opportunities Workshop Report*);

the development of Grampians based events including a Mt William climb (12 kms with 900m of rise);

a cycle touring route using existing roads to circuit the NP;
and

⁹¹ The project management group for the Concept Plan included Alcoa, Parks Victoria and the Surf Coast Shire Council.

the promotion of the area for road cycling either for training or events including links to the Tour of South Australia⁹².

All of these ideas were also promoted in the *Grampians Tourism Region: Identifying Cycling Opportunities* workshop and reiterated in the *Grampians Tourism Region Product and Infrastructure Audit and Development Plan*⁹³.

The Grampians is a well-known icon for Victoria with dramatic natural landscapes, extensive and visible Aboriginal cultural heritage and accessible native flora and fauna. The area is also known as for its adventure tourism opportunities including bushwalking, rock climbing/bouldering, 4WD and mountain biking. Surrounding rural roads are also ideal for road cycling. Dunkeld is seen as the southern gateway to the Grampians and has impressive views to Mt Sturgeon and Mt Abrupt and is an excellent base for exploring the NP.

There are a range of access and fire trails in the National Park that could be used in the first instance to being promotion of the area for mountain biking. Halls Gap and Dunkeld are well-developed visitor nodes, albeit the latter is smaller in scale than the former. Both sites have visitor centres including the acclaimed Brambuk centre at Halls Gap and a range of accommodation for all user groups including the luxury Royal Mail Hotel at Dunkeld.

The Hub would deliver positively on the brand for the region – “space to breathe’ – which conveys that the region is a place where visitors can have an emotional/spiritual reconnection to nature and themselves”. Already there is a strong correlation between the existing visitor market segments (young optimists, socially aware, visible achievers) and those seeking cycling experiences.

There is a significant and sound policy basis for the proposed trail. For instance, the *Victoria’s Nature Based Tourism Strategy 2008-2012* identifies the Grampians as one of the destinations for mountain biking that will position Victoria as Australia’s leading destination for that activity linked with appropriate accommodation⁹⁴. The proposal in the NBTS is mountain bike touring using facilities that include ‘demountable bike barn accommodation’⁹⁵.

⁹² Project Delivery Pty Ltd 2008. “Grampians Tourism Region: Identifying Cycling Opportunities” unpublished report. Grampians Marketing Inc. Pg 5.

⁹³ Project Delivery Pty Ltd 2008. “Grampians Tourism Region Product and Infrastructure Audit and Development Plan” unpublished report to Grampians Tourism Inc..

⁹⁴ Tourism Victoria 2008. **Victoria’s Nature Based Tourism Strategy 2008-2012** State of Victoria, Tourism Victoria. Pg 56.

⁹⁵ *ibid* Pg 75.

It is important to the Southern Grampians Shire Council that the location of the Hub is within riding distance of Dunkeld. Importantly, therefore, it is important that the LGA begin planning and develop the link between Dunkeld and the National Park starting from the Visitor Centre.

Development of the Wild Grampians Walk and the proposed wilderness lodge in the Grampians region will have mutually supporting benefits for the proposed Mountain Bike Hub.

The Mountain Bike Hub is still in the development stage. Significant planning is still required including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction. Importantly funding commitments are required to move the project beyond the proposal stage that it is currently at. Zoning within the National Park will need to be looked at closely to determine which, if any, areas are available for mountain biking and on what terms. A range of environmental factors will need to be considered in developing the hub.

The development of the region as a centre for mountain biking and other forms of cycling offers a range of opportunities for the bundling of products, cross promotion and potentially for multi-modal travel experiences that including various forms of cycling, walking, ballooning, horse riding, etc.). Bicycle Victoria is a logical partner for the development of the proposed hub and related cycling activities.

Future Opportunities

1. Investigate the potential to develop a high quality long distance MTB trail within the Barwon South West Region. The trail should be developed in a landscape representative of the region, provide a unique nature-based experience, and be challenging for a range of skill levels.
2. Ensure that further development of the existing hubs is of a high standard and provides a diversity of riding experiences and associated infrastructure, (based on the IMBA trail construction and classification guidelines)⁹⁶, and are suitable for all levels of competition. Opportunities include:

preparing and implementing a MTB Hub Development and Management Plan for each regional hub, which:

have joint ownership by the relevant partners;

⁹⁶ See: IMBA (2007) *Managing Mountain Biking: IMBA's Guide to Providing Great Riding*, USA and (2004) *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*, USA.

provide a 'blue-print' for the future development of the hub (e.g. required upgrades, new sections and loops, required infrastructure to meet the needs of competition, indicative cost estimates for required works, interpretation and signage);

outline the tasks and responsibilities of each of the partners required to implement the Plan; and

include an agreed maintenance and environmental monitoring regime.

ensuring that all hubs have quality trailhead facilities, including signage, trail map and markers, toilets, parking and bike wash down facilities;

expanding the scope of experiences available in the Anglesea Heath area, through the development of a cross country trail network, linked to the existing Bike Park, as described in the Concept Plan;

continued upgrading of the You Yangs MTB hub in response to growing use and significance at the national and State level for events with investigation into the feasibility of providing a direct trail link between Little River railway station and the park through negotiation with existing landowners;

completing (2009) the link from the Forrest MBT hub to the existing section of the Forrest – Birregurra Tiger Rail Trail; and

supporting planning including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction of the proposed Grampians MTB.

Investigate the potential to better integrate the MTB hubs, reinforce their combined regional role, whilst ensuring that each offers unique experiences. Regional integration of the hubs may include:

ensuring consistency in the standard of trail construction and maintenance across the three hubs;

ensuring consistency in the difficulty classification of trails and obstacles, using the IMBA difficulty rating system;

the development of a regional MTB trail map, including scaled and topographic information of each hubs trail network and on-site facilities, other quality MTB/cycling trails in the region (e.g. the rail trails may be included);

preparation of a MTB Code of Conduct;

pursuing greater opportunities for integrated marketing and promotion of the regional MTB's (as is being done now with Bicycle Victoria's Getting Dirty brochure which promotes the You Yangs and Forrest mountain bike trails).

investigate the potential for developing an 'iconic' long distance MTB trail in the Great Otway National Park and/or Otway Forest Park, with the opportunity to develop 'bike barn' accommodation along its length, as outlined in *Victoria's Nature-based Tourism Strategy 2008-2012*;

ATTACHMENT 6

NOMINATED TRAILS NOT SELECTED AS REGIONAL TRAILS

The following trails were recommended for review as potential regional trails by various stakeholders.

On review, they were not selected to form part of the regional trail network for a variety of reasons as set out in the table that follows.

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|--|--|--|---|---|
| GOW (Apollo Bay) connection to Skenes Creek | Local | <p>Not considered to be a regional trail, as:</p> <ul style="list-style-type: none"> not likely to attract visitation from the wider region – primarily a connection to Apollo Bay for local residents not considered to be a key linkage to the GOW, as visitors are unlikely to begin their walk at Skenes Creek, and will not contribute strongly to the overall experience of the GOW high construction cost for limited return <p>Construction of the trail will:</p> <ul style="list-style-type: none"> connect a settlement with a town serve multi-functional purposes (commuting and recreation) and shared use (walking and cycling) connect to a regional level trail (GOW) and associated with the GOR improve safety for local residents and visitors holidaying at Skenes Creek | Implement the Apollo Bay to Skenes Creek Pedestrian and Cycle Path, as outlined in the Project Status Report prepared by the Apollo Bay-Kennett River Public Reserves Committee of Management | <p>Primary: Apollo Bay-Kennett River Public Reserves Committee of Management</p> <p>Support: Colac Otway Shire Council</p> |
| The Great Ocean Road Cycling Route | National/International (with a high amount of local/municipal use for training by road cyclists) | <p>Not considered a regional trail as:</p> <ul style="list-style-type: none"> the narrowness and amount of traffic on the road results in conditions suitable only for experienced cyclists these conditions make it dubious to promote as a 'safe' trail for a wide range of users <p>The Great Ocean Road, is however, considered to be a premier cycle touring route for experienced cyclists, and therefore should be promoted as such.</p> <p>Key stakeholders consulted indicated that there is a lack of marketing, and general information availability regarding the route for cyclists.</p> | <p>Investigate the potential for improving the marketing, promotion and general information about the Great Ocean Road cycling route. This may include:</p> <ul style="list-style-type: none"> developing a Great Ocean Road cycling guide; updating information of a range of key websites, including Cycling Australia, Bicycle Victoria, Cycle | <p>Primary:
Great Ocean Road Committee</p> <p>Support: Bicycle Victoria, Cycle Tourism Australia, Cycling Australia</p> |

Tourism Australia, Tourism Victoria, and those of regional tourism bodies (including downloadable route notes and maps, accommodation, camping and services information)

- developing and promoting transport packages for cyclists (e.g. train/shuttle transport on and off the route)
- targeting experienced road and touring cyclists, and outlining the level of skill required
- supporting and promoting cycling events associated with the Great Ocean Road

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|--|---|---|--|--|
| <p>The Trans Otway Waterfall Walk</p> | <p>Future Potential Regional Trail</p> <p>Opportunity to develop municipal level day circuits in the shorter term</p> | <p>Not considered to be a regional trail as:</p> <ul style="list-style-type: none"> there is limited support from the land manager (Parks Victoria) there is no identified funding source in place for planning, development, implementation and maintenance the project represents a long-term vision the proposed route caters primarily for bushwalking enthusiasts, and will likely be classified at the higher end of the walking track classification standard (class 4-6), and therefore will not cater for a wide range of users there is potential for increased human impact on largely undeveloped natural areas, previously only infrequently used (e.g. vegetation clearance/trampling, disturbance of cultural heritage sites, introduction of weeds and plant pathogens) the proposed route, whilst encompassing a number of scenic waterfalls, tall forest and areas of cultural heritage value, does not appear to offer a varied landscape experience (e.g. is primarily within the canopy of the wet forest) | <p>It is recommended that, in the shorter-term, consideration be given to enhancing walking opportunities within the Great Otway National Park hinterland, including the development of a longer day loops and/or overnight loops, which provide access to landscape features encompassed by the proposed Trans Otway Waterfall Walk.</p> <p>Potential locations include in the hinterland within proximity to Apollo Bay (the Wild Dog Track/Wild Dog Falls area)</p> <p>Investigate the potential for upgrading a number of quality existing half to full day loop trails in the Great Otway National Park. Improvements may include the formalisation of linkages between existing trails to form longer loops, and the development of walk in campsites in areas with overnight opportunities.</p> | <p>Primary Land Manager:
Parks Victoria</p> <p>Primary Proponent:
Otway Ranges Walking Track Association</p> <p>Support: Colac Otway Shire Council, Surf Coast Shire Council</p> |

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|---|---|--|---|--|
| The Trans Otway Waterfall Walk (cont.) | See above | The potential to develop loop trails at either end of the proposed route were investigated as part of this study, including brief site investigations to sections of the proposed routes. Locations visited included either end of the Wild Dog Track, the Wild Walk (Wild Dog Falls area), the Cumberland River area, and Erskine Falls area. | See above | See above |
| Round the Heads Trail | Local Trail but with the coastal section being part of a potential Regional Trail | Feasibility investigations ⁹⁷ have assessed the proposal for establishing a continuous recreation trail (@ 11.5 kms around Barwon Heads. Substantial lengths of the trail have developed in recent years but the major segment missing to allow a loop around the Barwon Heads trail was on the western side of the town. The reports indicate there are significant costs and difficulties with achieving the western link due to land tenure, loss of vegetation, duck hunting, wetland RAMSAR significance and high costs of boardwalk construction. | It is recommended that, the coastal section of the Round the Heads Trail be considered as part of the proposed Queenscliff – Barwon Heads regional trail and the remainder of the proposed trails being identified as essentially local trails.

The community continue to pursue the development of a local trail network based on relevant agency and community support, priority and available resources.

Priority be given to the upgrading of the Barwon coastal trail and assessing the most appropriate siting options for the planned connection to the 13 th Beach Surf Life Saving Club given current funding | Primary Land Manager:
DSE

Primary Proponent:
Barwon Coast Committee of Management

Support: Local community |

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|---|----------------------------------|---|---|------------------|
| <p>Round the Heads Trail (cont.)</p> | <p>See above</p> | <p>The proposed trail is not considered to be a regional trail as:</p> <ul style="list-style-type: none"> • the Barwon Heads coastal trail is best considered to be part of the proposed Queenscliff – Barwon Heads regional trail whereas the remainder of the proposed trail is essentially more attractive for local use rather than attracting regional level of use • the proposed western section involves a multitude of environmental and economic issues for limited regional trail benefit or high experiential quality (as compared with other existing sections of the trail) and it is considered that local trail loops can be created without creating such impacts and requiring high costs • there is no identified funding source in place for planning, development, implementation and maintenance <p>it is recognised that the project represents a long-term vision and some sections may be achieved through developer contributions for open space if and when land is developed in the future</p> | <p>In the longer term, the extension of the coastal trail may allow for a connection with the proposed Barwon River Trails (via the Barwon River Parklands)</p> | <p>See above</p> |

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|--|---|---|--|--|
| Bellarine Rural Tracks and Trails | <p>Proposed 95 km network of trails on the Bellarine Peninsula with the principal users being horse riders, cyclist and walkers</p> | <p>A Strategy⁹⁸ document presents the case for developing a network of trails that would better cater for the needs of horse riders, cyclist and walkers in the Peninsula.</p> <p>The proposed trail network has not be considered as a regional trail at this stage as the CoGG are to soon commission consultants to undertake further investigations into the proposal, including a re-assessment of the priorities and resolution of various issues.</p> <p>The proposal has mainly identified a network of possible horse riding trail routes on open roads, undeveloped roads and concessionary routes that link to reserves and equestrian centres. Other than the Bellarine Rail Trail, none of the other proposed trail routes are considered to be of regional status.</p> | <p>Further investigations, as planned, be undertaken to assess the opportunities for developing improved access to trails for horse riders in the Bellarine Peninsula.</p> <p>In the short term, it is recommended that the issues and opportunities for managing horse riding use the Bellarine Rail Trail (Drysdale to Queenscliff section) be further investigated.</p> | <p>Primary Land Manager: DSE and CoGG</p> <p>Primary Proponent: Bellarine Horse riders</p> <p>Support: Local community</p> |

98 *Bellarine Rural Tracks and Trails Strategy 2007-2012* (author unknown)

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|---|----------------------------------|--|------------------|------------------|
| <p>Bellarine Rural Tracks and Trails (cont.)</p> | <p>See above</p> | <p>Only a limited number of the proposed trail routes match the proposed priorities for cycling in the Greater Geelong Cycle Strategy. Similarly, it is expected that the trail routes would attract some local walking use but would not attract significant regional use. In other words the proposed trails would primarily cater for local use and are not considered to meet the criteria for regional trails.</p> <p>The needs of horse riders to access trails within the Bellarine Peninsula is warranted and should be further investigated with the proposed consultancy work to be undertaken. In doing so this may identify a trail that meets the criteria for a regional trail in the future.</p> <p>There is no identified funding source in place for planning, development, implementation and maintenance.</p> | <p>See above</p> | <p>See above</p> |

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|--|----------------------------------|---|--|---|
| <p>Portarlinton – Indented Head – St Leonards coastal trail</p> | <p>Local trails</p> | <p>A community representative nominated the upgrading of the existing trail between Portarlinton – St Leonards as a regional trail.</p> <p>The proposal is not considered to be a regional trail because:</p> <ul style="list-style-type: none"> • the existing trail is currently suited to the level of use and should continue to be developed and managed as a local trail connecting the small coastal settlements • the development of a regional shared trail would have an adverse impact on the foreshore native vegetation • the trail, whilst offering good grade and water views, is unlikely to attract strong regional interest as compared with the other regional trails • the relatively low traffic volume and speeds allows for future development of safe on-road bike riding lanes • no connection to other regional trails | <p>Upgrading narrow sections and maintaining the trail to better accommodate trail users</p> <p>Resolution of the coastal erosion problems that threaten the foreshore and coastal trail</p> <p>Continue to plan for on-road bike path between the settlements</p> | <p>Primary Land Manager:
DSE and CoGG</p> <p>Primary Proponent: Local community</p> <p>Support: Local community</p> |

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|---|----------------------------------|--|--|---|
| <p>Forrest – Birregurra Tiger Rail Trail</p> | <p>Local</p> | <p>Not considered to be a regional trail, as:</p> <ul style="list-style-type: none"> • Only 4 km currently constructed (near Forrest), with 3 km link into Forrest proposed for completion September 2009. • Former rail alignment now partly privately owned, making continuous trail difficult to achieve (refer maps in <i>Argahook-Otway Investigation Final report</i>, Victorian Environment Assessment Council, 2004) • Trail would replicate other trails in region to some degree (Old Beechy and Coast to Crater) • Proposed length (approx 30 km) limited for cycling experience • Significant construction cost • No single manager for proposed trail at present <p>However, the proposed trail has potential and should be considered further in the future. It would link the towns of Forrest, Barwon Downs, Deans Marsh and Birregurra, pass through attractive landscapes, has good grades, is closer to Geelong and Melbourne than the Old Beechy and Coast to Crater trails, and has rail access.</p> <p>Development of short sections of the trail near the towns would increase local trail opportunities, including links to MTB and horse trails at Forrest.</p> | <ul style="list-style-type: none"> • Support development and maintenance of sections of trail near towns for local use. • Review potential as regional trail in the future. Include investigation of options for access through private land sections. | <p>Primary: Colac-Otway Shire Council, Surf Coast Shire Council</p> <p>Support: DSE, Barwon Water</p> |

| Nominated Regional Trail | Level in Trail Network Hierarchy | Rationale | Recommendations | Responsibility |
|--|--|--|--|---|
| Lake Colac Circuit Trail | Local | <p>Not considered to be a regional trail, as:</p> <ul style="list-style-type: none"> • Only approx. 3 km currently constructed (near town) • Natural and landscape values relatively low, providing limited experience for users • Unlikely to attract many users from outside immediate area • Proposed length (approx 22 km) limited for cycling experience • Does not connect with other off road trails • Significant construction cost • Some private land along route <p>A circuit trail could provide for local walking, cycling and horse riding, and could utilise toilets and facilities near the lake.</p> | <ul style="list-style-type: none"> • Support provision of improved local links to/from existing trail in Colac to provide loop walking/cycling opportunities. • Consider circuit trail as part of future local open space network. | Primary: Colac-Otway Shire Council |
| Hamilton – Coleraine Rail Trail | Potential Regional Trail (long term), Initially develop as part of local trail network from Hamilton | <p>Currently used infrequently by walkers. Not considered by the current study, as</p> <ul style="list-style-type: none"> • Presently undeveloped with difficult access due to overgrowing weeds, rail ballast, missing bridges, etc. • Proposed length relatively short (34 kms) • Likely limited market as other trails offer a more diverse experience • Significant construction costs • Need to negotiate with private land holders for stock access/exclusion, etc. | <ul style="list-style-type: none"> • Support feasibility and implementation planning for local trail (in the first instance) with a first stage of development from Hamilton to Wannan Falls | Southern Grampians Shire Council, Vic Rail, DSE |

| | | | | |
|--------------------------------|---|---|--|--|
| | | <p>Wannon Falls, midway on the trail is a popular destination with facilities there including a lookout, interpretation, barbecues, toilets and nearby camping. The Falls would be an excellent end point for a first stage of construction starting from Hamilton.</p> | | |
| <p>Koroit – Dunkeld</p> | <p>Road cycling or touring route opportunities in the immediate future</p> <p>Low priority in the scheme of regional trails into the long term future</p> | <p>A community concept for a trail linking Koroit (on the Port Fairy to Warrnambool Rail Trail) to Dunkeld. Not considered by the current study as:</p> <ul style="list-style-type: none"> No detail is available about route or type of trail; Assumed to follow existing road network (~80 kms) (as largely private land between end points) requiring in depth analysis of safety, land use conflicts, etc. Likely limited marked as other trails will offer a more diverse experience (assumed to traverse rural land); Limited population base from which to draw local user base and/or volunteer support for construction and maintenance Significant construction costs vs potential benefits <p>The two trail destinations are better linked or promoted as starting points/stoppers on a vehicle touring route (i.e. the Volcanic Trail incorporating the Penhurst Discovery Centre) and/or road cycling training/competition opportunities.</p> | <ul style="list-style-type: none"> Road cycling or touring route opportunities in the immediate future Low priority in the scheme of regional trails into the long term future If the trail advances as a priority for one or the other of the LGA's, a first stage linking Dunkeld to Penshurst should be considered | <p>Moyne and Southern Grampians Shire Councils</p> <p>Moyne/Southern Grampians Community Building Initiative Group</p> |
| <p>Mahogany Trail</p> | <p>Local trail</p> | <p>Currently promoted as a long distance walking trail (22 kms) linking Warrnambool and Port Fairy. The current trail is almost exclusively on the beach, with</p> | <ul style="list-style-type: none"> Consider potential to develop improvements at existing beach access points (Ilowwa Beach | <p>Parks Victoria, DSE, Warrnambool City Council and Moyne Shire</p> |

| | | | | |
|--|--|--|---|---------|
| | | <p>a first stage of an off beach from Warrnambool to just beyond the golf course in the planning stages as a walking track only. This portion of the trail is seen as having local benefits only.</p> <p>Not supported as a regional trail due to safety concerns with on beach walking. The beach is steeply sloping and affected by high tides with little refuge in places. Beach sands in this area are also quite soft and coarse, making walking difficult.</p> <p>Already there are warnings to walkers on some web pages that promote the track e.g. "Be prepared! It is a longish walk, the weather can change dramatically, you could injure yourself, become dehydrated or freezing, etc." (see www.swtafe.vic.edu.au/walkers/mtom.htm).</p> <p>Construction of an off-beach route is particularly problematic due to environmental (rare bird habitat, weed invasion) and cultural heritage impacts, the cost of constructing in the variable topography (including through significant wetland areas), potential environmental impacts and the negotiation required with adjacent private landowners.</p> | <p>(Gormans Road), Killarney Beach, etc.)</p> <ul style="list-style-type: none"> Strongly consider whether it is appropriate for the Mahogany Trail to be promoted given its severe limitations. | Council |
|--|--|--|---|---------|

ATTACHMENT **7**
BENCHMARKING OF TRAIL
GOVERNANCE MODELS

| Trail | Land Owner/Authority | Trail Managers and Partners | Management Model |
|---|---|--|--|
| <p>Hans Heysen Trail</p> <p>1, 200km long</p> <p>Extends from Cape Jervis to Parachilna Gorge in the Flinders Ranges, SA.</p> | <p>Department of Environment and Heritage
Forestry SA
Private freehold?</p> | <ul style="list-style-type: none"> Trails Officer from the Department of Environment and Heritage (DEH) Friends of Parks (FOP) – incorporated volunteer association set up to work directly with DEH through a Volunteer Support Unit Friends of the Heysen Trail (incorporated body, but affiliated with FOP for ease of management, and includes a Maintenance Committee) | <ul style="list-style-type: none"> Partnership Agreement (MOU) between FOP and DEH; Friends of the Heysen Trail are covered by state government insurance body SAICORP in that same way as government employees All work has to be covered by Volunteer Project Commencement Advice Forms, which must be signed in advance the DEH Trails Officer The trail is divided into 20 sections for maintenance purposes, each with a volunteer leader Volunteer Project Commencement Forms are prepared each year for each section, covering normal maintenance activities The Forms are prepared by the Friends of the Heysen Trail Maintenance Committee The section Volunteer Leaders are required to keep a log of maintenance activities undertaken and names of volunteers involved (sufficient for insurance purposes) Annual summaries of volunteers and hours worked are provided to FOP (IP have a copy of the MOU) |
| <p>The Tuatapere Hump Ridge Trail, New Zealand</p> <p>53km (includes two modern huts to accommodate 40 people, helipads, solar electricity, heating and flush toilets)</p> <p>South-eastern corner of the Fiordland National Park.</p> <p>Information sourced from Otway Ranges Walking Track Association</p> | <p>Department of Conservation (DOC)</p> | <ul style="list-style-type: none"> The Tuatapere Hump Ridge Track Trust (community organization) DOC Private tour operator | <ul style="list-style-type: none"> The Tuatapere Hump Ridge Track Trust (the Trust) was formed in 1995 (DOC represented on the Trust) The Trust were responsible for raising the funds to construct the track and associated infrastructure (from donations and grants) The role of DOC included project approval, overseeing and facilitating the project in conjunction with the Trust The Trust are responsible for ongoing maintenance and infrastructure upgrade Funding for maintenance is provided via trail access payments per walker, paid to the Trust by a private company operating on the trail |

| Trail | Land Owner/Authority | Trail Managers and Partners | Management Model |
|--|--|---|--|
| <p>Bibbulmun Track</p> <p>Approximately 1000km</p> <p>Extends from Kalamunda (Perth Hills) to Albany</p> | <p>Department of Environment and Conservation (DEC)</p> | <ul style="list-style-type: none"> • Department of Environment and Conservation – Recreation and Track Unit • Bibbulmun Track Foundation (BTF) • Many organisations are affiliated with the Bibbulmun Track Foundation (e.g. local service providers, tour operators, bushwalking clubs, schools, government departures) | <ul style="list-style-type: none"> • The Bibbulmun Track is managed by DEC • The BTF supports DEC management of the track through publicity, marketing, running events, and managing community volunteers • Basic track maintenance and checks are carried out by BTF • Major maintenance is carried out by DEC crews • The relationship between DEC (then CALM) and BTF is formalised in Memorandum of Understanding (available from IP) |
| <p>Murray to Mountains Rail Trail</p> <p>94km</p> | <ul style="list-style-type: none"> • Alpine Shire Council • Indigo Shire Council • Rural City of Wangaratta | <ul style="list-style-type: none"> • General Committee of Management comprising: <ul style="list-style-type: none"> ◦ Alpine Shire Council ◦ Indigo Shire Council ◦ Rural City of Wangaratta • Advisory Sub-Committee (six representatives from user groups/community, one from the Country Fire Authority, three local landowners, one from the Victorian Farmers Federation) • Technical Sub-Committee (one representative from each local government, one from DSE, one from Vic Roads) • Full-time trail manager (all Councils contribute to funding this position) | <ul style="list-style-type: none"> • The General Committee of Management includes two representatives from each local government, one representative from the Technical Sub-Committee, and three representatives from the Advisory Sub-Committee • The General Committee of Management is responsible for: <ul style="list-style-type: none"> ◦ Day to day management and ongoing development ◦ Preparation and implementation of a business plan ◦ Development and achievement of objectives ◦ Development of budgets ◦ Overseeing the activities of the Technical Sub-Committee and Advisory Sub-Committee • The Technical Sub-Committee is responsible for: <ul style="list-style-type: none"> ◦ Trail maintenance ◦ Weed and vegetation control ◦ Bridge maintenance • Marketing Sub-Committee: <ul style="list-style-type: none"> ◦ Primarily focused on cycle tourism ◦ Work independently of the Committee of Management • The Advisory Sub-Committee represents the interests of the community and user groups, and relays them to the General Committee of Management, and liaises with the Committee in relation to trail management and maintenance |

| | | | |
|---|--|---|---|
| <p>Noble Canyon MTB Epic
27.8 km
Cleveland National Park,
Southern California</p> | <p>Federal Land (United States Forest Service)</p> | <ul style="list-style-type: none"> • United States Forest Service (local Forest Service District) • San Diego Mountain Bike Association (through a liaison officer) and associated volunteers • Local Bike Shops • IMBA (the ride is promoted as an EPIC) | <p>All Councils provide funding for the trail, and each are responsible for maintenance on the section within their boundary</p> <ul style="list-style-type: none"> • SDMBA 'adopted' the trail several years ago • SDMBA has assigned a liaison to the Noble Canyon Trail, to work specifically with the Forest Service and volunteers • SDMBA carry out trail maintenance on the track 2-3 times per year, organised by the liaison officer, using volunteers • The liaison officer organises product donations from local bike shops to acknowledge the work of volunteers • Public liability insurance is provided by SDMBA • Funding for trail management/maintenance is provided by the Government (via the Forest Service) |
|---|--|---|---|

ATTACHMENT 8

SAMPLE TRAIL MEMORANDUM OF UNDERSTANDING

The following MOU is an example provided by the Friends of the Heysen Trail. Whist the MOU does not relate solely to the management of the Heysen trail, it does set the basis for the relationship between the Department of Environment and Heritage (DEH) and the umbrella community-based organisation 'Friends of Parks', and ultimately for the 'Friends of the Heysen Trail' group, under which the later sits.

The Friends of the Heysen Trail group indicated that a more specific trail management agreement between DEH and the Friends of the Heysen Trail is being prepared, but was not available at the time of writing.

MEMORANDUM OF UNDERSTANDING
BETWEEN FRIENDS OF PARKS INCORPORATED
AND DEPARTMENT FOR ENVIRONMENT AND
HERITAGE

PREAMBLE

This Memorandum of Understanding defines the relationship between the Department for Environment and Heritage ("the Department") and Friends of Parks Inc.

This Memorandum recognises that Friends of Parks groups seek to further the objectives of the Department by contributing to the management of parks, wildlife, cultural sites and cultural heritage, and that the Department provides opportunities for those interested in contributing to this work.

This Memorandum of Understanding replaces the previous Memorandum of 4 November 1999.

PARTIES

Friends of Park Incorporated

Friends of Parks Inc is an incorporated body under the Associations Incorporations Act 1985.

Its role includes the provision of voluntary assistance to parks, wildlife, cultural sites and cultural heritage in South Australia (refer Appendix 1 – extract from Constitution of Friends of Parks Incorporated), in partnership with the Department.

Friends of Parks Inc is an umbrella organisation for Friends of Parks members groups in South Australia. Friends of Parks groups are established in relation to individual reserves, groups of reserves, or individual sites/issues.

Friends of Parks Inc is a key stakeholder in those areas for which the Department has responsibility, but is neither responsible nor accountable for the management of those areas.

However, it is responsible for its activities as an incorporated body.

Department for Environment and Heritage

The Department is the Government's principal environment agency. It provides policy advice and leadership on environment sustainability and the conservation of South Australia's natural and cultural heritage. It manages the State's protected area system and other public lands, the Heysen Trail, and many heritage places.

The Director of National Parks and Wildlife is responsible for the management of reserves under the National Parks and Wildlife Act 1972 and Wilderness Protection Act 1992 (subject to the direction of the Minister for Environment and Conservation or the Chief Executive of the Department). The Director, Natural and Cultural Heritage holds the statutory position of Director of National Parks and Wildlife and through the Natural and Cultural Heritage Directorate is responsible for the development of policies and programs, relating to the management of parks and reserves, the Heysen Trail, heritage places and volunteers in parks.

The development of policies and programs relating to nature conservation is undertaken by the Science and Conservation Directorate of the Department.

The Regional Conservation Directorate is responsible for the regional delivery of the Department's goals and objectives, including operational management of reserves.

The Community Liaison Unit within the Natural and Cultural Heritage Directorate is responsible for the provision of policy advice for Friends of Parks Inc and other volunteers, the provision of advice and guidance to Friends of Parks groups, and is the main point of contact between Friends of Parks Inc and the Department.

WORKING RELATIONSHIP

Funding and assets

The Department may provide, either through grants or as part of its operating budget, assistance to Friends of Parks groups to undertake voluntary work, training, administration or other activities, and to assist with the administration of Friends of Parks Inc.

Friends of Parks Inc and its member groups may obtain funding from other sources, or utilise their own funding, to undertake activities on reserves or

other areas managed by the Department provided that such activities are mutually agreed upon.

Assets acquired by Friends of Parks groups using their own funds remain the property of that group.

Support

Friends of Parks Inc is an independent body with its own office bearers. The Department, through the Community Liaison Unit, will provide advice, guidance and secretarial support to the

Management Committee of Friends of Parks Inc.

The Department will designate a department officer for each Friends of Parks group, who is responsible for operational liaison and support for that group. Each Friends of Parks group and the department liaison officer shall work together to develop work plans for Friends' activities. The department liaison officer will make periodic attendance at meetings of activities of Friends of Parks groups, particularly when any issues of concern are identified.

Communication

The Department recognises that good communication is essential to successfully engage Friends of Parks Inc and Friends of Parks groups in a meaningful, productive, and collaborative relationship. Friends of Parks Inc and Friends of Parks groups recognise the importance of working cooperatively with the Department to achieve shared goals and objectives.

Friends of Parks Inc, through its President, will liaise with the Department through the Manager of the Community Liaison Unit. Friends of Parks groups will liaise with the Department through their nominated departmental liaison officer.

The Community Liaison Unit will have state wide responsibility for state wide communication initiatives such as producing a newsletter and other bulletins for Friends of Parks Incorporated and Friends of Park groups.

Policies and programs

The Department will, through the Community Liaison Unit, keep Friends of Parks Inc informed of changes to legislation, policies, procedures and programs affecting Friends of Parks groups.

Friends of Parks Inc will ensure that this information is passed on to its member groups. The nominated liaison officer for each Friends of Parks group will also keep that group informed of such changes.

Authority to undertake work

Friends of Parks Inc recognises that its members are required to operate within the requirement of the National Parks and Wildlife Act 1972, Wilderness Protection Act 1992, adopted management plans, departmental policies, and identified departmental work procedures (including the

Friends of Parks Inc volunteer manual) when undertaking activities related to parks and reserves or operating on a park or reserve.

Friends of Parks Inc recognises that activities should be directed towards departmental priorities (eg. implementation of adopted management plans and other approved programs), and that no activities can be undertaken without the approval of the appropriate departmental officer.

Friends of Parks Inc will ensure that the requirement to gain authority for works is communicated to all members groups.

Occupational Health, Safety, and Welfare

The Department recognises that it must provide Friends of Parks Inc and its members with adequate information, instruction, training, and supervision, as far as is reasonably necessary, to ensure that volunteers are safe from injury and risks to health.

Friends of Parks Inc will ensure that its members are provided with the information, principles, and practices that are set out or in association with the Occupational Health, Safety, and Welfare

Act 1986. Friends of Parks Inc and Friends of Parks groups must observe these provisions and undertake any necessary training in order to fulfill their

responsibilities to operate in a manner that will not place at risk the safety of themselves or any other person (ie "duty of care").

The Commissioner's Standard 1 – A Planned Workforce (Attachment A: Volunteers in Government Agencies) provides the broad framework for volunteers in Government agencies. In particular, it explains the insurance cover for volunteers and the responsibilities of agencies and volunteers.

Forums of Friends of Parks Inc

The Department, through the Community Liaison Unit, will assist Friends of Parks Inc to conduct its annual Forum of Friends of Parks Inc, and regional staff will assist with the hosting of forums.

Conflict resolution

For both and operational matters, Friends of Parks groups will liaise with their liaison officer and district ranger/line manager in the first instance. Should further assistance be required to resolve a matter, it may be referred to the Community Liaison Unit and the Management Committee of Friends of Parks Inc for assistance. Depending on the circumstances, involvement may be sought from the relevant Director depending on the particular policy or operational issue.

If the issue remains unresolved, the President of Friends of Parks Inc and the Chief Executive of the Department will, in consultation, attempt to resolve the issue.

Lobbying

Friends of Parks Inc agrees that its Management Committee and members do not engage in political lobbying make or public statements that may compromise the Government, Minister or Department.

The Department AGREES that if a matter cannot be resolved between Friends of Parks Inc, its member groups and the Department, as an independent body, Friends of Parks Inc has the right to make representations to other organisations and individuals without affecting this Memorandum of Understanding, and without the Department withdrawing support for Friends of Parks Inc.

Appendix 1 Extract from the Constitution of Friends of Parks Incorporated

3. OBJECTS

The objects of the Association are:

3.1 To provide voluntary assistance to national parks, wildlife, cultural sites and cultural heritage in South Australia, in liaison with the South Australian Department for Environment and Heritage or its successor.

3.2 To raise funds for the administration and social activities of the Association or any of its members, and for endorsed Friends project which benefit national parks, wildlife, cultural sites and heritage in South Australia.

3.3 To publicise national parks, wildlife, cultural heritage in South Australia.

3.4 To provide cultural and social opportunities and activities for members and the general public and to build on community responsibility through a awareness, support and enjoyment of national parks, wildlife, cultural sites and cultural heritage in South Australia.

3.5 To recognise the value and contribution that volunteers provide to the enhancement of the national parks, wildlife, cultural sites and cultural heritage in South Australia by providing support in an appropriate way.

3.6 To publicise the partnership support role of volunteers.

3.7 To receive gifts through the Gift Fund and to apply them to projects concerned with national parks, wildlife, cultural sites and cultural heritage.

3.8 These objects shall be furthered by:

3.8.1 the holding of meetings, working bees, lectures, conferences, and competitions;

3.8.2 the communication of information to member groups and the community; and

3.8.3 any other appropriate activities.

3.9 To do all such things as are conducive or incidental to the attainment of the above objects or any of them.

OM092605-7 SALE OF WINGEEL RECREATION RESERVE - 270 BARUNAH PLAINS ROAD, WINGEEL

| | | | |
|-------------|----------------------------------|-----------|----------------------------|
| AUTHOR: | Marg Scanlon | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate and Community Services | FILE REF: | Wingeel Recreation Reserve |

Purpose

The purpose of this report is to seek Council's endorsement to sell the property at 270 Barunah Plains Road, Wingeel to the adjoining land owner Mr Neville Harrison.

Background

The Wingeel Recreation Reserve currently comprises two aged asphalt tennis courts and infrastructure. The facilities on this land site are deemed defunct for the purposes of tennis or community recreation and the infrastructure on site is not suitable for public use.

Council supported the commencement of the process for the sale of land in December 2008 for both the Wingeel and Warrion Tennis Reserves in accordance with Council's Sale of Council Land Policy. Council also approved at this time that public consultation for the sale of the Reserves takes place for a period of six weeks which is consistent with the Policy.

Further to this Council endorsement, the adjoining land owner to the Wingeel Recreation Reserve, Mr Neville Harrison contacted Council's Recreation Unit registering interest in purchasing the land at the valued price.

Council has previously resolved that subject to a satisfactory outcome of the public consultation process that the land is sold to Mr Harrison for \$2,400 (exclusive of Goods and Services Tax). Council also resolved that an agreed Section 173 Agreement be established to ensure that the property cannot be sold or developed separately in the future.

The Community Consultation process has been undertaken however no submissions or enquiries were received.

Council Plan/Other Strategies/Policy

This proposal is consistent with Council's Sale and Exchange of Council Land Policy which provides the guidelines for the disposal of Council land. Council's 2006-2010 Recreation Strategy also identifies the opportunity to address disused and defunct tennis facilities through sale of land. The 2004 Colac Otway Tennis Facilities Audit and Works Program identified that the Wingeel Tennis Courts are defunct and no longer appropriate for community access.

Issues/Options

The Sale and Exchange of Council Land Policy sets out the details that is required to be provided by Council prior to any sale of land and the statutory processes that are required to be undertaken. These are detailed as follows with specific reference to the Wingeel Tennis Courts site;

(a) Reason for Recommended Sale

The site is not required by Council.

(b) Description of Property

The property at 270 Barunah Plains Road Wingeel has a frontage of 54.64m and a depth of 74.20m. The total site area is 4,047 sq m. The site is zoned Farming.

The title details are Volume 09582 and Folio 215 as being Lot 1 of TP95953 (formerly known as part of Crown Allotment 57A Parish of Weering).

The Wingeel Recreation Reserve comprises of two aged asphalt tennis courts and infrastructure. The land site is deemed defunct and the infrastructure is not suitable for public use.

As detailed in the valuation advice from Landlink Property Group '*The property is currently zoned 'farming' in accordance with the Colac Otway Shire Planning Scheme. Discussions with the Planning Department confirmed it is unlikely that they would approve a planning permit for the use of the property for residential purposes and accordingly, the most likely use of the subject property would be for rural purposes in conjunction with a neighbouring property owner who would utilise the property in conjunction with a larger farming enterprise*'.

(c) Current Council Valuation and Date of Valuation

A valuation of the property has been prepared by Landlink Property Group. Date – 12 September 2008. Valuation - \$2,000. The valuation is for the land and is exclusive of Goods and Services Tax (GST).

(d) Locality Map

Locality map is attached.

(e) Current Use

The above property is defunct and not utilised as public open space. Although an active tennis club did operate on the site many years ago, the Club and Reserve Committee disbanded over recent years.

(f) History of Council Ownership

The property details indicate the Sole Proprietor as 'the President Councillors and Ratepayers of the Shire of Colac dated 1 August 1984.

(g) Recommended Method of Sale

It is recommended that the property is sold by Private Treaty. This is the preferred option as all adjoining land is owned by Neville Harrison.

(h) Section 173 Agreement

The purchaser will be required to enter into an Agreement under Section 173 of the Planning and Environment Act 1987 at settlement to ensure that the property cannot be sold or developed separately in the future.

(i) Recommended Sale Price Range and Justification if Range is less than Valuation

The property has been valued at \$2,000. It is recommended that the property is sold at \$2,400 (exclusive of GST).

(j) Any Encumbrances

Nil

(k) Timelines for Sale

Mr Harrison has advised that if approved he would seek to make settlement on the property within the 08/09 financial year.

(l) Proposed Purchaser

The proposed purchaser of the land is Mr Neville Harrison.

Proposal

It is proposed that Council endorse the request to sell the land to Mr Neville Harrison.

Financial and other Resource Implications

The current valuation of the land is \$2,000. The recommended sale price is \$2,400. It is expected that all costs incurred as a result of this process will be recouped through the sale of the land.

Risk Management & Compliance Issues

As stated in the December 2008 Council Report, the site is without a resident club and is in need of significant repair works if it were to be retained for any public purposes. The retention of the land without any ongoing maintenance to the infrastructure will pose a significant risk to Council.

The "*Sale and Exchange of Council Land Policy*" details the compliance issues under the Local Government Act.

Environmental Considerations

The Wingeel Recreation Reserve is not an active sporting facility and the aged infrastructure is an impediment to the local environment. Given the remote location of the site, sale and returning of the land to farming purposes is appropriate.

Communication Strategy/Consultation

The Sale and Exchange of Council Land Policy and the *Local Government Act* require Council to:

- consult ratepayers and residents on any proposal to sell or exchange land; and
- give ratepayers and residents an opportunity to have their views heard.

Section 189(2) of the *Local Government Act* requires Council to give at least 4 weeks public notice before the sale of land. Further, section 189(3) of the Act provides that a person has a right to make a submission under section 223 of the Act on the proposed sale of the land.

An advertisement "Notice of Intention to Sell Land" was placed in the Colac Herald on 3 April 2009.

The advertisement provided details of:

- the land that is proposed for sale;
- the proposed sale process;
- the terms of the contract of sale; and
- the public consultation process.

The public were given 4 weeks to make a submission under section 223 of the Act. No submissions were received.

Implementation

It is proposed further to Council endorsement that the contract of sale documents would be finalised as soon as possible. The settlement date would be 30 days after exchange of contract.

Conclusion

The property at 270 Barunah Plains Road is not currently required by Council for the delivery of its services.

The sale of the land is proposed to be at the current valuation of \$2,400 (exclusive of GST).

A public consultation process was undertaken as required by the Local Government Act. No submissions were received in response to the advert "Notice of Intention to Sell Land".

Attachments

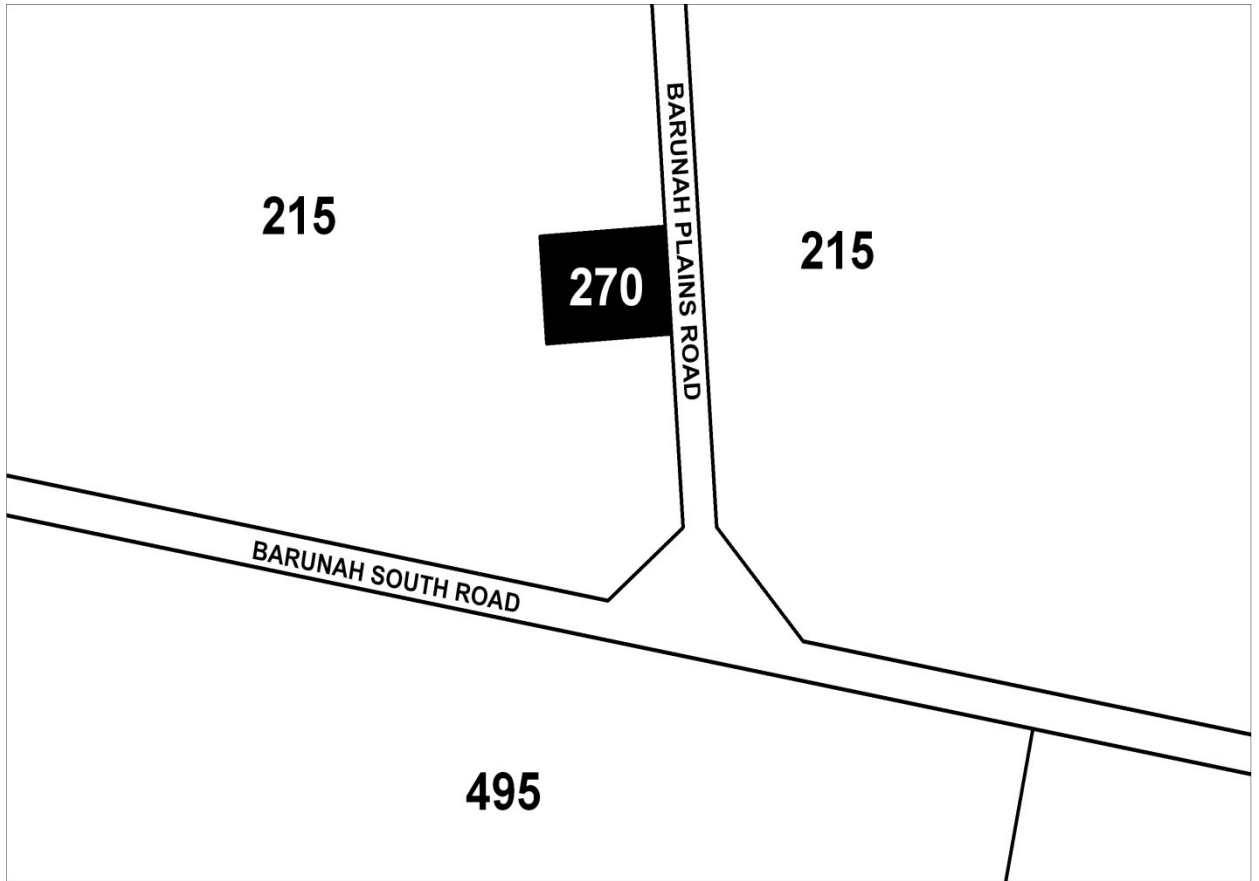
1. Locality Map
2. Section 173 Agreement Template

Recommendation(s)***That Council:***

- 1. Having undertaken a Public Consultation Process resolves to sell the property at 270 Barunah Plains Road Wingeel (Volume 9582 and Folio 215 as being Lot 1 of TP95953) to Neville Harrison at a sale price of \$2,400 exclusive of Goods and Services Tax (GST).***
- 2. Delegates to the Chief Executive Officer authority to sign and place under Council seal the contract of sale documents with respect to 270 Barunah Plains Road Wingeel.***
- 3. Endorse the Agreement under Section 173 of the Planning and Environment Act 1987 to ensure that the property cannot be sold or developed separately in the future.***

~~~~~U~~~~~





**PLANNING AGREEMENT**

Parties

**MR NEVILLE HARRISON**

and

**COLAC OTWAY SHIRE**



**THIS AGREEMENT** is made the 1 June 2009 pursuant to Section 173 of the *Planning and Environment Act 1987* ("**the Act**").

**PARTIES:**

1. **COLAC OTWAY SHIRE** of 2-6 Rae Street, Colac 3250 ("**the Responsible Authority**"); and
2. **MR NEVILLE HARRISON** of 'Taralea' Inverleigh 3321.

**RECITALS:**

- A. The Responsible Authority is responsible for the administration and enforcement of the Colac Otway Planning Scheme ("**the Planning Scheme**") pursuant to the provisions of the Act.
- B. The Owner is the registered proprietor of the land known as 270 Barunah Plains Road, Wingeel (on the western side), on the north of the intersection with Barunah South road and described in Certificate of Title Volume 9582 Folio 215 as being Lot 1 TP95953.
- C. The Owner and the Responsible Authority agree that this agreement is made in accordance with the provisions of the Colac Otway Planning Scheme.
- D. The Owner and the Responsible Authority record their agreement on the terms set out in this Deed.

**IT IS AGREED THAT:**

1. Without limiting the operation or effect which this Agreement otherwise has, the parties acknowledge that this Agreement is made pursuant to the provisions of Section 173 of the *Planning and Environment Act 1987* ("**the Act**").
2. This Agreement shall come into force immediately upon execution by the parties and shall run with the Title to the Land.

**Interpretation**

3. The parties agree that in the interpretation of this Agreement:
  - 3.1 The expression "**Owner**" shall be deemed to include the Owner's successors, assignees and transferees and the obligations imposed upon and assumed by the Owner in respect to the land of which it is registered as proprietor shall also be binding on its successors, transferees, purchasers, mortgagees, assigns and any person obtaining possession of whole or part of the Land ("**the Successors**") as if each of those Successors had separately executed this Agreement;
  - 3.2 "**Subject Land**" means the land referred to in Recital B.
4. The parties agree that in the interpretation of this Agreement:
  - 4.1 The singular includes the plural and the plural includes the singular.
  - 4.2 A reference to a gender includes a reference to each other gender.
  - 4.3 A reference to a person includes a reference to a firm, corporation or other corporate body and their successors in law.
  - 4.4 If a party consists of more than one person this agreement binds them jointly and each of them severally.

- 4.5 A reference to a statute shall include any statutes amending, consolidating or replacing same and any regulations made under such statutes.
- 4.6 All headings are for ease of reference only and shall not be taken into account in the construction or interpretation of this Agreement.
- 4.7 The recitals to this agreement are and will be deemed to form part of this Agreement including any terms defined within the Recitals.
- 4.8 A reference to the words "**Planning Scheme**" includes any planning control in the form of or similar to a planning scheme and being a successor to the Wyndham Planning Scheme;
- 4.9 A reference to the words "**Responsible Authority**" includes its successors as Responsible Authority for the Planning Scheme in which case any reference to the holder of an office with the Responsible Authority shall be deemed to be a reference to such office of the successor Responsible Authority as that Responsible Authority may designate.

### **Jurisdiction**

5. For the purposes of this Agreement, the parties acknowledge that they are subject to the jurisdiction of the Act and the Victorian Courts for the enforcement of this Agreement.

### **Severability**

6. Notwithstanding clause 1, and in the event that this Agreement is held not to be an agreement validly entered into or enforceable under the Act, it will nevertheless remain a contract between the parties and be enforceable as a contract in a Court of competent jurisdiction in the State of Victoria.
7. If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it shall be severed and the other provisions of this Agreement shall remain operative.

### **Undertakings of the Parties**

- 8.1 The Owner agrees:

8.1.1.1 The subject land will not be used or developed for a dwelling;

8.1.1.2 The subject land will not be sold as a separate parcel to Lot 1 TP95954, Parish of Weering, 215 Barunah Plains Road, Wingeel

8.1.1.3 The boundaries between the subject land and Lot 1, TP95954, Parish of Weering, 215 Barunah Plains Road, Wingeel will not be realigned so as to create a larger lot for a dwelling.

- 8.2 The parties agree that should the subject land be consolidated with Lot 1, TP95954, Parish of Weering, 215 Barunah Plains Road, Wingeel, then the owner may apply to have the agreement removed upon evidence being provided of the consolidation of titles.

### **Disputes**

- 9 In the event of any dispute between the parties concerning the interpretation or implementation of this Agreement, such a dispute shall be referred to the Victorian Civil and Administrative Tribunal (“the Tribunal”) for resolution to the extent permitted by the Act. In the event of a dispute concerning any matter which is not referable to the Tribunal pursuant to the Act, such matters shall be and is hereby referred to arbitration for an Arbitrator agreed upon in writing by the parties or, in the absence of such agreement the Chairman of the Victorian Chapter of the Institute of Arbitrators, Australia or his nominate, for arbitration.
- 10 Provision is made in this Agreement that any matter be done to the satisfaction of the Responsible Authority or any of its officers and a dispute arises in relation thereto, such disputes shall be referred to the Tribunal in accordance with Section 149 (1) (b) of the Act.
- 11 The parties shall be entitled to legal representation for the purposes of any arbitration or referral referred to in clauses 10 and 11 and, unless the Arbitrator, Chairman, nominee or the Tribunal shall otherwise direct, each party must bear its own costs.

### **Owner’s Covenants**

- 12 The Owner warrants and covenants that:
  - 12.1.1.1.1 The owner is both the registered proprietor and the beneficial owner of the land on the proposed Plan;
  - 12.1.1.1.2 there are no mortgages, liens, charges, easements or other encumbrances or any rights inherent in any person affecting the Subject Land and not disclosed by the usual searches;
  - 12.1.1.1.3 the Subject Land or any part of it is not subject to any rights obtained by adverse possession or subject to any easements, rights or encumbrances mentioned in Section 42 of the *Transfer of Land Act 1958*.

### **Registration of Agreement**

14. The Responsible Authority and the Owner shall do all things necessary (including signing any further agreement, acknowledgment or document) to enable the Responsible Authority to enter a memorandum of this Agreement on the Certificate of Title to the Land in accordance with Section 181 of the Act.
15. Without limiting the operation or effect which this Agreement has, the Owner must ensure that until such time as a Memorandum of this Agreement is registered on the Title to the Land, successors in title shall be required to:
  - 15.1 Give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and
  - 15.2 Execute under seal a deed agreeing to be bound by the terms of this Agreement and upon such execution this Agreement shall continue as if executed by such successors as well as by the parties to this Agreement as if the successor's name appeared in each clause in which the name of the Owner appears and in addition to the name of the Owner.

### **Notification to Successors in Title**

16. The Owner will not sell, transfer, assign or otherwise part with possession of the Land or any part thereof until this Agreement and the Section 181 Application has been lodged with Land Victoria by or on behalf of the Responsible Authority and entered on the Certificate of Title to the Land.
17. The Owner will not sell, transfer, assign or otherwise part with possession of the Land or any part thereof without first disclosing to the intended purchaser, transferee or assignee the existence and nature of this Agreement.
18. The Owner and the Responsible Authority acknowledge and agree that this Agreement is made pursuant to Section 173 of the Act and during the period of this Agreement the obligations imposed on the Owner are conditions on which the Land may be used or developed for specified purposes and are intended to take effect as covenants which shall be annexed to and run at law and in equity with the Land and bind the Owner, its successors in title, assignees and transferees and the registered proprietor and proprietors for the time being of the Land and every part of the Land.

### **Owner May Apply for Planning Permission**

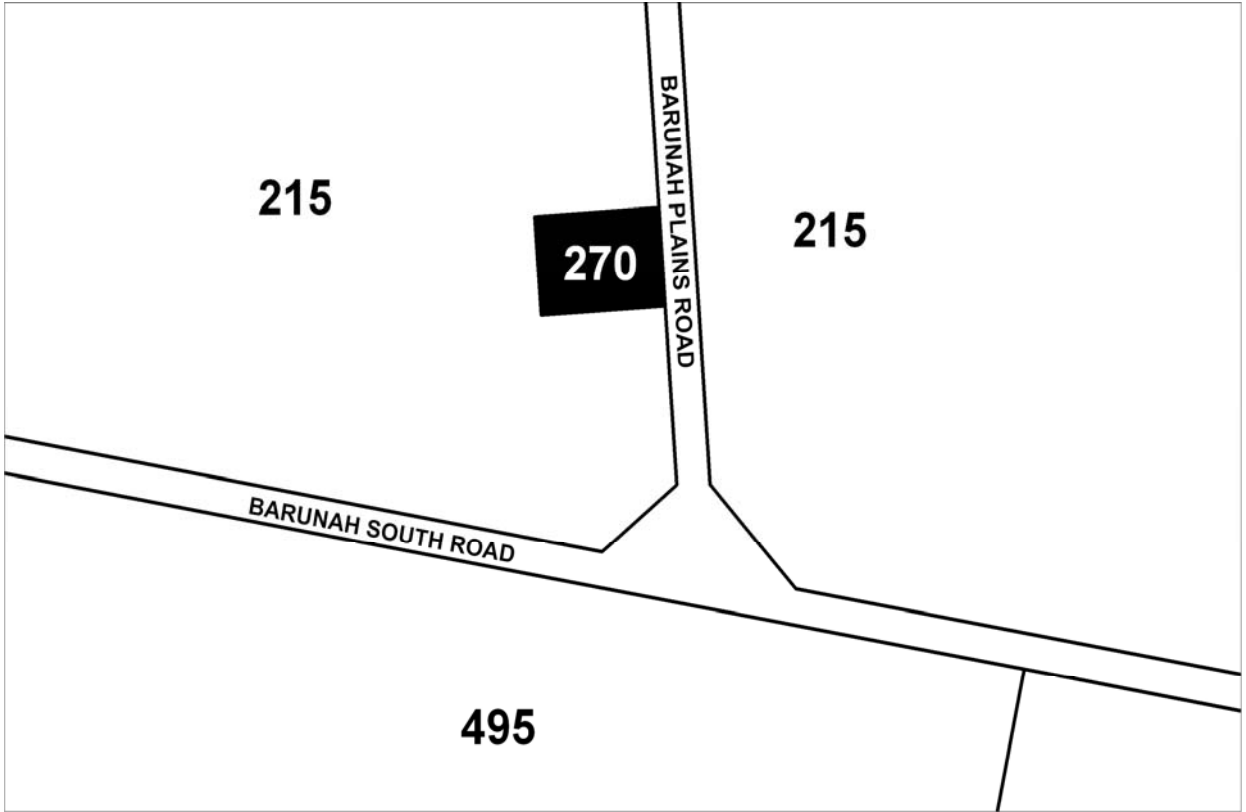
19. The parties acknowledge and agree that this Agreement will not and is not intended to prejudice the rights of the Owner to make any application under the Planning Scheme for permission to use and develop the Land, other than for a dwelling or prevent or constrain the Responsible Authority from considering and determining any such application in accordance with the requirements of the Planning Scheme and the Act.

### **Service**

20. A notice or other communication required or permitted to be served by a party on another party shall be in writing and may be served:
  - 20.1 *by delivering it personally to that party;*
  - 20.2 *by sending it by prepaid post addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or*
  - 20.3 *by sending it by facsimile provided that a communication sent by facsimile shall be confirmed immediately in writing by the sending party by hand delivery or prepaid post.*
21. A notice or other communication is deemed served:
  - 21.1 *if delivered, on the next following business day;*
  - 21.2 *if posted, on the expiration of two business days after the date of posting; or*
  - 21.3 *if sent by facsimile, on the next following business day unless the receiving party has requested retransmission before the end of that business day.*



**SCHEDULE "A"**



**OM092605-8 FINANCIAL PERFORMANCE REPORT**

|             |                                  |           |              |
|-------------|----------------------------------|-----------|--------------|
| AUTHOR:     | Brett Exelby                     | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate and Community Services | FILE REF: | Gen00592     |

**Introduction**

The following Financial Performance Report is for the ten month period to the end of April 2009.

**Budget Variances**

Rates and Charges of \$18.0m raised. Projected accumulated cash deficit of \$0.34m, due to increased compliance costs on Cressy-Shelford (\$0.5m); recruitment costs (\$0.15m); increased Blue Water Fitness Centre wages (\$0.1m) & Apollo Bay Leisure Centre costs (\$0.04m).

**Cash Position**

Net cash outflow of approx \$2.49m for the month of April. Improved cash position of \$1.94m compared to previous year.

**Rates Debtors**

Rates to the value of \$18.0m raised. Percentage collected slightly down to previous year at 86.10 % compared to 86.70% for 2007/8. Final instalments due 31 May.

**Trade Creditors**

Total creditors paid of \$2.45m for month of April, compared to \$2.49m previous year. Previous year's figures include \$0.56m for Road Resealing Contract.

**Interest on Investment**

Interest received for the month of April of \$19,669. Current interest rate is 3.15%. Falling interest rates have resulted in lower interest income.

| <b>Capital Works to April 2009</b>             | <b>\$</b> |
|------------------------------------------------|-----------|
| Cosworks Unsealed Roads Rehabilitation         | 690,000   |
| Elliminyt Gas Project                          | 650,000   |
| Plant Replacement                              | 560,000   |
| Resealing Programme                            | 550,000   |
| Swan Marsh-Irrewillipe Rd                      | 350,000   |
| Larpent Rd                                     | 270,000   |
| Binns Road (Better Roads)                      | 220,000   |
| Cosworks Drainage Works                        | 220,000   |
| CosWorks Plant Replacement                     | 210,000   |
| Binns Road Bridge                              | 180,000   |
| Cosworks Sealed Roads Rehabilitation Programme | 170,000   |
| Joint Use Facility Expenses                    | 170,000   |
| Pound Rd                                       | 170,000   |
| Larpent Rd                                     | 150,000   |
| Slater Street                                  | 130,000   |
| Cosworks Footpaths                             | 130,000   |

|                                                  |        |
|--------------------------------------------------|--------|
| Cosworks Supply/Cart Aggregate                   | 90,000 |
| Footpaths - Birregurra                           | 90,000 |
| IT Equipment Replacement                         | 90,000 |
| Bus Shelters Colac                               | 80,000 |
| Gallop Street                                    | 80,000 |
| Poornet Road                                     | 80,000 |
| Footpaths - Apollo Bay                           | 70,000 |
| Virtualisation Project                           | 60,000 |
| Council Building Assets Renewal Program          | 60,000 |
| Apollo Bay Transfer Station                      | 40,000 |
| Irrewillipe Road Final Seal                      | 40,000 |
| Landslide Mapping NDMP                           | 40,000 |
| Air Conditioning Unit Replacement                | 40,000 |
| Server Replacement                               | 40,000 |
| Drainage - Bromfield Street GPT                  | 40,000 |
| Slater Street Construction                       | 40,000 |
| Road Safety - Road Furniture Upgrade             | 30,000 |
| Marks Street                                     | 30,000 |
| Hiders Access                                    | 30,000 |
| Bluewater - Sauna/Spa Refurbishment              | 30,000 |
| Carpenteit Rd Final Seal                         | 30,000 |
| CIVICA Implementation                            | 30,000 |
| Old Beechy Line Rail Trail                       | 30,000 |
| Bluewater - Roof Acces                           | 30,000 |
| Apollo Bay Transfer Station - Design & Construct | 30,000 |

**Attachment(s)**

Financial Performance Report April 2009

**Recommendation(s)*****That the Financial performance Report to the end of April 2009 be received.***

~~~~~U~~~~~



FINANCIAL PERFORMANCE REPORT
FOR MONTH OF APRIL 2009

TABLE OF CONTENTS

| | | Page |
|----|------------------------------|------|
| 1 | Budget Variances | 1 |
| 2 | Operating Statement | 2 |
| 3 | End of Year Predicted Result | 3 |
| 4 | Working Capital Ratio | 3 |
| 5 | Cash Position | 4 |
| 6 | Rates Debtors | 4 |
| 7 | Other Debtors | 5 |
| 8 | Trade Creditors | 6 |
| 9 | Loan Liability | 6 |
| 10 | Interest on Investment | 7 |
| 11 | Capital Works | 8 |

BUDGET VARIANCES
Net Cost to Council

Summary by Service

| | Actual
30-Apr-09 | Budget | Forecast | % Actual
of Forecast |
|--------------------------------|-----------------------------|--------------------|--------------------|---------------------------------|
| GOVERNANCE | \$3,304,834 | \$4,160,126 | \$4,700,521 | 70.31% |
| INFRASTRUCTURE | \$3,197,182 | \$5,573,556 | \$5,286,199 | 60.48% |
| STRATEGIC DEVELOPMENT | \$4,024,835 | \$5,143,800 | \$5,415,807 | 74.32% |
| DEBT SERVICES | \$652,729 | \$682,700 | \$682,700 | 95.61% |
| CAPITAL WORKS | \$4,571,290 | \$6,014,029 | \$6,316,810 | 72.37% |
| RATES | (\$15,579,776) | (\$15,542,939) | (\$15,520,898) | 100.38% |
| OTHER INCOME | (\$4,989,873) | (\$4,950,351) | (\$4,989,873) | 100.00% |
| Net from Revenue | <u>(\$4,818,779)</u> | <u>\$1,080,921</u> | <u>\$1,891,266</u> | |
| APPROPRIATION | (\$1,551,009) | (\$1,551,009) | (\$1,551,009) | |
| (SURPLUS)/DEFICIT C/FWD | <u>(\$6,369,788)</u> | <u>(\$470,088)</u> | <u>\$340,257</u> | |

Points to Note

Governance

- Insurance premiums paid.
- Community Minor Projects Grants provided
- Workcover premiums paid

Infrastructure

- Approx \$1.99m Cosworks maintenance.
- Waste Management Charges raised for the full year.

Strategic Development

- Tourism Memberships paid
- Building fees higher than budgeted
- Minor Recreation Facilities Projects Grants provided

Debt Services

- No new loan borrowings for year
- Loan 5 has now been extinguished as at 28/04/2009

Capital Works

- Approx \$1m carried forward expenditure on Marengo Transfer Station

Rates

- Total rates of \$15.8m raised.

Other Income

- Third and fourth quarter Grants Commission funding received.

Appropriation

- Accumulated cash surplus brought forward from 2007/08 of \$1.55m

OPERATING STATEMENT

| | April
YTD ACTUAL | BUDGET | FORECAST | NOTE |
|---|---------------------|---------------------|---------------------|------|
| OPERATING REVENUE | | | | |
| Rates | \$13,443,597 | \$13,454,089 | \$13,426,898 | |
| Garbage Charge | \$2,145,392 | \$2,143,599 | \$2,156,000 | |
| Municipal Charge | \$2,011,716 | \$2,003,850 | \$2,009,000 | |
| Grants Commission | \$4,989,873 | \$4,950,351 | \$4,989,873 | |
| Recurrent Grants & Subsidies | \$2,323,861 | \$2,525,619 | \$2,612,779 | |
| Non-recurrent Grants & Subsidies | \$2,070,568 | \$3,095,871 | \$4,743,116 | 1 |
| Charges Fees & Fines | \$3,189,099 | \$3,862,919 | \$3,890,386 | 2 |
| Reimbursements & Contribution | \$488,514 | \$442,923 | \$747,480 | 3 |
| Interest Revenue | \$291,550 | \$420,000 | \$480,000 | |
| Donated assets | \$115,833 | \$139,000 | \$139,000 | |
| TOTAL OPERATING REVENUE | \$31,070,002 | \$33,038,221 | \$35,194,532 | |
| OPERATING EXPENDITURE | | | | |
| Employee Costs | \$8,551,879 | \$10,875,000 | \$10,743,589 | |
| Materials & Services | \$8,900,740 | \$11,671,000 | \$12,783,177 | 4 |
| Plant Costs | \$518,284 | \$427,000 | \$548,955 | |
| Loan Interest | \$179,713 | \$190,500 | \$190,600 | |
| Grants & Donations | \$134,360 | \$140,900 | \$149,400 | |
| Other | \$724,022 | \$936,883 | \$978,114 | |
| Depreciation | \$6,775,000 | \$8,430,000 | \$8,130,000 | |
| Written Down Value - Assets Sold | \$458,333 | \$550,000 | \$550,000 | 5 |
| TOTAL OPERATING EXPENDITURE | \$26,242,332 | \$33,221,283 | \$34,073,835 | |
| NET SURPLUS/(DEFICITS)
FROM OPERATIONS | | | | |
| | \$4,827,670 | (\$183,062) | \$1,120,697 | |
| Proceeds from Sales | \$294,686 | \$550,000 | \$563,000 | |
| Property, Plant & Equipment Write Off | (\$125,000) | (\$150,000) | (\$150,000) | |
| RESULTING FROM OPERATIONS | \$4,997,356 | \$216,938 | \$1,533,697 | |

Notes

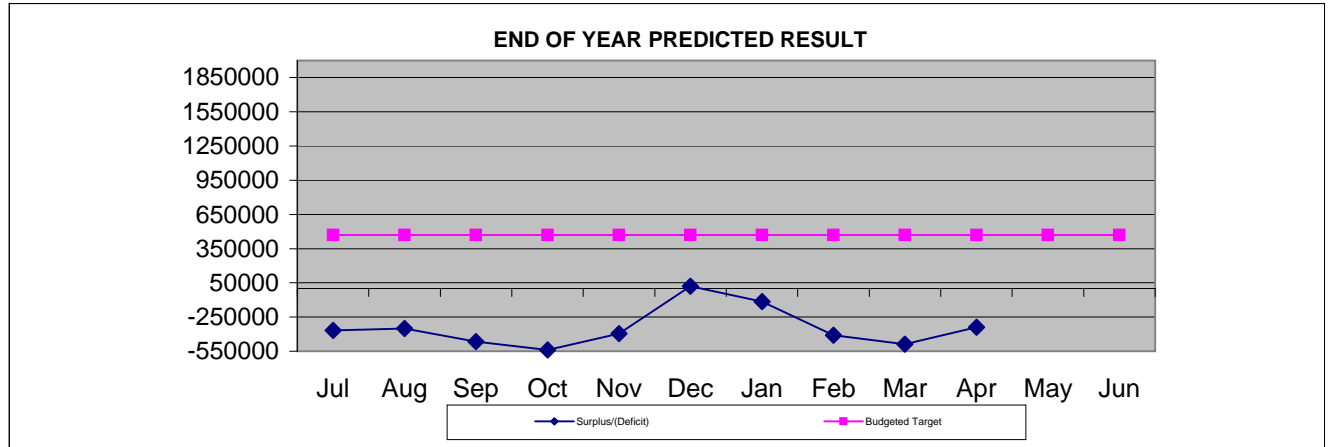
- 1 Non-Recurrent Grants & Subsidies
 - Living Libraries grant \$0.1m received
 - Joint Use Sports Facilities Grant \$0.2m received
 - Additional funding sourced Beechy Centre \$0.4m; Landfill Rehabs \$0.2m
- 2 Charges, Fees & Fines
 - Council Property rentals raised
- 3 Reimbursements and Contributions
 - Increased Private Scheme charges (Marks St)
- 4 Materials & Services
 - Additional \$0.5m contingency for roadworks
- 5 Written Down - Value of Assets Sold
 - Slight gain expected on Sale of Land

END OF YEAR PROJECTED RESULT

Predicted accumulated cash surplus/deficit position as at 30/04/2009.

Comments

Estimated accumulated cash surplus \$0.4m
 Projected cash deficit as at 30/04/2009 forecast at approx \$0.34m



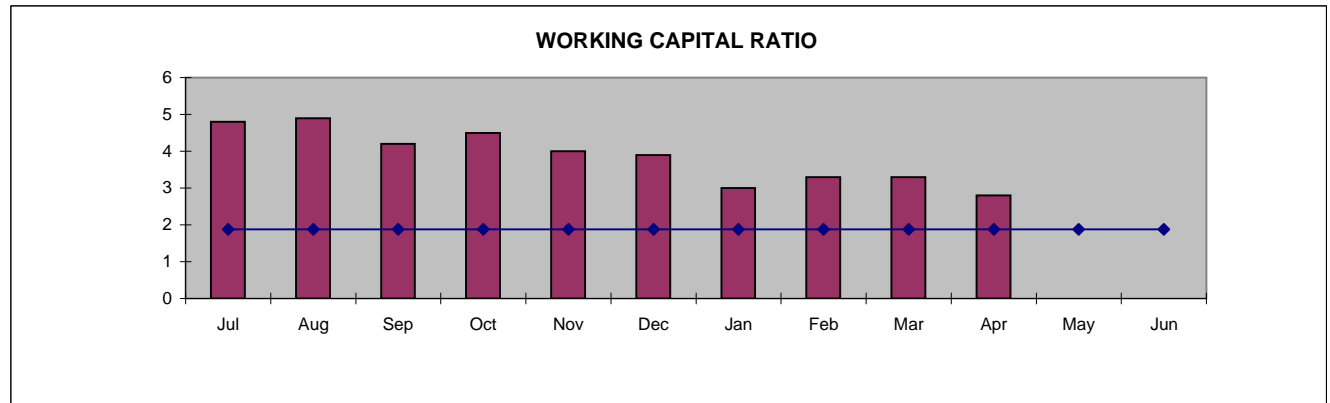
WORKING CAPITAL RATIO

To assess Council's ability to meet current commitments.

Comment

Current Ratio of 2.8:1 as at 30/04/09

Estimated to be 1.88:1 at 30/06/09



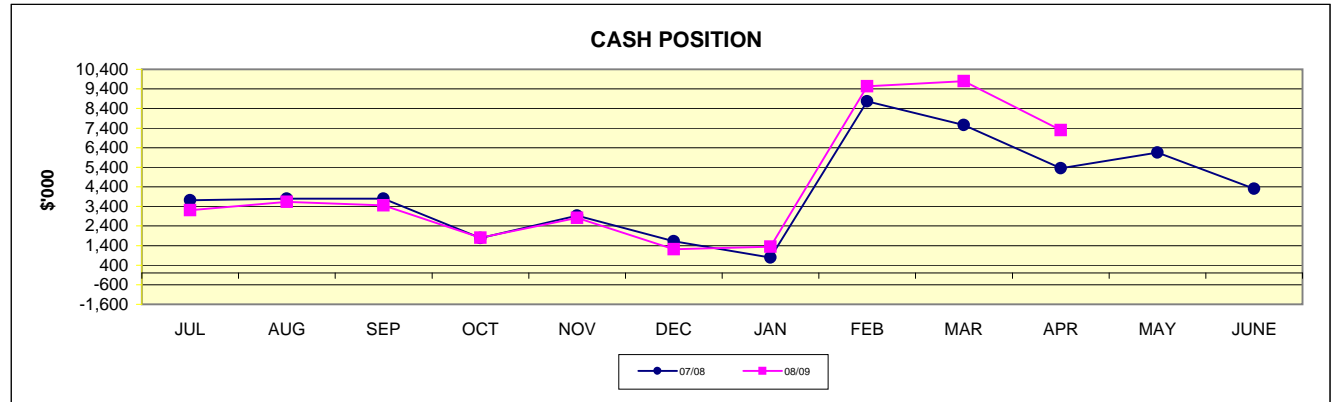
CASH POSITION

Comparison of General Account Bank balance at the end of month compared to previous year. Does not include Port of Apollo Bay or LSL investments.

Comment

Net cash outflow approx. \$2.49m for April 2009. Increased cash position of approx \$1.94m as compared to previous year.

| | 2008/09 | 2007/08 |
|---------|----------|----------|
| Income | 1.53m | \$1.28m |
| Exp. | -\$4.02m | -\$3.48m |
| Net | -\$2.49m | -\$2.19m |
| Balance | \$7.30m | \$5.36m |



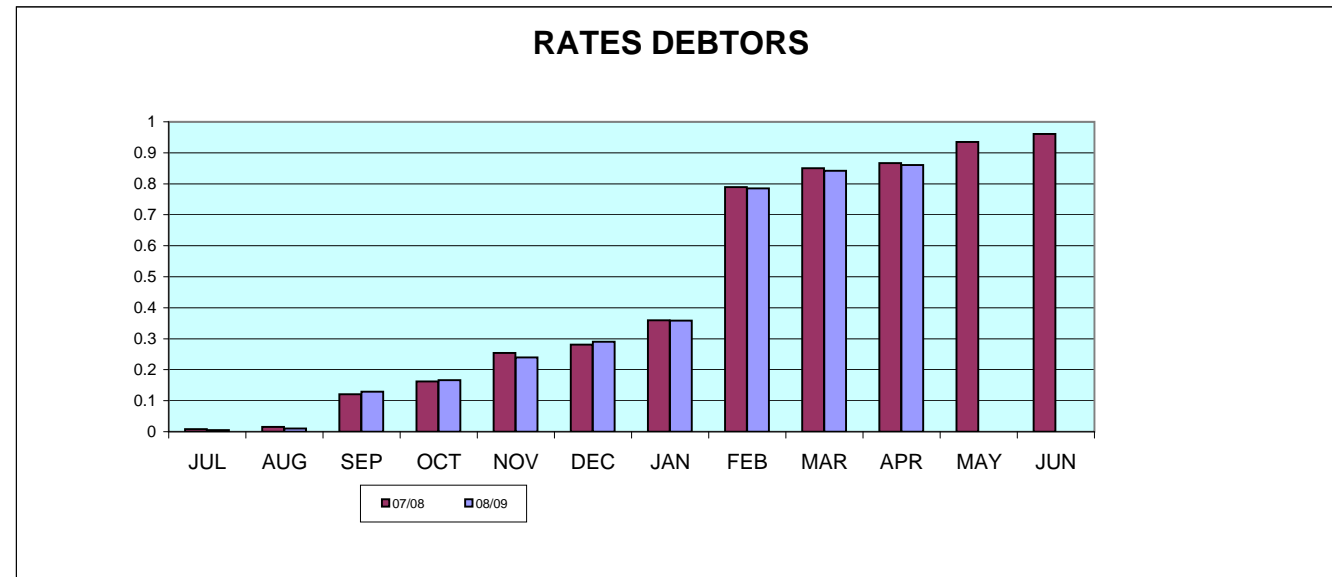
RATES DEBTORS

Progressive % rates collection at end of month compared to previous year.

Comment

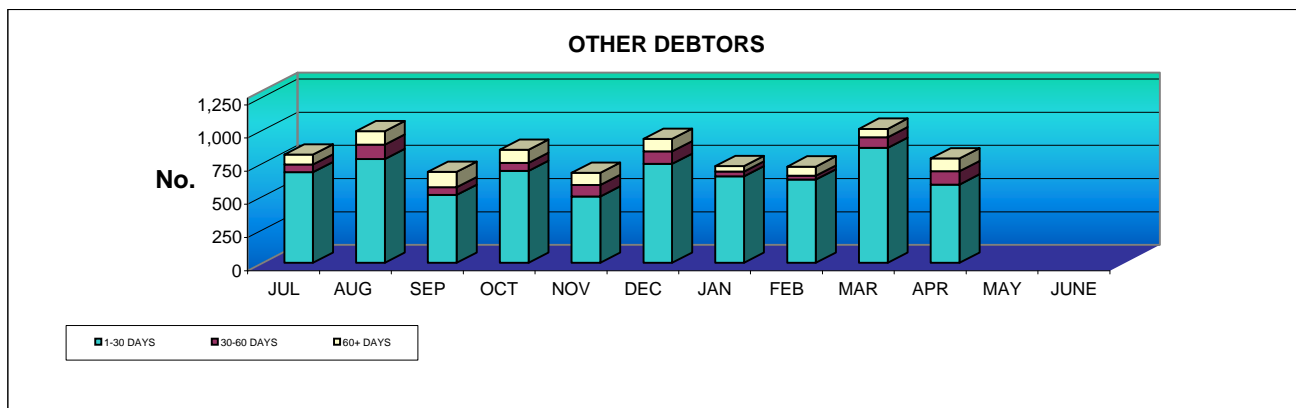
Rates to the value of \$18.0m raised. Collection % slightly lower to previous year.

| | 000's | 2008/09 | 2007/08 |
|-----------|----------|---------|---------|
| July | \$17,928 | 0.50% | 0.80% |
| August | \$17,841 | 1.00% | 1.60% |
| September | \$15,687 | 12.90% | 12.10% |
| October | \$15,027 | 16.60% | 16.19% |
| November | \$13,681 | 24.00% | 25.40% |
| December | \$12,797 | 29.00% | 28.10% |
| January | \$11,569 | 35.80% | 36.00% |
| February | \$3,864 | 78.50% | 78.90% |
| March | \$1,022 | 84.20% | 85.00% |
| April | \$331 | 86.10% | 86.70% |
| May | | | |



OTHER DEBTORS

Balance outstanding of other debtors excluding rates and special charges by 30 days and over.



| | NUMBER | AMOUNT | % OF TOTAL |
|----------------------|------------|------------------|-------------|
| 1-30 Days^ | 66 | \$202,685 | 27% |
| 30-60 Days^ | 12 | \$58,195 | 8% |
| 60+ Days^ | 35 | \$65,418 | 9% |
| Payment Arrangements | 1 | \$10,333 | 1% |
| Final Notice | 0 | \$0 | 0% |
| Debt Collectors | 1 | \$2,685 | 0% |
| Other Debtors* | 657 | \$129,692 | 17% |
| Private Schemes | - | \$259,508 | 35% |
| Harbour | 16 | \$14,825 | 2% |
| TOTAL | 788 | \$743,342 | 100% |

| | WORKS | MISC | TOTAL | % OF TOTAL |
|-----------------|-----------------|------------------|------------------|-------------|
| 1-30 DAYS | \$5,013 | \$197,673 | \$202,685 | 27% |
| 30-60 DAYS | \$3,429 | \$54,766 | \$58,195 | 8% |
| 60+ DAYS | \$11,840 | \$66,597 | \$78,437 | 11% |
| Other Debtors* | - | - | \$129,692 | 17% |
| Private Schemes | - | - | \$259,508 | 35% |
| Harbour | - | - | \$14,825 | 2% |
| TOTAL | \$20,282 | \$319,035 | \$743,342 | 100% |

* Please note Other Debtors include CRLC, Superannuation Debtors and Pension Rebates.

^ Values are for Works & Miscellaneous debtors only

Major debtors outstanding greater than \$20,000.

| | 1-30 DAYS | 30-60 DAYS | 60+ DAYS | TOTAL | COMMENT |
|------------------------------|-------------|------------|-------------|-------------|---|
| Department of Human Services | \$95,636.14 | \$0.00 | \$0.00 | \$95,636.14 | Claim No 3 Rates Concession Reimbursement |
| Wheelie Waste | \$18,546.67 | \$0.00 | \$17,339.85 | \$35,886.52 | Tipping Fees & Bins |
| Country Fire Authority | \$26,849.26 | \$0.00 | \$0.00 | \$26,849.26 | Road Construction Ombersley Extention & Water Storage Pumps |

| | | | |
|---------------------|---------------|--------------------|---------------------|
| \$141,032.07 | \$0.00 | \$17,339.85 | \$158,371.92 |
|---------------------|---------------|--------------------|---------------------|

TRADE CREDITORS

Payments to trade creditors for the month.

Creditor Voucher No.s 39360 - 39522 for \$295,130.00 and Electronic Funds Transfers Nos. 43032 - 43534 for \$2,448,984.39 for the month of March were approved by the Chief Executive officer under delegated authority on Wednesday 29th of April 2009

Major creditor payments for the month comprising 63% of total payments were:

| | | |
|---------------------------------------|---------------------------------------|--------------|
| Cemex Australia Pty Ltd | Materials (Road Sealing) | \$211,070.18 |
| VEC Civil Engineering | Contract 0801 Binns Road | \$208,697.50 |
| Lake & Land P/L | Pound Rd Reconstruction | \$182,070.57 |
| Turfcare and Hire P/L | Prog Claim Hockey Field Redevelopment | \$168,283.50 |
| Australian Taxation Office | Employee Tax | \$154,664.20 |
| Boral Construction | 08/09 Annual Reseal | \$130,593.86 |
| Vision Super | Super Contribution 1/4-30/6/09 | \$112,607.33 |
| Bartons Waste Collection Pty Ltd | Transfer Station Operation | \$80,799.38 |
| Otways Tourism | Funding 08/09 | \$60,500.00 |
| AGL Electricity | Electricity Consumption | \$56,217.38 |
| Econopave Asphalt Services P/L | Road Sealing Works | \$51,760.50 |
| HMA Blaze | Advertising | \$29,975.02 |
| City of Greater Geelong | Recycling Fees | \$26,817.80 |
| Clifford Excavations | Various Grading | \$25,135.00 |
| Darren Matthews Painter and Decorator | Paint COPACC Exterior | \$23,089.00 |
| Mr L Presani | Concreteing Works | \$21,962.00 |
| Stanford Metal Products | Bin Surrounds | \$20,702.00 |

\$1,564,945.22

LOAN LIABILITY

Level of loan liability, new loans and loan redemption for the year.

Comments

No new loans forecast.
Loan 5 has been extinguished as at 28/04/2009

| LOAN NO. | BAL
01/07/08 | NEW
LOANS | PROJ.
REDEMP.
2007/2008 | YTD
ACTUAL | BAL
30/06/09 |
|----------|--------------------|--------------|-------------------------------|------------------|--------------------|
| C.O.S. 5 | \$231,833 | \$0 | \$232,000 | \$232,006 | \$0 |
| C.O.S. 6 | \$694,303 | \$0 | \$45,600 | \$45,575 | \$648,703 |
| C.O.S. 7 | \$1,259,919 | \$0 | \$67,300 | \$67,282 | \$1,192,619 |
| C.O.S. 8 | \$234,118 | \$0 | \$89,200 | \$66,280 | \$144,918 |
| C.O.S. 9 | \$558,687 | \$0 | \$83,800 | \$62,402 | \$474,887 |
| | \$2,978,860 | \$0 | \$517,900 | \$473,545 | \$2,460,960 |

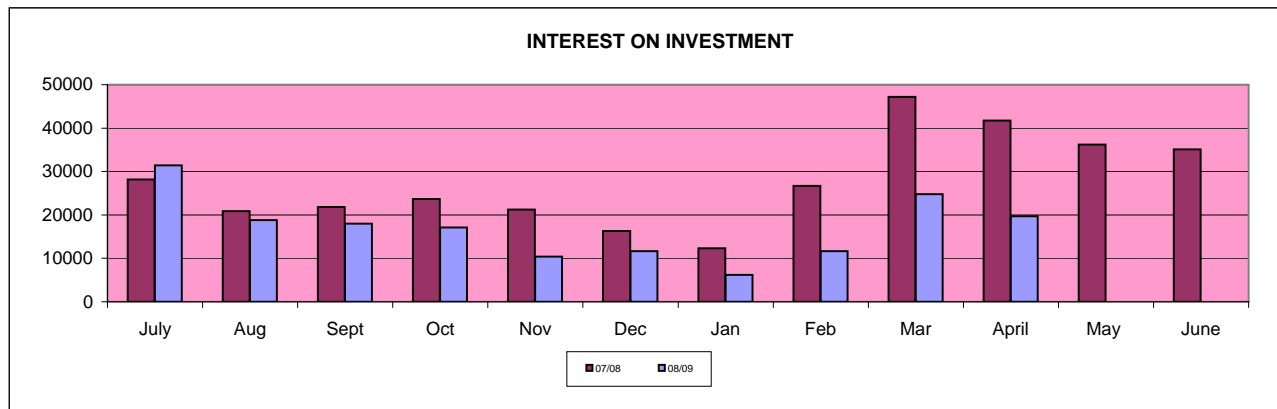
INTEREST ON INVESTMENT

Comparison of interest earned on credit balances of Colac Otway Shire's bank accounts at the end of each month to previous year.

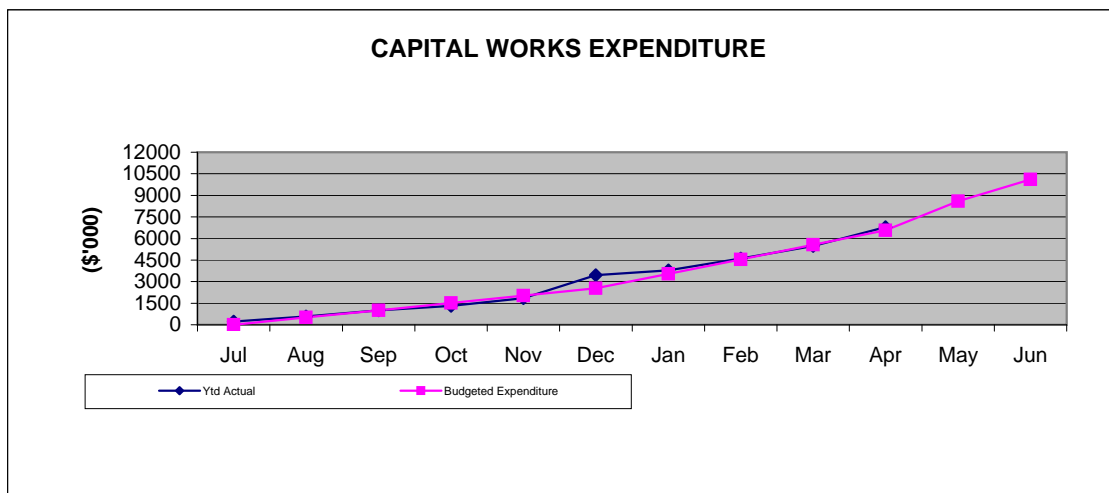
Comment

Progressive 2008/09 to 31/03/2009 \$169,711
Progressive 2007/08 to 31/03/2008 \$260,065

Current Interest Rate 2.90%



CAPITAL WORKS



MAJOR PROJECTS PROGRESS REPORT

Roads to Recovery

Capital works priorities ongoing

Irrewillipe Rd Final Seal - complete
Cape Otway Rd - complete
Conns Lane Rehab - complete
Rifle Butts Rd - complete

Local Roads

Cosworks Local roads program - ongoing
Cosworks Drainage program - ongoing
Road Furniture Upgrade - ongoing, items being upgraded as identified
Marks Street - Complete
Bus Shelters - Complete
Bromfield Street Pollution Trap - complete
Slater Street Construction - complete
Guardrail Mitchel Grove - complete
Hennigans Crescent Landslpe Rehab - complete
School Bus Route Program - complete
Poorneet Rd - complete
Larpent Rd -
Guardrail Old Beech Forest Rd - complete
Guardrail Swan Marsh - complete
Carpendeit Rd Final Seal - complete
Drainage Bromfield St GPT - complete
Binns Road (Better Roads) - ongoing

Other

Gellibrand Landfill Rehab Design - Underway, ongoing
Cressy Landfill Rehab Design - Underway, ongoing
BWFC Sauna & Spa Upgrade - Complete
Playground Improvement Program - Underway - ongoing as needs identified
IT Virtualisation project - complete
IT Strategic Plan - underway, draft report received, ongoing
COPACC Meeting Room Audio & Visual System - installed
Special Charge Scheme - Slater St - approaching finalisation
Hesse St Comfort Station Upgrade - complete
BWFC Roof Access - complete
Air Conditioning Unit Replacement - complete
IT Server Replacement - complete
Kindergartens Improvements - complete
COPACC Civic Hall Roof - complete
Elliminyt Gas Project - works complete, private scheme details being finalised

CONSENT CALENDAR**OFFICERS' REPORT**

D = Discussion

W = Withdrawal

| ITEM | D | W |
|---|---|---|
| <p><u>INFRASTRUCTURE</u></p> <p><u>OM092605-9 ROADS TO RECOVERY - 2009 TO 2014</u></p> <p>Department: Infrastructure</p> <p><u>Recommendation(s)</u></p> <p><i>That Council:</i></p> <ol style="list-style-type: none"> <i>1. Receives and notes the Roads to Recovery - 2009 to 2014 report advising of the Roads to Recovery funding allocation of \$6,222,210 for the period 2009/2014; and</i> <i>2. Refers the Roads to Recovery Funding to Council's Annual Capital Works Program for prioritising as part of the budget process.</i> | | |
| <p><u>OM092605-10 APOLLO BAY HARBOUR RISK MITIGATION FUNDS - DEED OF GRANT</u></p> <p>Department: Infrastructure</p> <p><u>Recommendation(s)</u></p> <p><i>That Council sign and seal the Deed of Grant offered by the Department of Sustainability and Environment (DSE) for claiming of funds under the Risk Mitigation Program (2008/09), amounting to \$235,000 (ex. GST) for the following Apollo Bay Harbour projects:</i></p> <ol style="list-style-type: none"> <i>1. Replacement of Slipway Rails - \$140,000;</i> <i>2. Sand and Long Term Dredging Options Study – \$45,000; and</i> <i>3. Re-armouring of approximately 30 metres of Main Breakwater - \$50,000.</i> | | |

**OM092605-11 LOCAL ROADS TO MARKETS PROGRAM –
IRREWILLIPE ROAD UPGRADE**

Department: Infrastructure

Recommendation(s)

That Council:

- 1. Resolve to provide an allocation of \$187,500 from the Local Roads to Recovery Program in the 2009/10 budget as Council's contribution towards the total cost of \$375,000 to upgrade the nominated sections of Irrewillipe Road; and***
- 2. Note that the Chief Executive Officer will write to Regional Development Victoria confirming acceptance of the funding offer.***

**OM092605-12 SALE OF LAND - 470 COLAC FORREST
ROAD, YEO**

Department: Infrastructure

Recommendation(s)

That Council:

- 1. Authorises the sale of the land described as V2970, Fol. 837 and west of Lot 4, TP, Parish of Yeo, in accordance with Section 189 of the Local Government Act, 1989;***
- 2. Discontinues the road on the land described as V2970 Fol. 837 and west of Lot 4, TP, Parish of Yeo, and places a notice in the Government Gazette;***
- 3. Sells the land at \$3,000 inclusive of Goods and Services Tax (GST) (the valuation) plus costs to the abutting property owner Truganina Pastoral Co. Pty Ltd; and***
- 4. Requires the purchaser as a condition of sale to enter into a 173 Agreement to consolidate the land into the adjoining property in the manner described within 12 months of the sale, to ensure that adjoining land is not landlocked.***

**OM092605-13 SPECIAL CHARGE SCHEME - ELLIMINYT
NATURAL GAS**

Department: Infrastructure

Recommendation(s)

That Council:

1. In accordance with sections 163(1A) and (1B) of the Local Government Act 1989 (Act) give public notice of the intention to make a declaration to vary a special rate scheme for the construction of a reticulated natural gas network within the Elliminyt area, based on a one benefit unit equating to \$1,159.18 per unit.

The declaration will vary the scheme by including additional lots in the scheme arising from the subdivision of land within the scheme boundaries so that the land affected by the scheme are those listed in paragraph (a).

(a) the following be declared as the land in relation to which the special charge is so declared;

| | |
|---------------------------------|---|
| <i>1 Banksia Drive</i> | <i>Lot 15 PS316697u</i> |
| <i>2 Banksia Drive</i> | <i>Lot 41 PS316697u</i> |
| <i>3 Banksia Drive</i> | <i>Lot 16 PS316697u</i> |
| <i>4 Banksia Drive</i> | <i>Lot 42 PS316697u</i> |
| <i>5 Banksia Drive</i> | <i>Lot 17 PS316697u</i> |
| <i>7 Banksia Drive</i> | <i>Lot 18 PS316697u</i> |
| <i>9 Banksia Drive</i> | <i>Lot 19 PS316697u</i> |
| <i>1 Harris Road</i> | <i>C/A 53 Section D</i> |
| <i>3 Harris Road</i> | <i>Lot 10 PS520883</i> |
| <i>3a Harris Road</i> | <i>Lots 5 & 6 PS520883</i> |
| <i>5 Harris Road</i> | <i>Lot 9 PS520883</i> |
| <i>9 Harris Road</i> | <i>CP370264</i> |
| <i>11 Harris Road</i> | <i>Lot 4 PS520883</i> |
| <i>12 Harris Road</i> | <i>Lot 1 LP316697u C/P Pt.49</i> |
| <i>13 Harris Road</i> | <i>Lot 3 PS520883</i> |
| <i>15 Harris Road</i> | <i>Lot 2 PS520883</i> |
| <i>17 Harris Road</i> | <i>Lot 1 PS520883</i> |
| <i>18 Harris Road</i> | <i>Lot 12 PS316697u</i> |
| <i>19-21 Harris Road</i> | <i>C/A 51 51a Section D</i> |
| <i>20 Harris Road</i> | <i>Lot 1 LP97318 C/A Pt.49</i> |
| <i>22 Harris Road</i> | <i>Lot 13 PS316697u</i> |
| <i>23 Harris Road</i> | <i>Lot 4 LP306778b</i> |
| <i>24 Harris Road</i> | <i>Lot 14 LP316697u</i> |
| <i>25 Harris Road</i> | <i>PS306678</i> |
| <i>26 Harris Road</i> | <i>Lot 24 LP316697u</i> |
| <i>27 Harris Road</i> | <i>Lot 5 PS306778b</i> |
| <i>28 Harris Road</i> | <i>Lot 25 PS316697u</i> |
| <i>29 Harris Road</i> | <i>Lot 1 PS528464</i> |
| <i>30 Harris Road</i> | <i>Lot 26 PS316697u</i> |
| <i>31 Harris Road</i> | <i>Lot 1 LP64200 C/A Pt.25 Section D</i> |

| | | |
|----------------------------|---|--|
| 32 Harris Road | CP362934I | |
| 34 Harris Road | Lot 29 PS316697u | |
| 36 Harris Road | Lot 30 PS316697u | |
| 38 Harris Road | Lot 31 PS316697u | |
| 40 Harris Road | Lot 32 PS316697u | |
| 41 Harris Road | Lot 9 LP40962 C/A Pt.30 Section C | |
| 43 Harris Road | Lot 8 LP40962 C/A Pt.30 Section C | |
| 45 Harris Road | Lot 7 LP40962 C/A Pt.30 Section C | |
| 47 Harris Road | Lot 6 LP40962 C/A Pt.30 Section C | |
| 49 Harris Road | Lot 5 LP40962 C/A Pt.30 Section C | |
| 50 Harris Road | Lots | |
| 51-53 Harris Road C | Lots 3 & 4 LP40962 C/A Pt.29 Section C | |
| 55 Harris Road | Lot 2 LP40962 | |
| 56 Harris Road | Lot 6 LP11661 C/A Pt.48 | |
| 57 Harris Road | Lot 1 LP40962 C/A Pt.29 Section C | |
| 58 Harris Road | Lot 2 LP97687 C/A Pt.48 | |
| 59 Harris Road | Lot 2 LP89903 C/A Pt.28 Section C | |
| 60 Harris Road | Lot 1 LP97687 C/A Pt.48 | |
| 61 Harris Road | Lot 1 LP13067 C/A Pt.28 Section C | |
| 61a Harris Road | Lot 2 LP130367 | |
| 62 Harris Road | Lot 2 PS612858 | |
| 63 Harris Road | Lot 2 LP93572 C/A Pt.28 Section C | |
| 64 Harris Road | Lot 1 PS612858 | |
| 65 Harris Road | Lot 1 LP93572 C/A Pt.28 Section C | |
| 66 Harris Road | Lot 8 LP51197 C/A Pt.48 | |
| 67 Harris Road | Lot 18 LP131993 | |
| 68 Harris Road | Lot 7 LP51197 C/A Pt.48 | |
| 69 Harris Road | Lot 19 LP131993 | |
| 70 Harris Road | Lot 6 LP51197 | |
| 71 Harris Road | Lot 20 LP131993 | |
| 72 Harris Road | Lot 5 LP51197 C/A Pt.48 | |
| 73 Harris Road | Lot 1 LP327838r | |
| 74 Harris Road | Lot 4 LP51197 C/A Pt.48 | |
| 76 Harris Road | Lot 3 LP51197 | |
| 77 Harris Road | Lot 3 LP24166 C/A Pt.45 Section B | |
| 78 Harris Road | Lot 9 LP51197 C/A Pt.48 | |
| 79 Harris Road | Lot 2 LP24166 C/A Pt.45 Section B | |
| 80 Harris Road | Lot 2 LP51197 C/A Pt.48 | |
| 81 Harris Road | Lot 2 LP71955 C/A Pt.45 Section B | |
| 82 Harris Road | Lot 1 LP51197 C/A Pt.48 | |
| 83 Harris Road | Lot 1 LP305877e C/A Pt.45 Section B | |
| 84 Harris Road | Lot 4 LP117616 C/A Pt.48 | |
| 85 Harris Road | Lot 2 PS328372h | |
| 86 Harris Road | CP153488 | |
| 87 Harris Road | Lot 2 LP116399 | |
| 90 Harris Road | Lot 1 LP117616 C/A Pt.48 | |
| 91 Harris Road | Lots 1 & 6 LP83951 | |
| 92 Harris Road | Lot 1 LP134184 & Lot 5 PS403926w | |
| 93 Harris Road | Lot 2 LP201539 C/A Pt.47 Section B | |
| 93a Harris Road | Lot 1 LP201539 C/A Pt.47 Section B | |
| 94 Harris Road | Lots 3 & 4 PS403926 | |
| 95 Harris Road | Lot 1 LP135971 C/A Pt.47 Section B | |
| 97 Harris Road | Lot 2 LP65490 C/A Pt.48 Section B | |
| 99 Harris Road | Lot 1 LP65490 C/A Pt.48 Section B | |
| 101 Harris Road | Lot 2 LP129562 C/A Pt.49 Section B | |
| 101a Harris Road | Lot 2 PS304699 | |
| 102 Harris Road | Lots 1 & 2 PS403926w | |
| 103 Harris Road | Lot 1 LP304699 C/A Pt.49 Section B | |
| 104 Harris Road | CP160630 | |

| | | |
|--------------------------------------|---|--|
| 105 Harris Road
Section B | Lots 1 & Pt.3 LP151778 C/A Pt.51 | |
| 107 Harris Road | Lot 1 Tp678155 | |
| 109 Harris Road | Lot 1 LP75303 | |
| 111 Harris Road | Lot 1 LP78182 Section B | |
| 113 Harris Road | Lot 2 LP78182 | |
| 115 Harris Road | Lot 3 LP78182 Section B | |
| 117 Harris Road | Lot 9 PS118720 | |
| 119 Harris Road | Lot 8 LP118720 | |
| 121 Harris Road | Lot 7 LP118720 Section B | |
| 123 Harris Road | Lot 6 LP118720 | |
| 125-127 Harris Road | LP118720 | |
| 122 Aireys Street | C/A 34 Section C | |
| 128 Aireys Street | C/A 33 Section C | |
| 129 Aireys Street | C/A 10 Section C | |
| 132 Aireys Street | C/A 32 Section C | |
| 133 Aireys Street | C/A 9 Section C | |
| 134-136 Aireys Street
C | C/A 21 22 Pt.40 Pt.40a Pt.41 Section
C | |
| 135 Aireys Street | C/A 8 Section C | |
| 138 Aireys Street | Lots 4 & 9 LP22161 C/A 20 & Pt.19 | |
| 139 Aireys Street | C/A 7 Section C | |
| 142 Aireys Street | Lot 8 LP31392 C/A Pt.19 Section C | |
| 144 Aireys Street | Lot 7 LP31392 C/A Pt.19 Section C | |
| 146 Aireys Street | Lot 6 LP31392 | |
| 148 Aireys Street | Lot 5 LP31392 C/A Pt.19 Section C | |
| 150 Aireys Street | Lot 4 LP31392 | |
| 152 Aireys Street | Lot 4 LP34603 | |
| 154 Aireys Street | Lot 5 LP34603 | |
| 155 Aireys Street | Lot 3 PS523193 | |
| 156 Aireys Street | Lot 6 LP34603 | |
| 158 Aireys Street | Lot 7 LP34603 | |
| 159 Aireys Street | Lot 2 PS523193 | |
| 160 Aireys Street | Lot 8 LP34603 | |
| 162 Aireys Street | Lot 9 LP34603 | |
| 164 Aireys Street | Lot 10 LP34603 | |
| 166 Aireys Street | Lot 11 LP34603 | |
| 167 Aireys Street | Lot 1 PS523193 | |
| 168 Aireys Street | Lot 12 LP34603 | |
| 177 Aireys Street | Lot 2 PS436934m | |
| 179 Aireys Street | Lot 3 PS540212 | |
| 213 Aireys Street | C/A 6 Section A | |
| 214 Aireys Street | C/A 33 Section A | |
| 198-202 Armstrong Street | Lots 8 9 10 LP76726 | |
| 199 Armstrong Street | C/A 12 Section A | |
| 204 Armstrong Street | Lot 11 LP76726 C/A Pt.10 Section A | |
| 205 Armstrong Street | C/A 13 Section A | |
| 206 Armstrong Street | Lot 1 Tp533009v | |
| 211 Armstrong Street | C/A 14 Section A | |
| 214 Armstrong Street | C/A Pt. 8 Section A | |
| 216 Armstrong Street | C/A 7 Section A | |
| 217 Armstrong Street | C/A 15 Section A | |
| 223 Armstrong Street | C/A Pt.16 Section A | |
| 235 Armstrong Street | C/A 17 Section A | |
| 241 Armstrong Street | C/A Pt.2 Pt.3 Section H CP159037 | |
| 244 Armstrong Street | C/A 34 Section A | |
| 249 Armstrong Street | CP159036t C/A Pt.4 Section H | |
| 250 Armstrong Street | C/A 35 Section A | |
| 257 Armstrong Street | C/A Pt.7 Section H | |
| 263 Armstrong Street | CP159035 & C/A Pt.8 Section H | |

| | | | |
|-----------------------|--|--|--|
| 122 Main Street | C/A 6 Section C | | |
| 135-137 Main Street | Lot 1 PS139828 & R1 PS139828 | | |
| 140 Main Street | Lot 1 LP31392 C/A Pt.19 Section C | | |
| 141 Main Street | Lot 1 Tp100843 (Lot 1 LP34603) | | |
| 1/142-144 Main Street | Lot 1 LP306772 (Unit 1) | | |
| 2/142-144 Main Street | Lot 2 LP306772 (Unit 2) | | |
| 3/142-144 Main Street | Lot 3 LP306772 (Unit 3) | | |
| 4/142-144 Main Street | Lot 4 LP306772 (Unit 4) | | |
| 5/142-144 Main Street | Lot 5 LP306772 (Unit 5) | | |
| 143 Main Street | Lot 2 LP34603 | | |
| 145 Main Street | Lot 3 LP34603 | | |
| 146 Main Street | Lot 2 LP203168u | | |
| 1/147 Main Street | Lots 1 & S2 LP306773 | | |
| 2/147 Main Street | Lot 2 LP306773 | | |
| 3/147 Main Street | Lot 3 LP306773 | | |
| 4/147 Main Street | Lot 4 LP306773 | | |
| 148 Main Street | Lot 1 LP203168u | | |
| 149 Main Street | Lot 2 LP136376 | | |
| 150 Main Street | C/A Pt.19 Section C | | |
| 152 Main Street | Lot 1 LP22161 C/A Pt.19a Section C | | |
| 153 Main Street | Tp457876 (CP169405) | | |
| 154 Main Street | Lot 2 LP22161 | | |
| 155 Main Street | Lot 2 LP86874 C/A Pt.24 & 25 Section B | | |
| 156 Main Street | Lot 3 LP22161 C/A Pt.19a Section C | | |
| 157 Main Street | Lot 3 LP86874 Section B | | |
| 159 Main Street | Lot 4 LP86874 | | |
| 161 Main Street | Lot 5 LP86874 Section B | | |
| 160 Main Street | Lot 5 LP22161 | | |
| 163 Main Street | Lot 6 LP86874 Section B | | |
| 1/163a Main Street | Unit 1 Rp7541 | | |
| 2/163a Main Street | Unit 2 Rp7541 | | |
| 3/163a Main Street | Unit 3 Rp7541 | | |
| 164 Main Street | Lot 1 TP139236G | | |
| 166 Main Street | Lot 7 LP22161 C/A Pt.19a Section C | | |
| 167 Main Street | Lots 1 & 2 PS609917 | | |
| 168 Main Street | C/A Pt.42 Section C | | |
| 169 Main Street | Lot 7 & Pt.8 LP42112 C/A Pt.28 Section B | | |
| 170 Main Street | C/A Pt.42 Section C & Lot 8 LP22161 | | |
| 171 Main Street | Lot Pt.8 LP42112 C/A Pt.28 Section B | | |
| 173 Main Street | Lot 9 LP42112 C/A Pt.28 Section B | | |
| 175 Main Street | Lot 10 LP42112 C/A Pt.28 Section B | | |
| 177 Main Street | Lot 1 Tp408511 (C/A Pt.29 Section B) | | |
| 179 Main Street | C/A Pt.29 Section B | | |
| 181 Main Street | C/A Pt.29 Section B | | |
| 182 Main Street | Lot Pt.6 LP2522 C/A Pt.43 Section C | | |
| 183 Main Street | C/A Pt.29 Section B | | |
| 185 Main Street | Lots 1 & 2 LP145192 C/A Pt.30 Section B | | |
| 186 Main Street | Lot Pt.4 LP2522 C/A Pt.43 Section C | | |
| 187 Main Street | Lot 1 LP145192 C/A Pt.30 Section B | | |
| 188 Main Street | Lot 3 LP2522 C/A Pt.43 Section C | | |
| 189 Main Street | C/A Pt.30 Section B | | |
| 190 Main Street | Lot 2 LP2522 C/A Pt.43 Section C | | |
| 1/191 Main Street | Units 5 & 8 Sp029416d | | |
| 2/191 Main Street | Units 1 & 4 Sp029416d | | |
| 3/191 Main Street | Units 9 & 10 Sp029416d | | |
| 192 Main Street | Lot 1 LP2522 C/A Pt.43 Section C | | |
| 193 Main Street | Lot 2 LP42111 | | |

| | | | |
|---------------------------------|---|--|--|
| 194 Main Street | Lot 1 LP13192 | | |
| 195 Main Street | Lot 3 LP42111 | | |
| 196 Main Street | Lot 2 LP131992 | | |
| 198 Main Street | Lot 3 LP131992 | | |
| 200 Main Street | Lot 4 LP131992 | | |
| 204 Main Street | Lot 6 LP131992 (Joiner Park) | | |
| 206 Main Street | Lot 30 LP131994 | | |
| 208 Main Street | Lot 29 LP131994 | | |
| 235 Main Street Reserve | South Colac Football Recreation | | |
| 2 Irrewillipe Road | Lot 6 LP42112 C/A Pt.28 Section B | | |
| 4 Irrewillipe Road | Lot 5 LP42112 | | |
| 6 Irrewillipe Road | Lot 4 LP42112 C/A Pt.28 Section B | | |
| 7 Irrewillipe Road | Lot 2 & 3 PS513223 | | |
| 8 Irrewillipe Road | C/A Pt.28a Section B (Lot 3 LP42112) | | |
| 9-11 Irrewillipe Road | Lot 1 PS513223u | | |
| 10 Irrewillipe Road | Lot 2 LP42112 C/A Pt.28 Section B | | |
| 12 Irrewillipe Road | Lot 1 LP42112 C/A Pt.28 Section B | | |
| 14-16 Irrewillipe Road B | Lots 2 & 3 LP51773 C/A Pt.32 Section B | | |
| 15 Irrewillipe Road | Lot 1 PS309192 | | |
| 17 Irrewillipe Road | Lot 2 PS449041g | | |
| 18-20 Irrewillipe Road | Lot 1 LP51773 C/A Pt.32 Section B | | |
| 19 Irrewillipe Road | Lot 1 PS449041g | | |
| 21 Irrewillipe Road | Lot 1 LP305870u | | |
| 22 Irrewillipe Road | C/A 33 Section B | | |
| 25 Irrewillipe Road | Lot 5 PS531145 | | |
| 30 Irrewillipe Road | Lot 1 C/A Pt.34 Section B | | |
| 31 Irrewillipe Road | Lot 4 PS531145 | | |
| 32 Irrewillipe Road | Lot 8 LP81873 Section B | | |
| 34-36 Irrewillipe Road | CP151976 | | |
| 37 Irrewillipe Road | Lot 3 PS531145I | | |
| 38 Irrewillipe Road | Lot 5 LP81873 | | |
| 40 Irrewillipe Road | Lot 4 LP81873 Section B | | |
| 42 Irrewillipe Road | Lot 3 LP81873 Section B | | |
| 43 Irrewillipe Road | Lot 2 PS5311451 | | |
| 43a Irrewillipe Road | Lot 2 PS548437 | | |
| 44 Irrewillipe Road | Lot 2 LP81873 Section B | | |
| 45 Irrewillipe Road | Lot 1 PS536605 | | |
| 46 Irrewillipe Road | Lot 1 LP81873 Section B | | |
| 48 Irrewillipe Road | Lot 1 PS501660n | | |
| 55 Irrewillipe Road | Lot 2 PS538350 | | |
| 59 Irrewillipe Road | Lot 1 PS538350 | | |
| 60 Irrewillipe Road | Lot 2 PS501660n | | |
| 61 Irrewillipe Road | C/A 36 & 36a Section A | | |
| 260 Queen Street | Lot 13 Tp564464 | | |
| 262 Queen Street | C/A 14 Section D | | |
| 265 Queen Street | C/A 35 Section C | | |
| 275 Queen Street | C/A 36 37 Section C | | |
| 280 Queen Street D | C/A 14a 14b 15 15a 16a 16b Section D | | |
| 365 Queen Street | Lot 1 PS448302k | | |
| 366 Queen Street | C/A 18 18a Section D | | |
| 371 Queen Street | Lot 2 PS448302k | | |
| 374 Queen Street | Lot 1 LP98619 C/A Pt.21 Section D | | |
| 378 Queen Street | Lot 2 LP34784 C/A Pt.31 Section D | | |
| 1/379 Queen Street | Unit 1 Rp9366 | | |
| 2/379 Queen Street | Unit 2 Rp9366 | | |
| 3/379 Queen Street | Unit 3 Rp9366 | | |
| 4/379 Queen Street | Unit 4 Rp9366 | | |

| | | | |
|-----------------------------|--|--|--|
| 5/379 Queen Street | Unit 5 Rp9366 | | |
| 6/379 Queen Street | Unit 6 Rp9366 | | |
| 7/379 Queen Street | Unit 7 Rp9366 | | |
| 8/379 Queen Street | Unit 8 Rp9366 | | |
| 382 Queen Street | Lot 3 LP34784 C/A Pt.31 Section D | | |
| 383 Queen Street | Lots 3 4 LP85451 CP161686 Section C | | |
| 384 Queen Street | Lot 4 LP34784 C/A Pt.31 Section D | | |
| 386 Queen Street | Lot 5 LP34784 C/A Pt.31 Section D | | |
| 387 Queen Street | Lot 5 LP85451 | | |
| 388 Queen Street | Lot 6 LP34784 C/A Pt.31 Section D | | |
| 389 Queen Street | Lot 6 LP85451 | | |
| 390 Queen Street | Lot 7 LP34784 C/A Pt.31 Section D | | |
| 391 Queen Street | Lot 7 LP85451 Section C | | |
| 391a Queen Street | Lot 8 LP85451 | | |
| 393 Queen Street | Lot 9 LP85451 | | |
| 394 Queen Street | Lot 8 LP34784 C/A Pt.31 Section D | | |
| 395 Queen Street | Lots 10 11 LP85451 Section C | | |
| 396 Queen Street | Lot 1 Tp086368 | | |
| 397 Queen Street | Lot 12 LP85451 | | |
| 398 Queen Street | Lots 10 & 11 LP34784 C/A Pt.25 | | |
| Section D | | | |
| 2 Ballagh Street | Lot 9 LP28478 C/A Pt.32a Section B | | |
| 4 Ballagh Street | CP164323I C/A Pt.32a Section B | | |
| 7 Ballagh Street | Lot Pt.4 LP42111 | | |
| 8 Ballagh Street | Lot 6 LP28478 | | |
| 9 Ballagh Street | Lot 8 LP129100 C/A Pt.31 Section B | | |
| 10 Ballagh Street | Lot 5 LP28478 C/A Pt.32a Section B | | |
| 11 Ballagh Street | Lot 7 LP129100 | | |
| 12 Ballagh Street | Lot 4 LP28478 C/A Pt.32a Section B | | |
| 13 Ballagh Street | Lot 6 LP129100 C/A Pt.31 Section B | | |
| 14 Ballagh Street | Lot 3 LP28478 C/A Pt.32a Section B | | |
| 15 Ballagh Street | Lot 5 LP129100 C/A Pt.31 Section B | | |
| 16 Ballagh Street | Lot 2 LP28478 | | |
| 17 Ballagh Street | Lot 4 LP129100 C/A Pt.31 Section B | | |
| 17a Ballagh Street | Lot 3 LP129100 C/A Pt.31 Section B | | |
| 18 Ballagh Street | Lot 1 Tp615618 | | |
| 19 Ballagh Street | Lot 2 LP129100 C/A Pt.31 Section B | | |
| 20 Ballagh Street | Lot 1 PS540210 | | |
| 20b Ballagh Street | Lot 2 PS540210 | | |
| 21 Ballagh Street | Lot 1 LP129100 C/A Pt.31 Section B | | |
| 22 Ballagh Street | Lot 4 PS506622u | | |
| 23 Ballagh Street | Lot 5 PS543648 | | |
| 24 Ballagh Street | Lot 3 PS506622u | | |
| 25 Ballagh Street | Lot 4 PS543648 | | |
| 27 Ballagh Street | Lot 3 PS546348 | | |
| 28 Ballagh Street | Lot 2 PS506622u | | |
| 29 Ballagh Street | Lot 6 PS543648 | | |
| 30 Ballagh Street | Lot 1 PS506622u | | |
| 31 Ballagh Street | Lot 2 PS543648 | | |
| 32 Ballagh Street | Lot 1 PS609246 | | |
| 33 Ballagh Street | Lot 1 PS543648 | | |
| 34 Ballagh Street | Lot 2 PS609246 | | |
| 35 Ballagh Street | C/A 37 Section B | | |
| 36 Ballagh Street | Lots 11 & 12 PS602561 | | |
| 38 Ballagh Street | Lot 2 PS602561 | | |
| 40 Ballagh Street | Lot 1 PS602561 | | |
| 47 Ballagh Street | Lot 12 PS546963 | | |
| 49-51 Ballagh Street | Lots 10 & 11 PS546963 | | |
| 1 Rose Drive | Lot 43 PS316697u | | |

| | | | |
|-----------------------------|------------------------------------|--|--|
| 2 Rose Drive | Lot 40 PS316697u | | |
| 3 Rose Drive | Lot 44 PS316697u | | |
| 4 Rose Drive | Lot 39 PS316697u | | |
| 5 Rose Drive | Lot 45 PS316697u | | |
| 6 Rose Drive | Lot 38 PS316697u | | |
| 7 Rose Drive | Lot 46 PS316697u | | |
| 8 Rose Drive | Lot 37 PS316697u | | |
| 9 Rose Drive | Lot 47 PS316697u | | |
| 10 Rose Drive | Lot 36 PS316697u | | |
| 11 Rose Drive | Lot 48 PS316697u | | |
| 12 Rose Drive | Lot 35 PS 316697u | | |
| 13 Rose Drive | Lot 49 PS316697u | | |
| 14 Rose Drive | Lot 34 PS316697u | | |
| 1/1 Garden Close | Lot Pt.5 PS506622 | | |
| 2/1 Garden Close | Lot Pt.5 PS506622 | | |
| 2 Garden Close | Lot 25 PS506622u | | |
| 3 Garden Close | Lot 6 PS506622u | | |
| 4 Garden Close | Lot 24 PS506622u | | |
| 5 Garden Close | Lot 7 PS506622u | | |
| 6 Garden Close | Lot 23 PS506622 | | |
| 1/7 Garden Close | Lot 1 PS544853 | | |
| 2/7 Garden Close | Lot 2 PS544853 | | |
| 8 Garden Close | Lot 22 PS506622u | | |
| 9 Garden Close | Lot 9 PS506622u | | |
| 10 Garden Close | Lot 21 PS 506622u | | |
| 11 Garden Close | Lot 10 PS506622u | | |
| 12 Garden Close | Lot 20 PS506622u | | |
| 13 Garden Close | Lot 11 PS506622 | | |
| 14 Garden Close | Lot 19 PS506622u | | |
| 15 Garden Close | Lot 12 PS506622 | | |
| 16 Garden Close | Lot 18 PS506622u | | |
| 17 Garden Close | Lot 13 PS506622 | | |
| 18 Garden Close | Lot 17 PS506622 | | |
| 19 Garden Close | Lot 14 PS506622u | | |
| 20 Garden Close | Lot 16 PS506622 | | |
| 21 Garden Close | Lot 15 PS506622u | | |
| 1 Callistemon Court | Lot 11 LP316697u C/P Pt.49 | | |
| 2 Callistemon Court | Lot 2 LP316697 | | |
| 3 Callistemon Court | Lot 10 LP316697u C/P Pt.49 | | |
| 4 Callistemon Court | Lot 3 LP316697 | | |
| 5 Callistemon Court | Lot 9 LP316697u C/P Pt.49 | | |
| 6 Callistemon Court | Lot 4 LP316697u C/P Pt.49 | | |
| 7 Callistemon Court | Lot 8 LP316697u C/P Pt.49 | | |
| 8 Callistemon Court | Lot 5 LP316697u C/P Pt.49 | | |
| 9 Callistemon Court | Lot 7 LP316697u C/P Pt.49 | | |
| 9a Callistemon Court | Recreation Reserve PS316697 | | |
| 10 Callistemon Court | Lot 6 LP316697c | | |
| 1 Buckland Court | Lot 10 LP131994 | | |
| 2 Buckland Court | Lot 11 LP131994 | | |
| 3 Buckland Court | Lot 12 LP131994 | | |
| 4 Buckland Court | Lot 13 LP131994 | | |
| 5 Buckland Court | Lot 14 LP131994 | | |
| 6 Buckland Court | Lot 15 LP131994 | | |
| 7 Buckland Court | Lot 16 LP131994 | | |
| 8 Buckland Court | Lot 2 LP327838r | | |
| 9 Buckland Court | Lot 22 LP131994 | | |
| 10 Buckland Court | Lot 23 LP131994 | | |
| 11 Buckland Court | Lot 24 LP131994 | | |
| 12 Buckland Court | Lot 25 LP131994 | | |
| 13-14 Buckland Court | Lots 26 & 27 LP131994 | | |

| | | | |
|--|--|--|--|
| 15 Buckland Court | Lot 28 LP131994 | | |
| 16 Buckland Court | Lot 34 LP131994 | | |
| 17 Buckland Court | Lot 33 LP131994 | | |
| 76 Slater Street | C/A 23 Section C | | |
| 80 Slater Street | C/A 47 Section C | | |
| 82 Slater Street | C/A 46 Section C | | |
| 84 Slater Street | C/A 45 Section C | | |
| 96 Slater Street | C/A 44 Section C | | |
| 98 Slater Street | Lot 3 LP24157 C/A Pt.43 Section C | | |
| 100 Slater Street | Lot 2 LP24157 C/A Pt.43 Section C | | |
| 102 Slater Street | Lot 1 LP24157 & Lots 1 & 2 Tp706529 | | |
| 109 Slater Street | C/A 38 Section C | | |
| 113 Slater Street | C/A 39 Section C | | |
| 135 Slater Street
Primary School) | C/A 55 & 56 Section C (Eliminyt | | |
| 5 Tulloh Street
Reserve) | Lot 19 LP130909 (Tulloh Street Dam | | |
| 6 Tulloh Street | Lot 1 LP203596w | | |
| 8 Tulloh Street | Lot 13 LP50913 C/A Pt.29 Pt.29b | | |
| 9-11 Tulloh Street | Lots 17 18 LP130909 | | |
| 10 Tulloh Street | Lot 12 LP50913 Section D | | |
| 12 Tulloh Street | Lot 11 LP50913 C/A Pt.30 Section D | | |
| 13 Tulloh Street | Lot 16 LP130909 | | |
| 14 Tulloh Street | Lot 10 LP50913 C/A Pt.30 Section D | | |
| 14a Tulloh Street | Lot 3 LP306778b | | |
| 1/15 Tulloh Street | Lot 1 LP305873 | | |
| 2/15 Tulloh Street | Lot 2 LP305873 | | |
| 16 Tulloh Street | Lot 9 LP50913 | | |
| 17 Tulloh Street | Lot 14 LP130909 | | |
| 18 Tulloh Street | Lot 8 LP50913 C/A Pt.30 Section D | | |
| 19 Tulloh Street | Lot 13 LP130909 | | |
| 20 Tulloh Street | Lot 7 LP50913 C/A Pt.30 Section D | | |
| 21 Tulloh Street | Lot 12 LP130909 | | |
| 22 Tulloh Street | Lot 6 LP50913 | | |
| 23 Tulloh Street | Lot 11 LP130909 | | |
| 24 Tulloh Street | Lot 5 LP50913 | | |
| 25 Tulloh Street | Lot 10 LP130909 | | |
| 26 Tulloh Street | Lot 4 LP50913 | | |
| 27-29 Tulloh Street | Lots 8 9 20 LP130909 | | |
| 30 Tulloh Street | Lot 3 LP50913 | | |
| 31 Tulloh Street | Lot 7 LP130909 | | |
| 32 Tulloh Street | Lot 1 LP306778b & Lot 2 PS528464 | | |
| 33 Tulloh Street | Lot 6 LP98619 | | |
| 34 Tulloh Street | Lot 1 LP50913 | | |
| 35 Tulloh Street | Lot 5 LP98619 | | |
| 36 Tulloh Street | Lot 1 LP34784 | | |
| 37 Tulloh Street | Lot 4 LP98619 | | |
| 39 Tulloh Street | Lot 3 LP98619 | | |
| 40 Tulloh Street | Lot 2 LP85451 | | |
| 41 Tulloh Street | Lot 2 LP98619 | | |
| 42 Tulloh Street | Lot 1 LP85451 | | |
| 43 Tulloh Street | Lot Pt.2 LP44379 | | |
| 44 Tulloh Street | Lot 3 LP44476 | | |
| 45 Tulloh Street | Lot Pt.2 LP44379 | | |
| 46 Tulloh Street | Lot 4 LP44476 | | |
| 47 Tulloh Street | Lot Pt.2 LP44379 | | |
| 48 Tulloh Street | Lot 5 LP44476 C/A Pt.53 Section C | | |
| 49 Tulloh Street | Lot Pt.3 LP44379 C/A Pt.54 Section C | | |
| 50 Tulloh Street | Lot 6 LP44476 C/A Pt.53 Section C | | |
| 51 Tulloh Street | Lot Pt.3 LP44379 C/A Pt.54 Section C | | |

| | | | |
|-----------------------------|---|--|--|
| 52 Tulloh Street | Lot 1 LP131993 | | |
| 53 Tulloh Street | Lot 9 LP66759 C/A Pt.50 Section C | | |
| 54 Tulloh Street | Lots 2 3 LP131993 | | |
| 55 Tulloh Street | Lot 8 LP66759 | | |
| 57 Tulloh Street | Lot 7 LP66759 C/A Pt.48 Section C | | |
| 57a Tulloh Street | Lot 10 LP66759 C/A Pt.48 Section C | | |
| 58 Tulloh Street | Lot 4 LP131993 | | |
| 59 Tulloh Street | Lot 6 LP66759 Section C | | |
| 60 Tulloh Street | Lot 5 LP131993 | | |
| 61 Tulloh Street | Lot 5 LP66759 C/A Pt.49 Section C | | |
| 62 Tulloh Street | Lot 6 LP131993 | | |
| 63 Tulloh Street | Lot 4 LP66759 C/A Pt.49 Section C | | |
| 64 Tulloh Street | Lot 7 LP131993 | | |
| 65 Tulloh Street | Lot 3 LP66759 C/A Pt.40 Pt.50 | | |
| Section C | | | |
| 66 Tulloh Street | Lot 8 LP131993 | | |
| 67 Tulloh Street | Lot 2 LP66759 C/A Pt.50 Section C | | |
| 68 Tulloh Street | Lot 9 LP131993 | | |
| 69 Tulloh Street | Lot 1 LP66759 C/A Pt.50 Section C | | |
| 70 Tulloh Street | Lot 32 LP131994 | | |
| 71 Tulloh Street | Lot 5 LP131992 | | |
| 72 Tulloh Street | Lot 31 LP131994 | | |
| 170 Hart Street | C/A 20 Section B | | |
| 174 Hart Street | Lot 1 PS548437 | | |
| 180 Hart Street | CP351708 | | |
| 183 Hart Street | Lot 2 PS536605 | | |
| 184 Hart Street | C/A Pt.35 Section B | | |
| 190 Hart Street | Lot 1 PS546963 | | |
| 192 Hart Street | Lot 7 PS546963 | | |
| 194 Hart Street | Lot 8 PS546963 | | |
| 225 Hart Street | C/A 38a & Pt.38b Section A | | |
| 2 Howarth Street | Lot 1 LP71955 | | |
| 4 Howarth Street | Lot 2 LP305877e | | |
| 6 Howarth Street | Lot 1 PS328372h | | |
| 7 Howarth Street | C/A 54 Section B (Apex Preschool | | |
| Centre) | | | |
| 8 Howarth Street | Lot 1 LP116399 C/A Pt.45 Section B | | |
| 9 Howarth Street | Lot 6 LP81546 C/A Pt.44 Section B | | |
| 11 Howarth Street | Lot 5 LP81546 | | |
| 12 Howarth Street | Lots 4 & 5 LP83951 C/A Pt.46 Section | | |
| B | | | |
| 13 Howarth Street | Lot 4 LP81548 C/A Pt.44 Section B | | |
| 15 Howarth Street | CP108706 Section B | | |
| 16 Howarth Street | CP106488 | | |
| 17 Howarth Street | Lot 2 LP81548 | | |
| 18 Howarth Street | Lot 2 LP143599 C/A Pt.47 Section B | | |
| 19 Howarth Street | Lot 1 LP81548 C/A 43 Section B | | |
| 20 Howarth Street | Lot 1 LP143599 C/A Pt.47 Section B | | |
| 21 Howarth Street | CP365132j | | |
| 26 Howarth Street | CP159713 | | |
| 27-29 Howarth Street | Lots 15 & 16 PS544845 | | |
| 30 Howarth Street | Lot 1 LP129562 C/A Pt.49 Section B | | |
| 31 Howarth Street | Lot 14 PS544845 | | |
| 32 Howarth Street | Lot 3 PS511733 | | |
| 39 Howarth Street | C/A 39 Section B | | |
| 25 Dowling Street | Lot 1 Tp831739 (C/A 44 Section D) | | |
| 37 Dowling Street | Lot 6 PS434062g | | |
| 49 Dowling Street | Lot 12 PS316694b | | |
| 51 Dowling Street | Lot 13 PS316694b | | |
| 1-9 Beechy Court | Lot A PS434062g | | |

| | |
|--|--|
| 2 Beechy Court | Lot 11 PS316694b |
| 4 Beechy Court | Lot 10 PS316694 |
| 6 Beechy Court | Lot 9 PS316694b |
| 8 Beechy Court | Lot 8 PS316694b |
| 10 Beechy Court | Lot 7 LP316694b |
| 11 Beechy Court | Lot 1 PS436941q |
| 12 Beechy Court | Lot 6 PS316694b |
| 13 Beechy Court | Lot 2 PS436941q |
| 14 Beechy Court | Lot 5 PS316694b |
| 15 Beechy Court | Lot 3 PS436941q |
| 16 Beechy Court | Lot 4 PS316694b |
| 18 Beechy Court | Lot 3 PS316694b |
| 19 Beechy Court | C/A 47 Section D |
| 20 Beechy Court | Lot 2 PS316694b |
| 22 Beechy Court | Lot 1 PS316694b |
| 1 Ricstan Court | Lot 2 PS 546963 |
| 2 Ricstan Court | Lot 3 PS 546963 |
| 3 Ricstan Court | Lot 4 PS 546963 |
| 4 Ricstan Court | Lot 5 PS 546963 |
| 5 Ricstan Court | Lot 6 PS 546963 |
| 2a Deloraine Court | Lot 3 PS 602561 |
| 4 Deloraine Court | Lot 4 PS 602561 |
| 5 Deloraine Court | Lot 10 PS 602561 |
| 6 Deloraine Court | Lot 5 PS 602561 |
| 7 Deloraine Court | Lot 9 PS 602561 |
| 8 Deloraine Court | Lot 6 PS 602561 |
| 9 Deloraine Court | Lot 8 PS 602561 |
| 10 Deloraine Court | Lot 7 PS 602561 |
| 2-8 Spring Street
Section A | Lot 1 & 2 LP60789 & C/A Pt.47 |
| 10 Spring Street | Lot 2 LP323564a |
| 11 Spring Street | Lot 1 PS511733 |
| 13 Spring Street | Lot 2 PS511733 |
| 15 Spring Street | Lot 2 PS401776 |
| 17 Spring Street | Lot 3 LP99304 |
| 19 Spring Street | Lot 2 LP99304 C/A Pt.50 Section B |
| 20 Spring Street | C/A 43a Section A |
| 21 Spring Street | Lot 1 LP99304 C/A Pt.50 Section B |
| 23 Spring Street | Lot 1 LP118320 Section B |
| 25 Spring Street | Lot 2 LP118720 |
| 27 Spring Street | Lot 5 LP78182 C/A Pt.53 Section B |
| 28 Spring Street | Lot 2 LP209232 C/A Pt.44a Section A |
| 29 Spring Street | Lots 3 & 4 LP118720 |
| 30 Spring Street | C/A 44a Section A |
| 32 Spring Street | Lot 1 LP209232 C/A Pt.44a Section A |
| 33 Spring Street | Lot 5 LP118720 Section B |
| 36 Spring Street | Lot 1 LP60440 C/A Pt.46a Section A |
| 38 Spring Street | Lot 2 LP60440 Section A |
| 40 Spring Street | Lot 3 LP60440 |
| 42 Spring Street | Lot 4 LP60440 Section A |
| 44 Spring Street | Lot 5 LP60440 Section A |
| 46 Spring Street | Lot 6 LP60440 Section A |

2. The Chief Executive Officer be authorised to give public notice of the Intention to Declare a Special Charge Scheme in accordance with Section 163(1C) of the Local Government Act 1989; and

3. That Council considers submissions pursuant to

| | | |
|--|--|--|
| <p>Section 223 of the Local Government Act 1989, at 1pm on 8 July 2009 at COPACC.</p> | | |
| <p><u>OM092605-14 INSTALLATION AND USAGE OF CATTLE GRID POLICY</u></p> <p>Department: Infrastructure</p> <p><u>Recommendation(s)</u></p> <p><i>That Council resolves to:</i></p> <ol style="list-style-type: none"> <i>1. Adopt the draft Installation and Usage of Cattle Grids Policy;</i> <i>2. Provide a written response to all those parties whom provided formal feedback through the public consultation process;</i> <i>3. Review existing cattle grids for compliance with the adopted Policy;</i> <i>4. Undertake direct consultation with landowners in the vicinity of all existing cattle grids identified to determine ongoing use requirements;</i> <i>5. Remove any cattle grids and reinstate the road where:</i> <ul style="list-style-type: none"> <i>- They are no longer required;</i> <i>- They do not meet the specified standards and the benefiting landowner is unwilling to upgrade the subject cattle grid to meet the standards of the Policy; and</i> <i>- A benefiting landowner is not prepared to enter into a Section 121 Agreement within a reasonable time frame for the ongoing management of the cattle grid.</i> | | |
| <p><u>OM092605-15 CONTRACT APPROVAL</u></p> <p>Department: Infrastructure</p> <p><u>Recommendation(s)</u></p> | | |

- | | | |
|--|--|--|
| <ol style="list-style-type: none"> 1. <i>That Council awards Contract 0901 for Supply and Delivery of Backhoe/Loader as specified to JCB Construction Equipment Australia at the tender price of \$166,000 (excluding GST, stamp duty and registration) together with their trade-in offer of \$25,000.</i>
 2. <i>That Council awards Contract 0903 for Supply and Delivery of Three 3 Tonne Tip Trucks as specified to Winter & Taylor at the tender price of \$190,817 (excluding GST, stamp duty and registration) together with their trade-in offers of \$10,909, \$11,591 and \$11,364.</i>
 3. <i>That Council awards Contract 0904 for Supply and Delivery of 5 Cubic Metre Capacity Tip Truck as specified to ISR Truck City Geelong at the tender price of \$105,630 (excluding GST, stamp duty and registration) together with their trade-in offer of \$22,955.</i>
 4. <i>That Council delegates to the Chief Executive Officer authority to sign and place under Council seal the contract documents following award of Contracts 0901, 0903 and 0904.</i> | | |
|--|--|--|

Recommendation

That recommendations to items listed in the Consent Calendar, with the exception of items, be adopted.

MOVED

SECONDED

OM092605-9 ROADS TO RECOVERY - 2009 TO 2014

| | | | |
|-------------|----------------|-----------|----------------------|
| AUTHOR: | Peter Dohnt | ENDORSED: | Neil Allen |
| DEPARTMENT: | Infrastructure | FILE REF: | GEN00016/Road Safety |

Purpose

The purpose of this report is to provide Council information in relation to Federal Government advice that funding under the Roads to Recovery program has been extended from July 2009 to June 2014.

Background

The Federal Government's Roads to Recovery (R2R) funding program has been operating since 2001 under two, four (4) year funding programs. Under the last program (2005/06 to 2008/09), Colac Otway Shire's allocation was \$4,362,858 with an average annual allocation of \$1,090,714. This financial year is the last year of the current program. Council is on schedule to have spent its current allocation by June 2009.

Council has received advice from the Federal Government that the R2R program will be extended for a further 5 years from July 2009 to June 2014. Councils allocation is \$6,222,210 or an average annual allocation of \$1,244,442. This is an average annual increase of 2.8%.

Corporate Plan/Other Strategies/Policy

Council works qualifying for this funding have been included in the current 10 year Capital Works and Major Projects Plan and will be prioritised in accordance with the principles of Council's Road Management Plan.

Issues/Options

The terms of the R2R funding program provides that these funds be expended on projects which contribute to the renewal of Council's road infrastructure.

Proposal

That Council manage the expenditure of these funds so that the annual expenditure is approximately \$1.2M to \$1.3M per annum providing a relatively even level of expenditure over the five (5) year period.

It is proposed that a program be developed and included in the Capital Works and Major Projects Program for consideration by Council in its annual budget process.

Financial Implications

Council's annual expenditure on road renewal projects needs to be approximately \$4.7M. The R2R funding program provides 25% of the funding required for the essential road renewal program to ensure proper stewardship of the Council road asset base. Projects funded under this program have been included in the proposed 2009/2010 capital works budget.

Risk Management Implications

There are significant risks to Councils road infrastructure and it is essential that the funds available under the R2R program continues to be expended on road renewal projects.

Environmental Considerations

The works carried out under this funding program are undertaken in accordance with Council's Roadside Management Strategy.

Communication Strategy/Consultation

If there are issues which affect the public, consultation and/or communications will be undertaken in accordance with appropriate Council policies.

Implementation

That Council continues to expend R2R funding in an evenly distributed manner over the 2009-2014 period. R22 funding is to be invested in an evenly distributed manner of the period 2009-2014. Projects supporting the R22 program will be prioritised in accordance with Council's capital works evaluation criteria.

Conclusion

The Colac Otway Shire allocation under the R2R program for the period 2009-2014 is \$6,222,210. This provides approximately 25% of the funding required for the ongoing renewal of Council's road asset infrastructure. The funding is expended over the period of the R2R program, on road renewal projects, in accordance with the Council's annual Capital Works budget review and allocation.

Attachments

Nil

Recommendation(s)***That Council:***

- 1. Receives and notes the Roads to Recovery - 2009 to 2014 report advising of the Roads to Recovery funding allocation of \$6,222,210 for the period 2009/2014; and***
- 2. Refers the Roads to Recovery Funding to Council's Annual Capital Works Program for prioritising as part of the budget process.***

~~~~~U~~~~~

**OM092605-10 APOLLO BAY HARBOUR RISK MITIGATION FUNDS - DEED OF GRANT**

|             |                |           |            |
|-------------|----------------|-----------|------------|
| AUTHOR:     | Ranjani Jha    | ENDORSED: | Neil Allen |
| DEPARTMENT: | Infrastructure | FILE REF: | GEN00233   |

**Purpose**

The purpose of this report is to request Council sign and seal the Deed of Grant between Department of Sustainability and Environment (DSE) and the Colac Otway Shire in relation to the Port of Apollo Bay Risk Mitigation Funds.

**Background**

Works carried out for the Port of Apollo Bay are fully funded by DSE. Applications for funding were sought from Local Port Managers under the 2008/09 Ports Risk Management Program, aimed at improving the delivery of Port Services by mitigating risks associated with port operations. The Port Mitigation Program is administered by DSE through its Public Assets Unit in Melbourne. Priority is given to enhancing public safety, protection of significant assets of high value, undertaking preliminary studies, risk audits and addressing environmental risks associated with port operations.

The following three funding applications were successfully lodged for the Port of Apollo Bay:

1. Upgrade of Slipway Rails - \$140,000:

During the current Safety and Environment Management Plan (SEMP) audit, emphasis was placed on increasing the slipway safety. An underwater investigation was carried out revealing that the rails are rusted and have lost structural strength. With the upgrade of the Marina there has been increased demand for the use of the slipway facility. Some of the bigger boats using the facility (from a safety point of view) require the rails be upgraded as a matter of urgency.

2. Long Term Dredging Options and Sand Management Study – \$45,000:

There is constant building of sand deposit at the harbour entrance. The Port of Apollo Bay staff continually undertake dredging works at the harbour entrance in order to maintain a satisfactory depth of water to allow safe vessel access. Dredging is undertaken at the harbour entrance, subject to significant wind and wave actions that can make the operations very risky at times. Rather than needing to fully rely on a floating dredge operation, other methods have previously been examined to intercept the sand prior to depositing at the harbour entrance which includes the use of automated sand removal systems.

Council's dredging plant, the Ganett & Corsair, are becoming outdated and struggling to manage the needs of the harbour. The Port of Apollo Bay Manager has discussed with DSE the need to undertake a long term dredging options study taking into account the following:

- (i) Future dredging plant life, including upgrade/replacement;
- (ii) Dredging best practice and cost effective option(s);
- (iii) Options for minimising movement of sand towards the harbour entrance, (eg clearance of Groyne area, construction of sand trapping devices or extension of existing breakwater).

3. Re-armouring of 30 metres of Main Breakwater - \$50,000:

A section of Main Breakwater adjoining the groyne area, approximately 30 metres in length is showing signs of structural weakness and could suffer damage from strong waves. This section was previously an open channel which was subsequently filled to eliminate wave action to the internal harbour, however, this section was not part of the upgrade works due in 2003/04 to less wave action being anticipated. With the available funding from DSE it is intended to upgrade a section of this wall leading to the carpark, including the access road.

The outer rock protection surface has slipped due to constant wave action exposing the internal structure of the breakwater. Estimates have been obtained for the full upgrade however it is recommended that interim risk minimisation works are carried out for improving the structural integrity of the structure by re-armouring the outer surface.

### **Corporate Plan/Other Strategies/Policy**

The 2005-2009 Council Plan indicates that Council has an ongoing commitment to manage the operations of the Apollo Bay Harbour via:

- Sustainable development through the implementation of the redevelopment of Apollo Bay Harbour;
- The revitalization and development of Lake Colac and Apollo Bay Harbour; and
- Continue the redevelopment of the Apollo Bay Harbour, including the development of a Concept Plan specific to the Apollo Bay Harbour precinct, which will form an important component of the Apollo Bay Structure Plan.

### **Issues/Options**

The projects are fully funded by DSE under the Ports Risk Mitigation Grants Program. Without the Common Seal of the Colac Otway Shire, Council will not be able to claim the \$235,000 (ex. GST) in funding offered by DSE for the identified Apollo Bay Harbour Risk Mitigation Projects.

If the slipway rails are not upgraded, the failure of corroded rails whilst slipping a vessel could be catastrophic with vessel damage and potential for personal injury or death. Inability to slip commercial vessels for maintenance and routine inspections would severely impact on the commercial operations of the Port.

By re-armouring 30 metres of outer wall of the breakwater, the weakest section will be strengthened and risk of this section failing under strong wave actions will be minimised. If the work is not undertaken and this section of breakwater fails, significant damage will be caused to internal assets of the harbour.

#### *Option 1*

That Council agree to sign and seal the Deed of Grant for claiming of funds amounting to \$235,000 (ex. GST) offered by DSE under the Risk Mitigation Program 2008/09.

#### *Option 2*

That Council does not sign and seal the Deed of Grant for claiming of funds amounting to \$235,000 (ex. GST) offered by DSE and therefore rejects the funding opportunity.

Option 1 is the preferred option so that Council can obtain the funds and carry out necessary works thereby alleviating associated risks.

### **Proposal**

Once Council signs and places the seal on the Deed of Grant, the grant funding can be claimed and projects carried out after seeking quotations and obtaining necessary approvals in accordance to relevant Council Policy and legislation.

### **Financial and other Resource Implications**

All three funding applications have been successful with \$140,000, \$45,000 and \$50,000 (ex GST) allocated for the Replacement of Slipway Rails, Sand and Long Term Dredging Options Study and the Re-armouring of approximately 30 metres of Main Breakwater respectively. No funds are required from Council to carry out these works. There will be no financial implications on Council in undertaking the above risk mitigation projects. The

funding allocations that have been made by DSE are approximately 80% of the total project cost with the remaining 20% coming from Apollo Bay Harbour Asset Maintenance Budget (2008/09) which is also funded by DSE. Council's assistance will be in the form of in-kind support involving project management and administration.

### **Risk Management & Compliance Issues**

The Apollo Bay Harbour team carries out regular asset inspection identifying risks and maintenance requirements. A long term Capital Works program has been developed taking into account asset condition, priorities and standardised risk assessment processes. The three projects mentioned above have been assessed by DSE and found to be eligible for funding under the Risk Mitigation Program. It is expected that completion of these projects will enhance the safety of the harbour, its users and visitors in general.

### **Environmental Considerations**

The slipway rail replacement and re-armouring of the breakwater will require Coastal Management Act consent focusing on avoiding any adverse affect to waterways and the local environment. The dredging options study will take into account the best possible options of dredging maintaining safe access to harbour entrance. The study will also consider how the movement of sand through the breakwater can be minimized and explore options for groyne clearance taking in to account local flora and net impact.

### **Communication Strategy/Consultation**

The proposed projects have been discussed thoroughly with DSE and the harbour team and are considered to be high priorities. The preparation of the sand study will be extensive consultation with key stakeholders, including harbour staff, DSE, Foreshore Committee and industry experts. The construction time frame for slipway upgrade will be conveyed to users so that they can program their boat maintenance accordingly. Information will be made available to the general public through media releases.

### **Implementation**

The advice from DSE on Council's successful funding application was received in March 2009, late in the 2008/09 financial year. Therefore there is the likelihood of works being undertaken partly in the 2009/10 financial year. The grant income, once claimed, will need to be carried over to the 2009/10 financial year for full utilisation if required.

### **Conclusion**

All three projects are important for maximising harbour assets and user safety, resulting in the applications becoming successful for Risk Mitigation funding. The Colac Otway Shire needs to accept the \$235,000 funding (ex GST) for the three (3) Apollo Bay Harbour Risk Mitigation projects by signing and sealing the Deed of Agreement.

### **Attachments**

- The Deed of Grant will be tabled at the Council meeting for perusal.
- Letter from Department of Sustainability and Environment "Ports Risk Mitigation Grants for 2008/09".

**Recommendation(s)**

***That Council sign and seal the Deed of Grant offered by the Department of Sustainability and Environment (DSE) for claiming of funds under the Risk Mitigation Program (2008/09), amounting to \$235,000 (ex. GST) for the following Apollo Bay Harbour projects:***

- 1. Replacement of Slipway Rails - \$140,000;***
- 2. Sand and Long Term Dredging Options Study – \$45,000; and***
- 3. Re-armouring of approximately 30 metres of Main Breakwater - \$50,000.***

~~~~~U~~~~~



THE STATE OF VICTORIA

- and -

COLAC OTWAY SHIRE

DEED OF GRANT

Original prepared by:

VICTORIAN GOVERNMENT SOLICITOR

Amended by DSE March 2006

TABLE OF CONTENTS

| <u>Clause</u> | <u>Heading</u> | <u>Page No.</u> |
|----------------------|---|------------------------|
| 1. | Interpretation | 2 |
| 2. | The Project and the Funds | 3 |
| 3. | Payment of the Funds | 4 |
| 4. | Recipient's Warranties | 6 |
| 5. | Contributions | 6 |
| 6. | Consultation, Project Management, Audit and Reporting | 6 |
| 7. | Acknowledgment..... | 7 |
| 8. | Indemnity..... | 7 |
| 9. | Insurance..... | 7 |
| 10. | Compliance with Laws and Policies..... | 7 |
| 11. | Negation of agency, partnership and employment..... | 8 |
| 12. | Assignment and Sub-contracting..... | 8 |
| 13. | Intellectual Property..... | 9 |
| 14. | Termination | 10 |
| 15. | Service of notices and documents..... | 10 |
| 16. | DisputeResolution..... | 11 |
| 17. | Entire Agreement..... | 11 |
| 18. | Severability..... | 11 |
| 19. | Variation..... | 12 |
| | Executed as a Deed..... | 13 |
| | SCHEDULE 1 - Contract Details | 14 |
| | SCHEDULE 2 - Project Specifications and Scope of works..... | 15 |
| | SCHEDULE 3 - Project Funds..... | 16 |
| | SCHEDULE 4 - Consultation, Project Management and State Policies..... | 18 |

DEED OF CONDITIONS OF GRANT

This Deed is made the 9th day of December 2008

BETWEEN

THE STATE OF VICTORIA through the Department of Sustainability and Environment, of 8 Nicholson Street, Melbourne in the State of Victoria

(“the State”)

AND

COLAC OTWAY SHIRE (ABN 32 430 819 755), of 2-6 Rae Street, Colac in the State of Victoria.

(“the Recipient”)

RECITALS:

- A. Under the direction of the Minister for Environment and Climate Change, the Department of Sustainability and Environment has made available funds to Colac Otway Shire for Upgrade Works to the Port of Apollo Bay 2008/2009. The funding objectives are; to complete the Sand and Long Term Dredging Options Study, replace the rails of the slipway and re-armour a thirty metre section of the main breakwater; to mitigate the current safety and environmental risks associated with their use and to protect assets within the port.
- B. The State grants and the Recipient accepts the Funds on the terms and conditions set out in this Deed.

NOW THIS DEED WITNESSES as follows:

1. Interpretation

1.1 In this Deed, unless the context otherwise requires:-

“Background Intellectual Property” means Intellectual Property owned or controlled by a Party, including but not limited to Intellectual Property developed prior to or independently of this Deed, which the Party determines, in its sole discretion, to make available for the carrying out of the Project;

“Commencement Date” means the date so identified in Schedule 1 by which date the Project must commence;

“Completion Date” means the date so identified in Schedule 1 by which date the Project must be completed;

“Contribution” means a monetary or in-kind contribution by any person or body, including the Recipient, as specified in the Schedule 3, made for the realisation of the Project;

“Deed” means this deed of conditions of grant and the Schedules to this Deed;

“DSE” means the Department of Sustainability and Environment in the State of Victoria;

“Funds” means the maximum amount of funding to be provided by the State for the Project, as specified in Schedule 3;

“GST Act” means the *A New Tax System (Goods and Services Tax) Act 1999* (Cth) as amended;

“GST Law” means the GST Law as defined in the GST Act and includes any Act of the Parliament of Australia that imposes or deals with GST;

“Intellectual Property” means all copyright, patents and all rights in relation to inventions, registered and unregistered trademarks (including service marks) and registered designs, trade secrets and know-how, all rights under the Circuit Layouts Act 1989 (Cth), and all other intellectual or intangible property;

“Minister” means the Minister administering the *Crown Land (Reserves) Act 1978*;

“Project” means the project so identified in Schedule 2.

“Recipient’s Representative” means the person nominated in Schedule 1 who shall represent the Recipient for the purposes of this Deed or such other person whom may subsequently be appointed by the Recipient and notified in writing to the State; and

“State’s Representative” means the person nominated in Schedule 1 who shall represent the State for the purposes of this Deed or such other person whom may subsequently be appointed by the State and notified in writing to the Recipient.

1.2 Clause headings in this Deed are for convenience of reference only and have no effect in limiting or extending the language of the provisions to which they refer.

1.3 A recital, schedule, annexure or a description of the parties forms part of this Deed.

1.4 In this Deed, unless a contrary intention appears:

- (a) a reference to any legislation shall include any Act of Parliament and any subordinate legislation, rule, regulation, order or instrument made thereunder and shall include any statutory modification, substitution or re-enactment of such legislation;
- (b) if a party to this Deed consists of more than one person those persons shall be jointly and severally bound under this Deed;
- (c) a reference to a party to this Deed includes the executors, administrators, successors and permitted assigns of that party;
- (d) a reference to an individual or person includes a corporation, partnership, joint venture, association, governments, local government authorities and agencies;
- (e) if a word is defined, cognate words and phrases have corresponding definitions;
- (f) words importing a gender include any other gender and words in the singular include the plural and vice versa;
- (g) a reference to "dollars" or "\$" is a reference to the lawful currency of Australia;
- (h) a reference to a recital, clause, schedule or annexure is a reference to a recital, clause, schedule or annexure to this Deed each of which forms part of the Deed.

1.5 Where there is a variation or inconsistency between the provisions of the Schedules to this Deed and the provisions of clauses 1 to 19 of this Deed the provisions of clauses 1 to 19 shall prevail.

1.6 This Deed shall be subject to and construed in accordance with the laws of the State of Victoria.

2. The Project and the Funds

2.1 The Recipient shall commence the Project by the Commencement Date and shall complete the Project by the Completion Date detailed in Schedule 1.

2.2 The Recipient shall carry out and complete the Project in compliance with the specifications set out in Schedule 2 and any other requirement contained in this Deed.

2.3 The Recipient shall complete the works for an amount not exceeding the total project costs detailed in Schedule 3.

2.4 Funds shall be provided to the amount specified in Schedule 3.

2.5 By signing this Deed, the recipient verifies any contributions specified in Schedule 3.

2.6 The Recipient shall not use the Funds for purposes other than the Project.

2.7 The Recipient acknowledges and agrees that, unless otherwise provided in Schedule 3, the Funds must not be used to pay for or to subsidise the payment of:

- (a) services provided by employees of the Recipient in respect of the Project;
 - (b) services already being provided by contractors engaged by the Recipient.
- 2.8 The Recipient acknowledges that the State is not liable to pay for operating, maintenance, repair or any other ongoing costs in relation to or arising from the Project.

3. Payment of the Funds

- 3.1 The State shall pay the Funds to the Recipient on the dates specified in Schedule 3 and on submission of an invoice.
- 3.2 Where Schedule 3 provides for progress payments, a progress payment shall only be made by the State upon written certification from the Recipient's Representative (to the satisfaction of the State's Representative) that the requirements specified in Schedule 3 pertaining to a particular progress payment have been satisfied in accordance with the terms and conditions of this Deed and on submission of an invoice.
- 3.3 The Recipient acknowledges and agrees that any interest earned on any part of the Funds shall be used solely for the purposes of the Project.
- 3.4 Upon satisfactory completion of the Project, the Recipient shall repay to the State any unexpended part of the Funds.
- 3.5 The Recipient shall keep complete records in relation to the expenditure of the Funds including quotations, invoices, receipts and shall provide to the State any such records for inspection if requested.
- 3.6 Taxes, Duties and Government Charges
- 3.6.1 The parties acknowledge:
- (a) the operation of the GST Act, the *A New Tax System (Goods and Services Tax Transition) Act 1999*, and the PAYG Act from 1 July 2000;
 - (b) that the State may be liable for GST under the GST Act in relation to taxable supplies made under this Deed; and
 - (c) that the State may be obliged under the PAYG Act to withhold and pay to the Australian Taxation Office 46.5% of payments to the Recipient under this Deed, unless the Recipient has an ABN and correctly quotes that number to the State.
- 3.6.2 Except as provided in clause 3.6.3
- (a) as between the State and the Recipient, all Taxes shall be borne by the Recipient, and no amount shall be payable by the State to the Recipient in addition to the Original Grant Payable in respect of any Tax or Tax Change; and

- (b) except where specifically identified in the Budget, the Original Grant Payable does not include an amount to cover any liability of the Recipient for GST in relation to any taxable supply by the Recipient to the State under this Deed.
- 3.6.3 The State and the Recipient agree that if the Recipient is liable to pay GST in relation to a taxable supply by the Recipient to the State under this Deed - the Original Grant Payable shall be increased by an amount which fully covers the Recipient's GST liability, except to the extent that the Original Grant Payable includes an amount to cover the GST liability of the Recipient as identified in the Budget.
- 3.6.4 Notwithstanding any other provision of this Deed, the State may withhold any payment under this Deed until the Recipient has given the State a tax invoice in accordance with the GST Act in relation to any taxable supply by the Recipient to the State under this Deed in respect of which the Recipient is liable for GST.
- 3.6.5 Where, subject to 3.6.3, the Original Grant Payable was increased by an amount which fully covered the Recipient's GST liability and after satisfactory completion of the Project, there remain unexpended Funds, the Recipient will provide an adjustment note and shall repay to the State this amount.
- 3.6.6 If a payment to a party under this Deed is a reimbursement or indemnification, calculated by reference to a loss, cost or expense incurred by that party, then the payment will be reduced by the amount of any input tax credit to which that party is entitled for that loss, cost or expense that party is assumed to be entitled to a full input tax credit unless it proves, before the date on which the payment must be made, that its entitlement is otherwise.
- 3.6.7 In this clause :
- (a) 'adjustment note', 'supply', 'tax invoice', and 'ABN' have the same meaning as in the GST Act;
 - (b) 'GST Act' means the *A New Tax System (Goods and Services Tax) Act 1999*;
 - (c) 'Original Grant Payable' means the Grant payable as per schedule 3.
 - (d) 'PAYG Act' means the *A New Tax System (Pay As You Go) Act 1999*; and
 - (e) 'Tax' means any tax, duty or government charge imposed or levied in Australia or overseas in connection with this Deed or the performance of obligations under this Deed, or which affects the cost of performance of obligations under this Deed, whether applying at the time this Deed is made or at a later time (including, without limitation, GST).

4. Recipient's Warranties

The Recipient hereby warrants:

- (a) that it has verified the Contributions committed to the Project and is aware of no reason why any Contribution shall not be forthcoming;
- (b) that the Project shall be carried out in compliance with this Deed;
- (c) that it shall provide to the State any information or documents requested in relation to the Project;
- (d) that it shall co-operate with and participate in any monitoring or audit activities carried out on behalf of the State.

5. Contributions

- 5.1 In the event that any Contribution is withdrawn or is not paid or supplied when due, the Recipient must immediately notify the State's Representative.
- 5.2 In the event that any Contribution is withdrawn or is not paid or supplied when due, the Recipient acknowledges:
 - (a) that the State shall not be liable to pay any amount in excess of the Funds to cover any resulting funding shortfall; and
 - (b) that the State shall be entitled to elect to revoke its grant of the Funds or, if any part of the Funds has already been paid to the Recipient, to cease any further payment of Funds to the Recipient.

6. Consultation, Project Management, Audit and Reporting

- 6.1 The Recipient shall consult with any persons or bodies specified in Schedule 4 in relation to the Project.
- 6.2 If so provided in Schedule 4, a Project Control Group shall be formed comprising the persons there specified. The Project Control Group shall exercise the powers and carry out the functions specified in Schedule 4.
- 6.3 The Recipient acknowledges that the Project may be the subject of an audit conducted on behalf of the State at any time, upon reasonable notice.
- 6.4 Within 30 days after the Completion Date or the completion of the Project, whichever is the later, the Recipient shall provide to the State's Representative:
 - (a) a statement of compliance signed by two (2) office bearers of the Recipient certifying:
 - (i) that the Funds have been expended solely for the purposes of the Project; and
 - (ii) that the terms and conditions of this Deed have been complied with, or, where any terms or conditions have not been complied with, the reasons for such non-compliance; and
 - (b) a financial report detailing expenditure in relation to the Project.

7. Acknowledgment

- 7.1 The Recipient shall give due acknowledgment of the funding provided by the State in any materials or activities relating to the Project including any signage, publications, media releases, statements, interviews, launches and ceremonies.

8. Indemnity

- 8.1 The Recipient releases and indemnifies the State its employees and agents from and against all damages, costs, expenses, loss or damage which they may incur or sustain and all actions, proceedings, claims and demands whatsoever which may be brought or made against it or them by any person in respect of or by reason of or arising out of:
- (a) the performance by or on behalf of the Recipient of the Project;
 - (b) any negligence or other wrongful act or omission of the Recipient, its members, agents, employees, or sub-contractors or of any other persons for whose acts or omissions the Recipient is vicariously liable;
 - (c) any negligence or other wrongful act or omission of the Recipient's volunteers, visitors, invitees or licensees;
 - (e) death, injury, loss of or damage to the Recipient, its employees, agents, sub-contractors, licensees, invitees or visitors; and
 - (f) any breach of this Deed by the Recipient.

9. Insurance

- 9.1 The Recipient shall ensure that a suitable public liability policy of insurance has been effected with a reputable insurer upon execution of this Deed or before the commencement of the Project, whichever is the earlier, and is maintained until the completion of the Project. Such insurance policy shall provide cover for an amount mutually agreed and not less than the amount stated in Schedule 1.
- 9.2 The interests of the State under this Deed shall be noted on the policies of insurance required under this clause 9 and the terms and conditions of these policies shall be reasonably acceptable to the State.
- 9.3 The State may require the Recipient to provide proof that the policies of insurance required under this clause 9 have been effected and maintained. The Recipient acknowledges that the State may terminate this Deed if the Recipient does not comply with this clause.

10. Compliance with Laws and Policies

- 10.1 The Recipient shall ensure that in carrying out the Project it shall comply with:
- (a) the requirements of the provisions of all relevant Acts of the Parliament of the Commonwealth including but not limited to the *Environment Protection and Biodiversity Act 1999* and the *Environment Protection (Sea Dumping) Act 1981* as amended from time to time;

- (b) the requirements of the provisions of all relevant Acts of the Parliament of the State including but not limited to the *Coastal Management Act 1995* as amended from time to time;
- (c) the requirements of all ordinances, regulations, by-laws, orders and proclamations made or issued under any Acts referred to in paragraphs (a) and (b) above or any Ordinances including industrial awards; and
- (d) the lawful requirements of public and other authorities in any way affecting or applicable to the Project.

10.2 The Recipient shall comply with any State policies applicable to the Project as specified in Schedule 4.

10.3 In carrying out the Project, the Recipient shall comply with any policies, guidelines, plans, statements, codes of practice, standards, principles, agreements, memoranda of understanding, documents or requirements specified in Schedule 4.

11. Negation of agency, partnership and employment

11.1 Nothing in this Deed shall be deemed to constitute the Recipient, its officers, agents, sub-contractors or employees as agents, partners or employees of the State and the Recipient shall ensure that they do not so represent themselves.

11.2 The Recipient its officers, agents, sub-contractors and employees are not authorised to incur, and shall not incur, any obligation or make or purport to make any representation on behalf of the State except with the express written instructions of the State's Representative.

11.3 The Recipient indemnifies and shall keep the State indemnified against:

- (a) any obligation to make payments to the Recipient's officers, employees, sub-contractors and other personnel engaged in relation to the Project, and
- (b) any obligation to pay any related statutory taxes, fees, levies or charges.

12. Assignment and Sub-contracting

12.1 The Recipient shall not assign, novate or sub-contract its rights or obligations under this Deed without the prior written consent of the State.

12.2 In giving its consent, the State may impose such terms and conditions as it considers appropriate.

12.3 The Recipient shall be fully responsible for carrying out the Project notwithstanding that the Recipient has assigned or sub-contracted the performance of any part of the Project.

12.4 The Recipient shall ensure that terms on which it engages any sub-contractors or other persons to perform any part of the Project shall not derogate from the rights of the State under this Deed and shall not otherwise be inconsistent with

the terms and conditions of this Deed.

13. Intellectual Property

- 13.1 The Recipient acknowledges and agrees that the ownership of all Intellectual Property created specifically and exclusively in relation to the Project vests in the State upon creation.
- 13.2 The Recipient assigns ownership of all Intellectual Property to the State and will ensure that its employees, contractors and agents execute all documents and do all things necessary to assign to the State all such rights. Notwithstanding anything to the contrary set forth herein, the Recipient and each of its subcontractors shall retain all rights in their intellectual capital (including their methodologies, ideas, know how, techniques, models, tools, skills, generic industry information, knowledge and experience, and any graphic representations of any of these) possessed or acquired prior to the Project.
- 13.3 Clause 13.1 does not apply to Background Intellectual Property belonging to the Recipient or others employed in relation to the Project where the Recipient has given prior written notice to the State advising of such ownership.
- 13.4 The Recipient grants to the State a perpetual, non-exclusive, paid-up licence to use all Background Intellectual Property referred to in clause 13.3 for the purposes that the State considers fit.
- 13.5 The Recipient warrants to the State that any Intellectual Property provided by the Recipient and embodied in or used in connection with the Project is the sole property of the Recipient or the Recipient is legally entitled to use the Intellectual Property for the purposes of the Project.
- 13.6 The Recipient must indemnify and keep indemnified the State against any costs, losses, expenses or damages incurred by the State by reason of the Recipient's failure to comply with this clause 13.
- 13.7 Intellectual Property in all manuals, drawings, computer programs and other information provided to the Recipient by the State for reproduction or guidance in relation to the Project remains vested in the State. This information must not be used or reproduced for any other purpose without the prior written approval of the State's Representative.
- 13.8 The Recipient must procure from any of its employees or agents that produce or contribute to the production of any Document any Moral Rights consents required by the State.
- 13.9 The Recipient must ensure that any consent it obtains pursuant to this clause 13.8 is given genuinely and is not obtained by duress or as a result of a false or misleading statement.

- 13.10 The Recipient's obligations pursuant to this clause 13 survive the suspension, expiration or termination of this Deed.

14. Termination

- 14.1 If a party to this Deed fails to carry out any of its obligations or duties under this Deed, the party not in breach may by notice to the party in breach specify the breach and request that the breach be remedied within 14 days after receipt of such notice.

- 14.2 If the defaulting party fails to remedy the breach within the period specified in a notice given under sub-clause 14.1, the non-defaulting party may terminate this Deed forthwith.

- 14.3 If the Recipient:

- (a) being a partnership, company or other composite body undergoes a change in its structure which, in the reasonable opinion of the State's Representative, limits the capacity of the Recipient to carry out the Project or may affect the Recipient in carrying out its obligations and duties under this Deed;
- (b) goes into liquidation or a receiver and manager or mortgagee's or chargee's agent is appointed or becomes subject to any form of insolvency administration or arrangement, or in the case of an individual, becomes bankrupt or enters into a scheme or arrangement with creditors;

the State may terminate this Deed immediately by giving notice in writing to the Recipient's Representative.

15. Service of notices and documents

- 15.1 All notices or documents required to be delivered or served by one party to this Deed on the other may be delivered or served by delivering or sending them by pre-paid post, facsimile, pre-paid courier as follows:

- (a) to the State at the address which is set out in Schedule 1; and
- (b) to the Recipient at the address which is set out in Schedule 1.

- 15.2 A notice or document shall be taken to be delivered or served as follows:

- (a) in the case of delivery in person, when delivered;
- (b) in the case of delivery by post, two business days after the date of posting; and
- (c) in the case of facsimile transmission, on receipt by the sender of a transmission report from the despatching machine showing the date of transmission, the relevant number of pages, the correct telephone number of the destination facsimile machine and the result of the transmission as satisfactory,

but if the result of the foregoing is that a notice would be taken to be given or made on a day which is not a normal business day in the place to which the notice is sent or is later than 4.00 pm (local time) it will be taken to have been duly given or made at the commencement of business on the next normal business day in that place.

- 15.3 The provisions of this clause 15 are in addition to any other mode of service permitted by law.

16. Dispute Resolution

- 16.1 If a dispute arises out of this Deed the parties agree to endeavour in good faith to settle the dispute in accordance with this clause 16.
- 16.2 A party claiming that a dispute has arisen must give written notice to the other party specifying the nature of the dispute.
- 16.3 Within 10 Business Days of a notice being given in accordance with clause 16.2, the State's Representative and the Recipient's Representative must meet and attempt to negotiate a resolution of the dispute.
- 16.4 If the dispute is not resolved within 5 Business Days of the meeting held in accordance with clause 16.3, the dispute must be referred to the Secretary of DSE and the Chief Executive Officer or Managing Director of the Recipient (as applicable), who must attempt to negotiate a resolution of the dispute as soon as possible.
- 16.5 If the dispute is not resolved within 10 Business Days of the referral to the persons described in clause 16.4, or within such further period as the parties agree, then the dispute must be referred to the Minister.

17. Entire Agreement

- 17.1 This Deed constitutes the entire agreement between the State and the Recipient in relation to the Project and any previous correspondence is expressly excluded.
- 17.2 The State and the Recipient declare that there are no extraneous agreements, representations or undertakings either express or implied which affect this Deed.

18. Severability

Any provision in this Deed which is invalid or unenforceable is to be read down if possible, so as to be valid and enforceable, and if that is not possible, the provision shall, to the extent that it is capable, be severed to the extent of the invalidity or unenforceability, without affecting the remaining provisions.

19. Variation

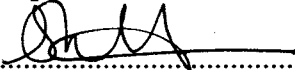
A variation of this Deed shall only be made by agreement in writing by the parties.

EXECUTED as a Deed

In witness whereof the Parties have executed this Deed on the date first written above.

SIGNED SEALED AND DELIVERED)
by Caroline Douglass)
Director – Public Land Use & Development)
Department of Sustainability and Environment)
for and on behalf of the)
STATE OF VICTORIA)
in the presence of:)

Caroline Douglass


.....
.....

.....
.....

SIGNED SEALED AND DELIVERED)
by)
.....)
for and on behalf of)
COLAC OTWAY SHIRE)
in the presence of:)

.....
.....

.....
.....

SCHEDULE 1**Contract Details**

| | | |
|------------|--|--|
| (cl. 2.1) | Commencement Date: | 9 December 2008 |
| (cl. 2.1) | Completion Date: | 30 June 2009 or as otherwise approved by the State's Representative |
| (cl. 1.1) | State's Representative: | Mr Timothy Shepherd
Project Officer - Public Assets
Public Land Division
Phone (03) 9637 8031
Fax (03) 9637 8592
Email timothy.shepherd@dse.vic.gov.au |
| (cl. 15.1) | State's Address for service of notices: | Department of Sustainability and Environment
PO Box 500
East Melbourne VIC 3002 |
| (cl. 1.1) | Recipient's Representative: | Mr Ranjani Jha
Manager Major Projects
Port of Apollo Bay
Colac Otway Shire
Phone (03) 5232 9506
Fax (03) 5232 1046
Email ranjani.jha@colacotway.vic.gov.au |
| (cl. 15.1) | Recipient's Address for service of notices: | Port of Apollo Bay, Colac Otway Shire
PO Box 283
Colac VIC 3205 |
| (cl. 9.1) | Insurance cover: | minimum \$10,000,000.00 per claim |

SCHEDULE 2**Project Specifications and Scope of Works**

(cl. 1.1) **Project:** Upgrade Works for the Port of Apollo Bay 2008/09

(cl. 2.2) **Project Specifications:**

Sand and Long Term Dredging Options Study

Specifications: Works as described in the appropriate Project Application Form supplied by Colac Otway Shire to the 2008/09 Ports Risk Mitigation Program. Provision of a study to consider the long term options associated with dredging and identify measures for sand movement and control.

Funding Program: 2008/09 Ports Risk Mitigation Program

Funding Amount (ex. GST): \$45,000.00

Re-armouring of a 30m section of the Main Breakwater

Specifications: Works as described in the appropriate Project Application Form supplied by Colac Otway Shire to the 2008/09 Ports Risk Mitigation Program.

Re-armour a section, approximately thirty metres long, of the outer wall of the main breakwater with appropriate materials to reduce its risk of collapse.

Funding Program: 2008/09 Ports Risk Mitigation Program

Funding Amount (ex. GST): \$50,000.00

Replacement of Slipway Rails

Specifications: Works as described in the appropriate Project Application Form supplied by Colac Otway Shire to the 2008/09 Ports Risk Mitigation Program.

Replacement and installation of the slipway rails and associated fixtures only.

Funding Program: 2008/09 Local Ports Capital

Funding Amount (ex. GST): \$140,000.00

SCHEDULE 3

Project Funds – 2008/09 Ports Risk Mitigation Program

| | | | | |
|--------------------------|----|--|---|----------------|
| cl. 1.1 &
2.4 | 1. | Funds: | Works | \$ 95,000.00 |
| | 2. | Date of Payment by
the State: | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$ 95,000.00 |
| | | | Payment Date: Payable on receipt of invoice | |
| cl.1.1,
2.5 &
4(c) | 3. | Contributions: | Works | \$ 34,000.00 |
| | | | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$ 34,000.00 |
| cl. 2.3 | 4. | Total Project Costs:
(Funds plus Contributions) | Works | \$129,000.00 |
| | | | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$129,000.00 |
| cl. 3.2 | 5. | Progress Payments: | N/A | |
| (cl.2.7) | 6. | Recipient's Services: | N/A | |

Project Funds – 2008/09 Local Ports Capital

| | | | | |
|--------------------------|----|--|---|----------------|
| cl. 1.1 &
2.4 | 1. | Funds: | Works | \$140,000.00 |
| | 2. | Date of Payment by
the State: | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$140,000.00 |
| | | | Payment Date: Payable on receipt of invoice | |
| cl.1.1,
2.5 &
4(c) | 3. | Contributions: | Works | \$ 35,000.00 |
| | | | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$ 35,000.00 |
| cl. 2.3 | 4. | Total Project Costs:
(Funds plus Contributions) | Works | \$175,000.00 |
| | | | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$175,000.00 |

cl. 3.2 5. **Progress Payments:** N/A

(cl.2.7) 6. **Recipient's Services:** N/A

Total Project Funding (all fundsources) 2008/09

| | | | | |
|--------------------------|----|--|---|----------------|
| cl. 1.1 &
2.4 | 1. | Funds: | Works | \$235,000.00 |
| | 2. | Date of Payment by
the State: | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$235,000.00 |
| | | | Payment Date: Payable on receipt of invoice | |
| cl.1.1,
2.5 &
4(c) | 3. | Contributions: | Works | \$ 69,000.00 |
| | | | GST | \$ 0.00 |
| | | | Other | <u>\$ 0.00</u> |
| | | | Total Funds | \$ 69,000.00 |
| | | | cl. 2.3 | 4. |
| | | GST | | \$ 0.00 |
| | | Other | | <u>\$ 0.00</u> |
| | | Total Funds | | \$304,000.00 |

SCHEDULE 4

Consultation, Project Management and Policies

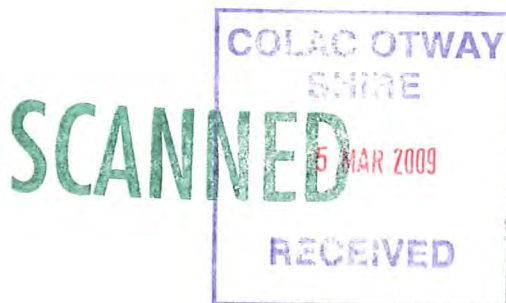
- (cl. 6.1) **1. Consultation:**
 The Recipient shall consult the persons or bodies listed below in accordance with sub-clause 6.1 of the Deed.
 N/A
- (cl. 6.2) **2. Project Control Group:**
- 2.1 The Project Control Group shall consist of the following persons:
 Timothy Shepherd as the State's Representative, and persons as nominated by Colac Otway Shire.
- 2.2 The powers and functions of the Project Control Group are as follows:
 To ensure the project is implemented consistent with this Deed of Grant and any potential budget alterations are identified and assessed as early as possible.
- (cl. 10.2) **3. State Policies:**
 The Recipient shall comply with the State policies listed below. (The Recipient may obtain information in relation to these policies from the State's Representative.)
 N/A
- (cl. 10.3) **4. Policies, Guidelines, Plans etc.:**
 In carrying out the Project, the Recipient shall comply with the following:
 Timely provision of the following documents to the State's Representative:
- confirmation of any additional funding committed to the project including Council funds
 - regular summary project reporting (at least quarterly) addressing project progress and milestone achievement, issue resolution and budget management commencing when public tenders are called
 - prior notification (at least 30 days) of project milestones such as tender award and commencement on site, etc to allow for Ministerial media opportunities.



Department of Sustainability and Environment

8 Nicholson Street
PO Box 500 East Melbourne
Victoria 8002 Australia
Telephone: (03) 9637 8000
Facsimile: (03) 9637 8100
ABN 90 719 052 204
DX 210098

Mr Ranjani Jha
Colac Otway Shire
PO Box 283
Colac VIC 3250



Dear Ranjani,

Ports Risk Mitigation Grants for 2008/09

Thank you for your funding application under the 2008/09 Ports Risk Mitigation Program and for providing further information on the Apollo Bay Harbour Slipway, as requested by the Department of Sustainability and Environment.

I am pleased to inform you that the projects, **Replacement of Slipway Rails; Sand and Long Term Dredging Options Study; and Re-armouring of approximately 30m of main breakwater**, have been approved and will be funded up to \$140,000, \$45,000 and \$50,000 (excluding GST) respectively.

Funding for these projects is conditional on signing the attached Deed of Grant agreement and payable on receipt of an invoice (excluding GST) for each project.

Signage acknowledging the funding support of the Victorian Government is also a requirement. Signage should be in line with Victorian Government Community Information Billboard standards, a copy of this document is attached.

Please return one original signed Deed of Grant together with details of quotations sought for these works and your recommended contractor to Tim Shepherd (2/8 Nicholson St East Melbourne 3002).

Three written quotations are required for project funding up to \$150,000 and a public tender process is required for project funding over \$150,000 demonstrating value for money. Please provide copies of these quotations and tender documents to Tim Shepherd at your earliest convenience.

Please also provide an invoice for each project so grants can be paid.

Please contact Tim Shepherd on (03) 9637 8031 for further information.

Yours sincerely

Lynn Kisler
Manager Public Assets

3/3/09.

OM092605-11 LOCAL ROADS TO MARKETS PROGRAM – IRREWILLIPE ROAD UPGRADE

| | | | |
|-------------|----------------|-----------|--------------------|
| AUTHOR: | Adam Lehmann | ENDORSED: | Neil Allen |
| DEPARTMENT: | Infrastructure | FILE REF: | GEN00016 - Funding |

Purpose

The purpose of this report is for Council to consider the provision of funding in the 2009/10 Capital Works Budget for the widening of two separate narrow sections of Irrewillipe Road.

Background

The Victorian Government has committed \$5 million from the Regional Infrastructure Development Fund (RIDF) towards the *Local Roads to Markets Program*. This funding program is being administered by Regional Development Victoria (RDV).

The *Local Roads to Markets Program* expands the eligibility of the *Dairy Industry Local Roads Program* to include other agricultural and horticultural producers and is managed in two (2) streams:

- Local Roads to Markets Farm Gate Access Scheme, and
- Local Roads to Markets Program.

Local Roads to Markets Farm Gate Access Scheme

The *Local Road Dairy Farm Gate Access Scheme* provides grants of up to \$2,000 to dairy farmers to improve their farm gate access to a standard suitable for the safe and efficient access by B-Double dairy tankers.

Local Roads to Markets Program

This funding is available to local councils on a 50/50 basis to improve strategic local routes to markets and processing facilities for B-Double access. The upgrade of local roads in dairy farming areas is a key focus under this program.

Council officers submitted an application for funding from the *Local Roads to Markets Program* on 30 October 2008. The proposal is to complete pavement and seal widening works on two (2) sections of Irrewillipe Road, with a total length of 2.6km.

The sections of Irrewillipe Road nominated for upgrade are between Ch. 5.9km and Ch. 6.8km and Ch. 7.7km and Ch. 9.4km. The start chainage is measured from Timboon Colac Road (refer attached locality plan).

The total project cost has been estimated at \$375,000. The amount requested in the funding application submitted is \$187,500 with the balance to be contributed by Council.

Council has received recent correspondence from RDV indicating that its application has been approved for funding. In addition to this, Council has been requested to provide formal acceptance of the funding offer. This requires confirmation that its funding contribution will be included in the 2009/10 Capital Works Budget.

Corporate Plan/Other Strategies/Policy

This project aligns with the following community priorities as identified in the Council Plan 2005-09:

- Manage our roads consistent with Council's Road Management Plan; and
- Strategically manage the impacts on Council's local road network giving consideration to emerging industries and changes in transport demands.

Industry across the South West region, in particular the timber and dairy sectors, are continually upgrading their transport fleets from semi-trailers operating at General Mass Limits to similar vehicles operating at Higher Mass Limits and B-Doubles as a means of achieving operational efficiencies and a reduction in transport costs.

Issues/Options

Funding under the *Local Roads to Markets Program* is allocated on a competitive basis with all applications assessed against the program eligibility and selection criteria.

As indicated previously, the total cost to upgrade the nominated sections of Irrewillipe Road has been estimated to be \$375,000. If Council wishes to accept the funding offer it will need to contribute \$187,500 of which an allocation will need to be included in the 2009/10 Capital Works Budget.

Proposal

For RDV to commence to process of drafting the required legal agreements it requires formal acknowledgment from Council that it is prepared to accept the funding offer. In order for Council to provide this confirmation it will need to allocate \$187,500 towards to the proposed project.

It is therefore the intention that an allocation of \$187,500 be provided in the 2009/10 budget as Council's contribution towards the total cost of \$375,000 to upgrade the nominated sections of Irrewillipe Road.

It is proposed that a letter from the Chief Executive Officer be forwarded to RDV confirming Council's acceptance of the available funding.

The objective of this project is to provide traffic from the western region of the municipality, especially B Doubles, with improved access to the Princes Highway via Colac Carlisle Road. This project is to address the poor geometric capacity of Irrewillipe Road to provide an integral link between local supply areas and the various processing facilities. The proposed works will also compliment other widening works which have been completed in the recent past. Sections of Irrewillipe Road extending between Forans Track and Barrys Road were widened in April 2008 and two sections of Larpent Road between Colac Carlisle Road and the Princes Highway have recently been upgrade as part of the 2008/09 Capital Works Program. The works on Larpent Road were made possible through funding from the first round of the *Local Roads to Markets Program*.

This project has multiple community and industry benefits. The dairy, grain, livestock and timber industries are particularly reliant on local roads. Inadequacies in the local road network affect the cost and timelines of transport in the immediate locality and throughout the region. Improved local roads are important to transport safety, efficiency and overall economical performance.

Financial and other Resource Implications

At this stage an allocation of \$187,500 has been included in Council's preliminary draft 2009/10 budget.

Advice from Regional development Victoria is that it is possible for Council to utilise its Roads to Recovery funding as its contribution towards the *Local Roads to Markets Program*. Roads to Recovery Funding may be used for both road upgrade and renewal projects. The Irrewillipe Road widening project will provide an increased level of service to existing road users and can therefore be categorised as upgrade expenditure, however, there are some elements that may be identified as renewal. The proposed widening works will provide benefit in reducing ongoing shoulder maintenance costs which are inherent with narrow sealed roads.

It is intended that Council allocate \$187,500 of its Roads to Recovery Funding as its contribution towards the delivery of this project. This essentially results in a 'nil' cost to Council.

Risk Management & Compliance Issues

Completion of the upgrade works to Irrewillipe Road will not only achieve benefits in terms of reduced vehicle operating costs, travel time savings, and increased transport competitiveness, but there will also be other road user benefits such as improved road safety.

Environmental Considerations

All statutory planning and other approvals in the interest of cultural heritage and environmental protection will be obtained where required. Any conditions of these will be considered both in the detailed design for the proposed works and the implementation of onsite management controls. No physical works will take place until all such matters are resolved.

Communication Strategy/Consultation

Council's application for funding to upgrade the nominated sections of Irrewillipe Road was developed in close and detailed liaison with industry, transport operators and other community based groups. The stakeholders involved in the development of the project were:

- Fonterra;
- Murray Goulburn;
- Warrnambool Cheese & Butter;
- Local school bus operators;
- Economic Development Groups; and
- Tourism Industry Groups.

Letters of support from various industry and community groups were provided with Council's application.

Recipients of funding are required to enter into an Agreement with Regional Development Victoria that will formalise the obligations of the Council in delivering the project. Part of this agreement may relate to acknowledgement signing. This has been factored into total project costs.

Implementation

Upon resolution of Council, it is proposed that the Chief Executive Officer write to RDV confirming the acceptance of the available funding for the upgrade of Irrewillipe Road. This will then allow RDV to commence drafting of the necessary legal agreements.

Conclusion

The upgrade of local road infrastructure is vital in allowing improved accessibility and safe use of B-Doubles on the road system. The *Local Roads to Markets Program* provides the potential for the Colac Otway Shire to receive additional funding to support this objective.

Attachments

Project Locality Plan

Recommendation(s)***That Council:***

- 1. Resolve to provide an allocation of \$187,500 from the Local Roads to Recovery Program in the 2009/10 budget as Council's contribution towards the total cost of \$375,000 to upgrade the nominated sections of Irrewillipe Road; and***
- 2. Note that the Chief Executive Officer will write to Regional Development Victoria confirming acceptance of the funding offer.***

~~~~~\ ~~~~~



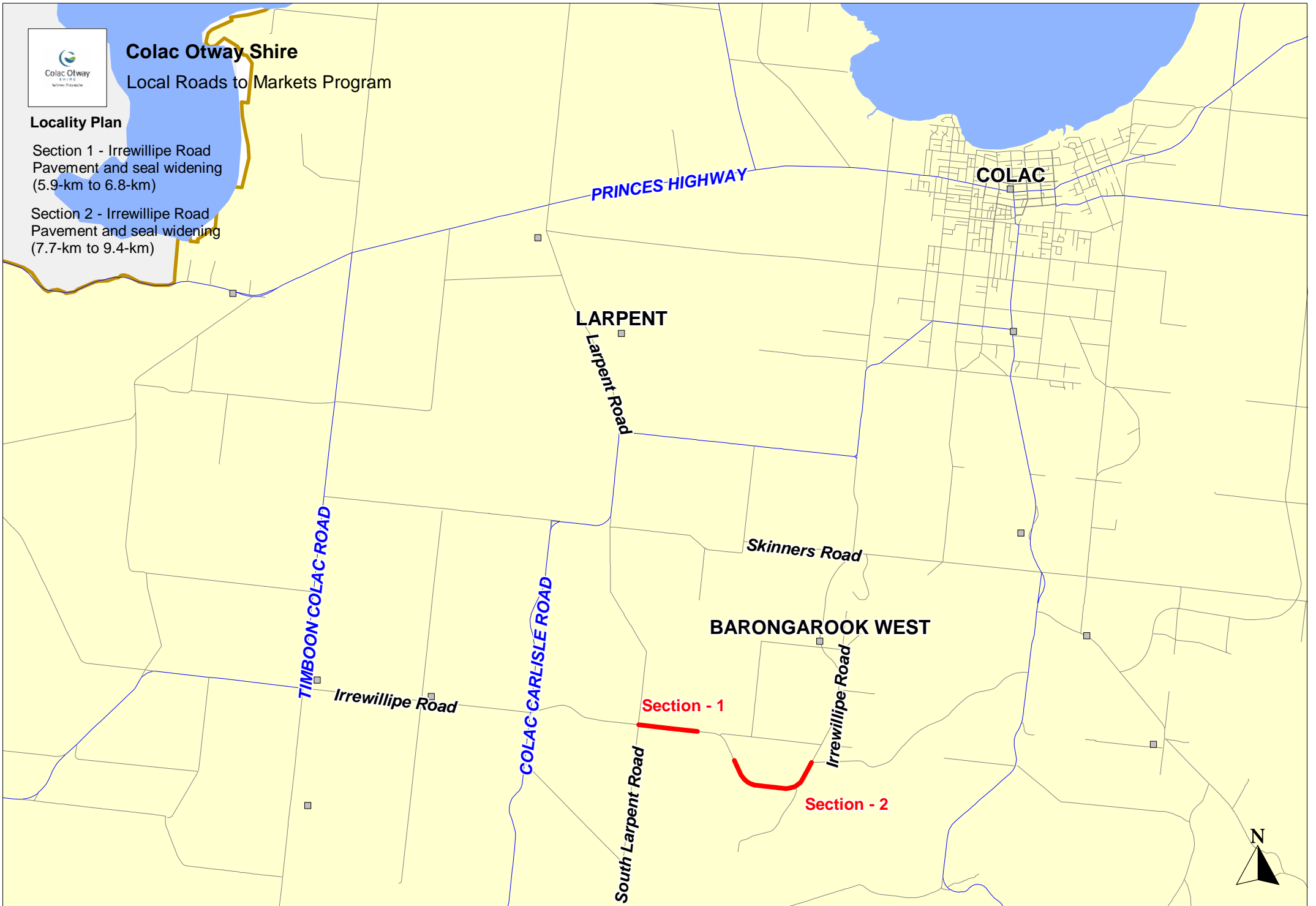


# Colac Otway Shire Local Roads to Markets Program

## Locality Plan

Section 1 - Irwillipe Road  
Pavement and seal widening  
(5.9-km to 6.8-km)

Section 2 - Irwillipe Road  
Pavement and seal widening  
(7.7-km to 9.4-km)



**OM092605-12 SALE OF LAND - 470 COLAC FORREST ROAD, YEO**

|             |                |           |                             |
|-------------|----------------|-----------|-----------------------------|
| AUTHOR:     | Roger Fox      | ENDORSED: | Neil Allen                  |
| DEPARTMENT: | Infrastructure | FILE REF: | 470 Colac Forrest Road, Yeo |

**Purpose**

A request to purchase Council owned land has been made by the abutting property owner (Truganina Pastoral Co. Pty Ltd.) in Colac-Forrest Road, Yeo. A Council decision to complete the procedure for the disposal of this asset and to discontinue the road is required.

**Background**

Council resolved to advertise its intention to sell the land and discontinue the road at its meeting on 25 February 2009.

Submissions were invited in accordance with Section 223 of the Local Government Act with a public notice placed in the Colac Herald on 27 March, 2009.

No submissions were received in response to the public notice.

In 1903 a parcel of land directly off Colac – Forrest Road was transferred to the Shire of Colac as freehold property and is designated with an encumbrance as a road reserve.

Currently the land is enclosed within the proposed purchaser's fenced property in rural farm land.

**Property Description**

The land is adjacent to 470 Colac–Forest Road, west of Lot 4, TP 710802Q as shown on Attachment 1 and is described as Volume No. 2970, Folio No. 837. Total area is approximately 0.555 hectares.

The situation of an existing landlocked allotment is proposed to be remedied with the sale and consolidation of existing titles by the proposed purchaser.

The current market valuation undertaken by a certified practising valuer as at 12 January,2009, is \$3,000 (inclusive of GST).

**Council Plan/Other Strategies/Policy**

The sale of the land is consistent with Council's prior determinations in disposing of surplus property. The sale process will be undertaken in accordance with Council's Sale And Exchange Of Land Policy and the Local Government Act, 1989.

**Issues/Options**

Options exist for Council to :-

1. Refuse the request for the purchase of the property; or
2. Sell the land, discontinue the road and require consolidation of titles.

The sale of this land will not impact on any current or future road use and will provide benefit to Council by allowing direct road access to all proposed lots and will provide a source of income from the sale.

In addition the new plan of subdivision will consolidate a previous land locked title.

**Proposal**

It is proposed to complete the formal process for the sale of the land and the removal of the road encumbrance. The consideration or price of the land is proposed to be the valuation amount of \$3,000 plus costs as agreed with the proposed purchaser.



**Financial Implications**

All costs incurred by Council in the sale and transfer of this property and the removal of the road encumbrance are to be the responsibility of proposed purchaser in addition to payment of the land value. The land is valued at \$3,000.

**Risk Management & Compliance Issues**

The sale and removal of the road is to be undertaken in accordance with statutory requirements of the Local Government Act, 1989, with no risk management or compliance issues expected.

**Environmental Considerations**

Environmental issues are not expected to be of concern following advice from Council's Environment Unit.

**Communication Strategy/Consultation**

A public notice was placed in the Colac Herald on 27 March, 2009, and public submissions were invited in accordance with Section 189 and Schedule 10 of the Local Government Act. There are no abutting property owners in this case to be advised.

**Implementation**

If Council resolves to sell the land it is intended to complete the process of sale and place a road discontinuance notice in the Government Gazette .

**Conclusion**

It is recommended to proceed with the sale of the land at 470 Colac-Forrest Road to the adjoining property owner at the \$3,000 valuation (inclusive of GST) plus costs and to remove the road encumbrance.

Consolidation of the land into the adjoining titles will be a condition of the sale and required by the proposed purchaser. It is recommended the consolidation will occur within twelve months of sale.

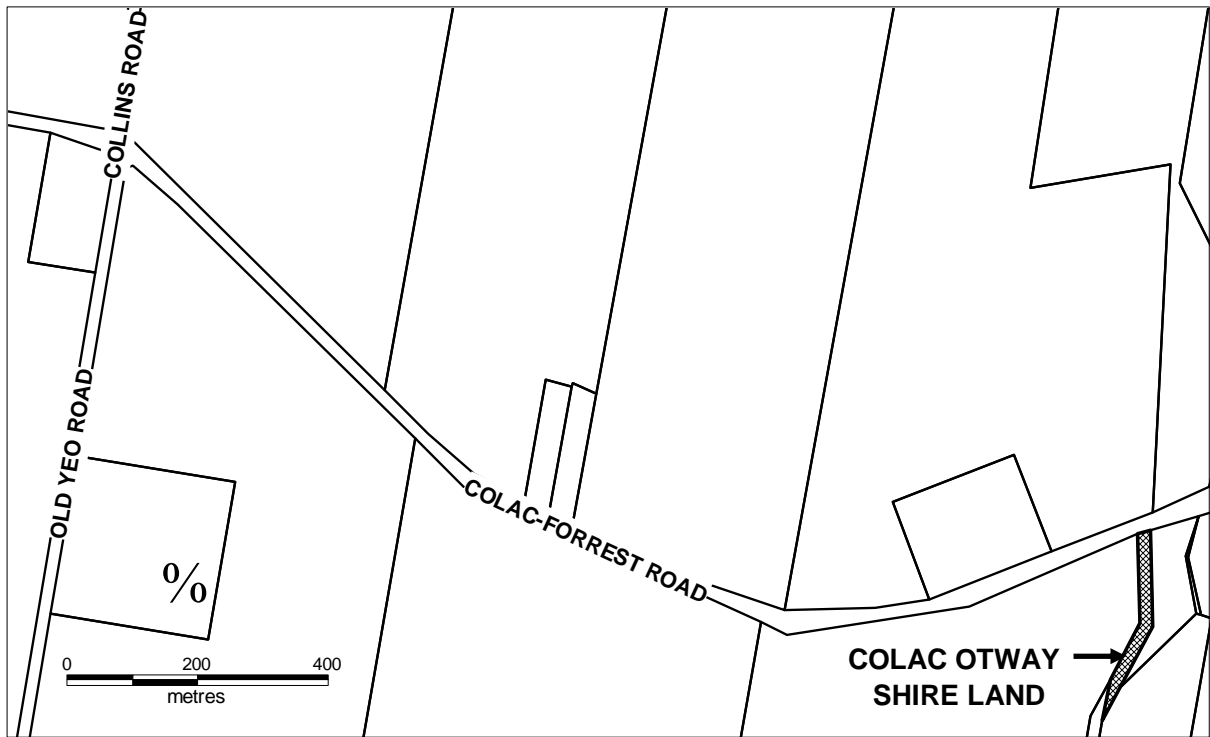
**Attachments**

1. Location plan showing Colac Otway Shire land
2. Existing allotments

**Recommendation(s)*****That Council:***

1. ***Authorises the sale of the land described as V2970, Fol. 837 and west of Lot 4, TP, Parish of Yeo, in accordance with Section 189 of the Local Government Act, 1989;***
2. ***Discontinues the road on the land described as V2970 Fol. 837 and west of Lot 4, TP, Parish of Yeo, and places a notice in the Government Gazette;***
3. ***sells the land at \$3,000 inclusive of Goods and Services Tax (GST) (the valuation) plus costs to the abutting property owner Truganina Pastoral Co. Pty Ltd; and***
4. ***Requires the purchaser as a condition of sale to enter into a 173 Agreement to consolidate the land into the adjoining property in the manner described within 12 months of the sale, to ensure that adjoining land is not landlocked.***





Road discontinuance / land to be sold is shown crosshatched

**PLAN SHOWING PROPOSED Existing Allotments**

**ATTACHMENT 2**

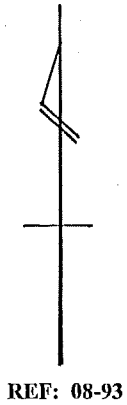
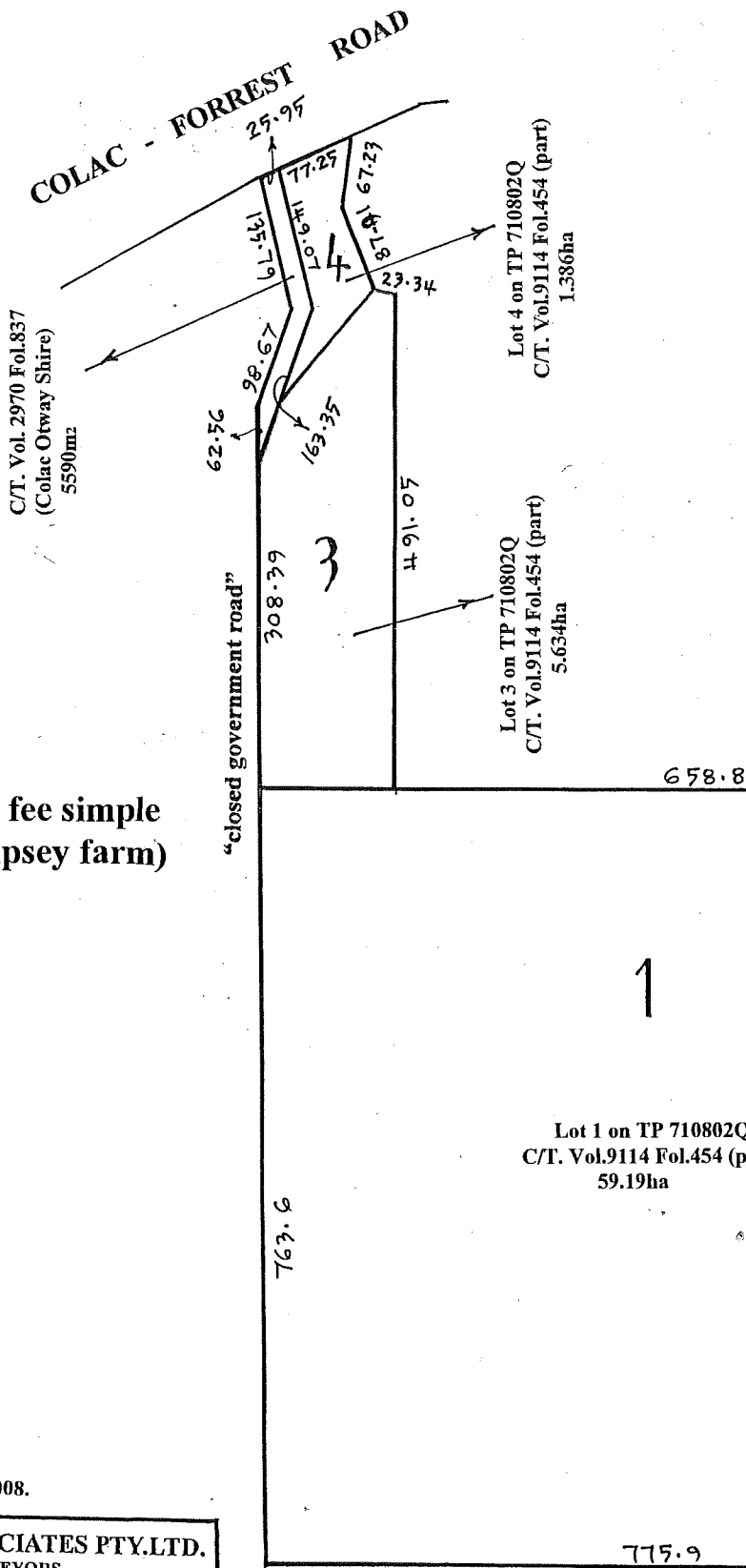
**OF C/T. VOL.2970 FOL.837 and REMOVAL OF ENCUMBRANCES & ROAD STATUS**

**PART OF PREEMPTIVE SECTION 1 and PART OF A FORMER GOVERNMENT ROAD PARISH OF YEO**

**RE: G. DEMPSEY (purchaser from S.J. & C.M. McMAHON) METRIC SCALE 1:5000 - Original Sheet Size A3**

**NOTE: This Plan is for Council clarification purposes only.**

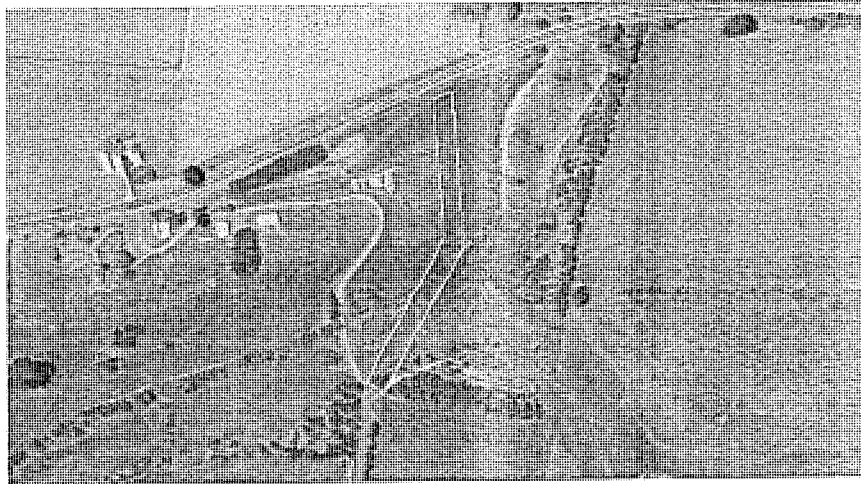
**Existing Lots 1, 3 & 4 are to be consolidated with purchased land from Council.**



18th. December 2008.

**ROD BRIGHT & ASSOCIATES PTY.LTD.**  
 LICENSED SURVEYORS  
 26 MURRAY STREET, COLAC 3250  
 TEL: 52 314883 A.C.N. 007 206 975

## Executive Summary




---

|                                  |                                                                                                                                                                                                                                                                                  |                                         |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| <b>PROPERTY ADDRESS:</b>         | 470 Colac-Forrest Road, Yeo                                                                                                                                                                                                                                                      |                                         |
| <b>INSTRUCTING PARTY:</b>        | Roger Fox, Colac Otway Shire                                                                                                                                                                                                                                                     |                                         |
| <b>PURPOSE OF REPORT:</b>        | Assessment of market value                                                                                                                                                                                                                                                       |                                         |
| <b>DATE OF INSPECTION:</b>       | 12 <sup>th</sup> January 2009                                                                                                                                                                                                                                                    |                                         |
| <b>DATE OF VALUATION:</b>        | 12 <sup>th</sup> January 2009                                                                                                                                                                                                                                                    |                                         |
| <b>INTEREST VALUED:</b>          | Freehold                                                                                                                                                                                                                                                                         |                                         |
| <b>BRIEF DESCRIPTION:</b>        | The property comprises of a twenty (20) metre (approx) narrow parcel of land running north to south for 138 metres (approx) and then 150 metres north east to south west. The property is currently being utilised by the adjoining owner as part of 470 Colac-Forest Road, Yeo. |                                         |
| <b>LOCATION:</b>                 | The property is located off the Colac-Forest Road in the town of Yeo at approximately 470 Colac-Forest Road.                                                                                                                                                                     |                                         |
| <b>TITLE PARTICULARS:</b>        | Lots 1 & 2 including common property on Title Plan 606677W                                                                                                                                                                                                                       |                                         |
| <b>LAND AREA:</b>                | 5,550 sqm (approximately)                                                                                                                                                                                                                                                        |                                         |
| <b>ZONING:</b>                   | FZ – Farming Zone – Colac Otway Shire                                                                                                                                                                                                                                            |                                         |
| <b>IMPROVEMENTS DESCRIPTION:</b> | Nil                                                                                                                                                                                                                                                                              |                                         |
| <b>VALUATION:</b>                | <b>Market Value</b>                                                                                                                                                                                                                                                              | <b>\$3,000 (Three Thousand Dollars)</b> |

The above valuation is inclusive of Goods and Services Tax (GST), if applicable.

## **QUALIFICATIONS AND DISCLAIMERS:**

In accordance with instructions received we have provided a copy of the "executive summary" only for the above property to assist with your ongoing negotiations/deliberations. We confirm that we are in the process of completing our comprehensive report which would accompany this summary. We caution that this executive summary should not be relied upon independently of our report which is to follow. As a stand alone document this executive summary does not comply with API Mortgage Security Valuation Guidelines and should not be relied upon for that purpose.

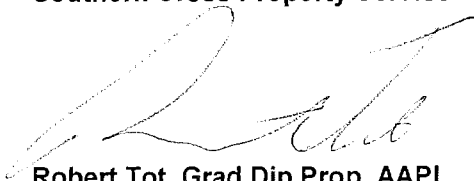
We certify that the valuer and/or the valuation firm does not have any direct, indirect or financial interest in the property or client(s) described in this report.

This valuation is current at the date of valuation only. The value assessed herein may change significantly unexpected over a relatively short period (including as a result of general market movements or factors specific to particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of three months from the date of the valuation, or such earlier date if you become aware of any factors that have an effect on the valuation.

This summary valuation advice has been prepared for the private and confidential use of Colac Otway Shire to assist with a possible transaction of the property. It should not be reproduced in whole or part without the express written authority of Southern Cross Property Services or relied upon by any other party for any purpose and the valuer shall not have any liability to any party who does so. Our warning is registered here, that any party, other than those specifically named in this paragraph should obtain their own valuation before acting in any way in respect of the subject property.

This valuation should be read in its entirety, inclusive of any summary and annexures. The valuer and valuation firm does not accept any responsibility where part of this report has been relied upon without reference to the full context of the valuation report.

### **Southern Cross Property Services**

A handwritten signature in black ink, appearing to read "Robert Tot", is written over a faint, light-colored signature line.

**Robert Tot, Grad Dip Prop, AAPI  
Certified Practising Valuer  
API Member No. 3523**

**OM092605-13 SPECIAL CHARGE SCHEME - ELLIMINYT NATURAL GAS**

|             |                |           |                                               |
|-------------|----------------|-----------|-----------------------------------------------|
| AUTHOR:     | Paula Gardiner | ENDORSED: | Neil Allen                                    |
| DEPARTMENT: | Infrastructure | FILE REF: | GEN0007/Special Charge Scheme - Elliminyt Gas |

**Purpose**

This report presents a proposal for the variation of the existing Special Charge Scheme for the provision of natural gas infrastructure to the Elliminyt area. The variation is required to ensure all new lots created since the scheme was adopted, by the subdivision of existing lots within the scheme boundary contribute to the scheme, and lots that had existing gas mains laid abutting their boundary are removed from the scheme.

**Background**

At the September 2005 Council Meeting, Council resolved to consider the information and strategy outlined in the report prepared for Colac Otway Shire Council (Council) "*Extending the Reticulation of Natural Gas in Colac*", by Greg F Walsh and Associates Pty Ltd.

The report suggested that Council –

- Would not contribute any funds to the construction of the Elliminyt network, however, the Council has an important 'in kind' contribution to make in facilitating the works;
- Could assist in facilitating the payment of the customer contributions to the project, eg the customer contribution could be collected by the Council using the "Special Rate and Special Charge" provision of the *Local Government Act 1989* (the Act); and
- Conduct consultation with ratepayers in the Elliminyt area prior to Council making any commitment to impose a Special Charge Scheme.

Prior to the commencement of community consultation, Council obtained an initial costing from SPAusnet for the construction of a network for the supply of reticulated natural gas within the Elliminyt area. The network footprint was approximately 12 kilometres in length and was established based on an area of Elliminyt that currently had the largest concentration of dwellings.

The network boundary (the area of land that could be serviced by the network footprint) was defined, incorporating approximately 637 lots (including businesses, developed and undeveloped allotments)

An initial survey of lot owners and several public meetings were held to gauge the level of support for the proposal. The community consultation showed 50% of lot owners were prepared to pay for connection to reticulated natural gas.

On 13 June 2005 a number of residents called a public meeting to discuss natural gas for Elliminyt. From that meeting the Elliminyt Natural Gas Ratepayer Group (ENGRG) was formed, which aimed to support and lobby Council, the State Government, Gas Suppliers and other parties in order to secure reticulated natural gas for the Elliminyt area.

On 28 March 2007, Council resolved to give notice of its intention to declare a special charge scheme for the provision of natural gas infrastructure to the Elliminyt area.

Public notice of the intention to declare a special charge scheme was given to each person liable to pay the special charge on 22 June 2007. Notice was also advertised in the Colac Herald on 27 June 2007 and the Echo on 28 June 2007.

Following the close of the submission period on 27 July 2007, Council had received 27 submissions.

On 22 August 2007, Council resolved to declare a Special Charge Scheme for the provision of natural gas infrastructure to the Elliminyt area. Following the scheme declaration, all persons liable to pay the special charge were notified, with one (1) person lodging an objection with VCAT. At the VCAT hearing held on the 13<sup>th</sup> December 2007 the scheme was upheld with no variation.

Construction associated with the installation of the natural gas network commenced late March 2008, and reached practical completion in September 2008. Lot owners were advised by SP Ausnet that connection to the network could commence, at this time there are a significant number of lots reaping the benefits associated with natural gas.

During the construction phase, existing gas mains laid 'dead' by the developers of Scanlan Estate Stage 7 and 8 were tested for compliance. The mains located along Kevin Court, Acacia Close and Scanlan Drive were approved for connection, and as such removed from the overall costs associated with the project. During the development of the Special Charge Scheme, lot owners along these streets were advised if the mains were approved, they would not be required to remain within the scheme boundary and therefore, would not be liable to pay the special charge.

#### **Corporate Plan/Other Strategies/Policy**

The proposal for provision of natural gas is in line with the Council Action Plan "CP50 Advocate for the provision of a natural gas supply for Birregurra and an extension of coverage for the whole of the Colac urban area."

The implementation of a Special Charge Scheme for the provision of natural gas infrastructure to the Elliminyt area is consistent with Council's Special Charge Scheme Policy, and the relative requirements of the Act.

#### **Issues/Options**

The special charge scheme prepares a method of apportionment of 'one benefit unit' to each lot within the scheme.

Since the declaration of the scheme and the completion of the works in 2008, additional lots were created by the subdivision of existing lots within the scheme. In total 12 additional lots were created.

These additional lots each obtain a special benefit from the works and are the subject of the scheme variation.

In order to maintain a fair and equitable apportionment of the cost of the scheme it is necessary to vary the scheme to ensure all lots located within the scheme boundary that receive a special benefit be included in the scheme.

The lots that have been newly created, and not previously identified within the scheme boundary are –

|                    |                    |                    |
|--------------------|--------------------|--------------------|
| 62 Harris Road     | 36 Ballagh Street  | 38 Ballagh Street  |
| 5 Irrewillipe Road | 2a Deloraine Court | 4 Deloraine Court  |
| 5 Deloraine Court  | 6 Deloraine Court  | 7 Deloraine Court  |
| 8 Deloraine Court  | 9 Deloraine Court  | 10 Deloraine Court |

With respect to the variation of the existing Special Charge Scheme, there are two (2) options available:

Option One –

Vary the existing Special Charge Scheme to include the new lots located within the scheme boundary that were created to ensure all lots receiving a special benefit contribute fairly and equitably to the costs associated with the project. Also the removal of lots abutting Kevin Court, Acacia Close and Scanlan Drive as they already had gas main provisions provided by the developers.

Option Two –

Proceed with the existing Special Charge Scheme, which will exclude the new properties created from being required to contribute to the costs associated with the provision of natural gas infrastructure to the Elliminyt area.

### **Proposal**

Option One is the preferred option so that the scheme is varied to ensure all priorities within the scheme boundary, which receive a special benefit contribute to the cost of the scheme.

### *Description of Works*

The works included in this project are the installation of a natural gas main throughout the scheme boundary to supply natural gas to Elliminyt. The project does not include the provision for connections to lots or the provision of gas meters.

Each lot owner will need to apply to a gas supply company for connection to the new natural gas network. SP Ausnet has advised Council there will be no costs incurred by lot owners in the scheme for the connection to the natural gas network.

### *Special Benefit*

It is considered the special benefits to be derived from the properties in the scheme are;

- Ability to connect to a reticulated natural gas network,
- Ability to access a less expensive form of energy compared to electricity, wood or LPG,
- Ability to connect to a more environmentally friendly form of energy compared to electricity, wood or LPG, and
- Increased opportunities for residential development.

### *Project Costs*

All associated works to complete the construction of the reticulated natural gas network in the Elliminyt area was originally estimated to cost \$1,242,360 million. Since the completion of the works associated with the provision of a natural gas network, the actual costs were calculated to be \$871,164.

As part of the project, SP Ausnet committed to contribute \$200,000 towards the cost of installing the reticulated natural gas network. As a result the total actual costs, including 3% administration charges, associated with the Special Charge Scheme are to be apportioned among the persons liable to the scheme is \$671,164.



The project management, design and cost estimates were all managed by SPAusnet.

#### *Apportionment*

In establishing the apportionment method, consideration was given to property zoning, special benefit received and current land use (ie developed or undeveloped land), in order to apply a fair and reasonable apportionment of the project costs.

As each lot (ie property title) included in the network boundary has the same ability to access and use the reticulated natural gas network (whether it is immediate or future connection), zoning and land use was considered to have minimal impact on the apportionment method.

Therefore, as each lot received the same special benefit, it was concluded that the unit benefit was the most appropriate, equitable and reasonable apportionment method.

Each lot within the scheme has been allocated one (1) benefit unit. One benefit unit equated to an estimated \$1,636.36. With the variation of the scheme, and using actual project costs, one benefit unit now equates to \$1,159.18.

A property developer within the Elliminyt area has offered a rebate to lot owners (who currently receive a pension rebate and are within the scheme boundary) of 50% of their benefit unit.

This has been communicated through surveys to ratepayers and at public meetings used to gauge interest and support to the proposal.

Whilst this does not effect the allocation of benefit units to the lots (as the charge is assigned to the property not the property owners for special charge schemes) it is a generous offer and may make the proposal more attractive to eligible property owners that otherwise would not have been supportive of the proposal based on cost reasons.

It is important to note that each lot will be allocated one (1) benefit unit as opposed to property assessment (ie where one property owner owns contiguous lots on separate titles and are rated with one rates notice).

#### *Payment Options*

It is proposed that, subject to Section 167(4) of the Act and any further resolution of Council, the Special Charge be paid by way of either;

- Payment as a lump sum within one month of the issue of the notice requesting payment; or
- Payment of quarterly instalments (commencing within one month of the issue of the notice requesting payment) over 4 years with interest paid on the remaining principal at the Council Overdraft Rate and that a penalty interest rate be applied to late instalment repayments only.

#### **Financial Implications**

Council is required to make a financial contribution to the scheme due to the eight (8) lots owned by Council that are located within the scheme, which equates to \$9,273.44.

There are an additional four (4) lots located within the scheme that are non rateable, and as such cannot be assigned a charge. The options available would be to seek a voluntarily contribution from the three lot owners, or for Council to cover the cost. The three properties are the Elliminyt Public Hall, a Church and the Elliminyt Primary School (Elliminyt Primary is located on two titles).

As the non rateable lots are used by the wider community, it would seem appropriate that Council covers the costs that would normally have been assigned.

If Council covers the costs associated with the four (4) non rateable lots, that total financial contribution to the scheme equates to \$13,910.16.

Council committed \$12,000 for the preparation of design documents and project briefs, as required by SPAusnet. The sum of \$12,000 has been incorporated in the cost of the project, and therefore will be apportioned to all lots in the scheme.

### **Risk Management & Compliance Issues**

An agreement between Council and SPAusnet was created to provide for a capped project costing and set construction timeline to minimise the risk of price escalation between the Special Charge Scheme being declared and the project being completed.

### **Environmental Considerations**

Natural gas is more affordable and has less environmental impacts (through reduced greenhouse emissions) than other forms of energy sources currently available. Reticulated natural gas is around a third of the price of LPG, approximately half the price of off-peak electricity, and significantly more convenient and environmentally friendly than wood fires.

All environmental consideration during construction of the natural gas infrastructure was managed in accordance with the construction contract agreement.

### **Communication Strategy/Consultation**

At this stage the new lots created, that are proposed to be included within the scheme have not been consulted. As part of the variation process, all additional lot owners in the scheme will have opportunity to lodge an objection or a submission to Council for consideration prior to the variation of the scheme. The submission process available to the new lot owners will administered in accordance with Section 223 of the Act.

The variation to the scheme will vary the properties to which the scheme applies and the persons liable to pay. It is proposed to include additional lots (land) within the scheme, therefore section 164(3) of the Act, applies. Council must comply within sections 163(1A), (1B) and (1C) of the Act. Council must give notice of the variation at least 28 days before the making of the variation. Council must in the public notice set out the matters of section 1(b) of the Act and send a copy to the persons liable to pay the scheme.

### **Implementation**

The Public Notice will be sent to all property owners, which will outline Council's intention to declare a Special Charge Scheme for the construction of a reticulated natural gas network within the Elliminyt area.

### **Conclusion**

As there is a current and valid scheme declared for the provision of reticulated natural gas in the Elliminyt area, it would be appropriate to vary the scheme to ensure all lots within the scheme that receive a special benefit be required to pay.

The scheme has allowed for the provision of an alternate energy source within the Elliminyt area, which is cheap and more environmentally friendly than electricity, wood and LPG.

#### **Attachments**

- Schedule
- Map of network boundary
- Actual Cost

#### **Recommendation(s)**

#### **That Council:**

**1. In accordance with sections 163(1A) and (1B) of the Local Government Act 1989 (Act) give public notice of the intention to make a declaration to vary a special rate scheme for the construction of a reticulated natural gas network within the Elliminyt area, based on a one benefit unit equating to \$1,159.18 per unit.**

**The declaration will vary the scheme by including additional lots in the scheme arising from the subdivision of land within the scheme boundaries so that the land affected by the scheme are those listed in paragraph (a).**

**(a) the following be declared as the land in relation to which the special charge is so declared;**

|                          |                                          |
|--------------------------|------------------------------------------|
| <b>1 Banksia Drive</b>   | <b>Lot 15 PS316697u</b>                  |
| <b>2 Banksia Drive</b>   | <b>Lot 41 PS316697u</b>                  |
| <b>3 Banksia Drive</b>   | <b>Lot 16 PS316697u</b>                  |
| <b>4 Banksia Drive</b>   | <b>Lot 42 PS316697u</b>                  |
| <b>5 Banksia Drive</b>   | <b>Lot 17 PS316697u</b>                  |
| <b>7 Banksia Drive</b>   | <b>Lot 18 PS316697u</b>                  |
| <b>9 Banksia Drive</b>   | <b>Lot 19 PS316697u</b>                  |
| <b>1 Harris Road</b>     | <b>C/A 53 Section D</b>                  |
| <b>3 Harris Road</b>     | <b>Lot 10 PS520883</b>                   |
| <b>3a Harris Road</b>    | <b>Lots 5 &amp; 6 PS520883</b>           |
| <b>5 Harris Road</b>     | <b>Lot 9 PS520883</b>                    |
| <b>9 Harris Road</b>     | <b>CP370264</b>                          |
| <b>11 Harris Road</b>    | <b>Lot 4 PS520883</b>                    |
| <b>12 Harris Road</b>    | <b>Lot 1 LP316697u C/P Pt.49</b>         |
| <b>13 Harris Road</b>    | <b>Lot 3 PS520883</b>                    |
| <b>15 Harris Road</b>    | <b>Lot 2 PS520883</b>                    |
| <b>17 Harris Road</b>    | <b>Lot 1 PS520883</b>                    |
| <b>18 Harris Road</b>    | <b>Lot 12 PS316697u</b>                  |
| <b>19-21 Harris Road</b> | <b>C/A 51 51a Section D</b>              |
| <b>20 Harris Road</b>    | <b>Lot 1 LP97318 C/A Pt.49</b>           |
| <b>22 Harris Road</b>    | <b>Lot 13 PS316697u</b>                  |
| <b>23 Harris Road</b>    | <b>Lot 4 LP306778b</b>                   |
| <b>24 Harris Road</b>    | <b>Lot 14 LP316697u</b>                  |
| <b>25 Harris Road</b>    | <b>PS306678</b>                          |
| <b>26 Harris Road</b>    | <b>Lot 24 LP316697u</b>                  |
| <b>27 Harris Road</b>    | <b>Lot 5 PS306778b</b>                   |
| <b>28 Harris Road</b>    | <b>Lot 25 PS316697u</b>                  |
| <b>29 Harris Road</b>    | <b>Lot 1 PS528464</b>                    |
| <b>30 Harris Road</b>    | <b>Lot 26 PS316697u</b>                  |
| <b>31 Harris Road</b>    | <b>Lot 1 LP64200 C/A Pt.25 Section D</b> |
| <b>32 Harris Road</b>    | <b>CP362934I</b>                         |
| <b>34 Harris Road</b>    | <b>Lot 29 PS316697u</b>                  |
| <b>36 Harris Road</b>    | <b>Lot 30 PS316697u</b>                  |
| <b>38 Harris Road</b>    | <b>Lot 31 PS316697u</b>                  |

|                          |                                                       |
|--------------------------|-------------------------------------------------------|
| <b>40 Harris Road</b>    | <b>Lot 32 PS316697u</b>                               |
| <b>41 Harris Road</b>    | <b>Lot 9 LP40962 C/A Pt.30 Section C</b>              |
| <b>43 Harris Road</b>    | <b>Lot 8 LP40962 C/A Pt.30 Section C</b>              |
| <b>45 Harris Road</b>    | <b>Lot 7 LP40962 C/A Pt.30 Section C</b>              |
| <b>47 Harris Road</b>    | <b>Lot 6 LP40962 C/A Pt.30 Section C</b>              |
| <b>49 Harris Road</b>    | <b>Lot 5 LP40962 C/A Pt.30 Section C</b>              |
| <b>50 Harris Road</b>    | <b>Lots</b>                                           |
| <b>51-53 Harris Road</b> | <b>Lots 3 &amp; 4 LP40962 C/A Pt.29 Section C</b>     |
| <b>55 Harris Road</b>    | <b>Lot 2 LP40962</b>                                  |
| <b>56 Harris Road</b>    | <b>Lot 6 LP11661 C/A Pt.48</b>                        |
| <b>57 Harris Road</b>    | <b>Lot 1 LP40962 C/A Pt.29 Section C</b>              |
| <b>58 Harris Road</b>    | <b>Lot 2 LP97687 C/A Pt.48</b>                        |
| <b>59 Harris Road</b>    | <b>Lot 2 LP89903 C/A Pt.28 Section C</b>              |
| <b>60 Harris Road</b>    | <b>Lot 1 LP97687 C/A Pt.48</b>                        |
| <b>61 Harris Road</b>    | <b>Lot 1 LP13067 C/A Pt.28 Section C</b>              |
| <b>61a Harris Road</b>   | <b>Lot 2 LP130367</b>                                 |
| <b>62 Harris Road</b>    | <b>Lot 2 PS612858</b>                                 |
| <b>63 Harris Road</b>    | <b>Lot 2 LP93572 C/A Pt.28 Section C</b>              |
| <b>64 Harris Road</b>    | <b>Lot 1 PS612858</b>                                 |
| <b>65 Harris Road</b>    | <b>Lot 1 LP93572 C/A Pt.28 Section C</b>              |
| <b>66 Harris Road</b>    | <b>Lot 8 LP51197 C/A Pt.48</b>                        |
| <b>67 Harris Road</b>    | <b>Lot 18 LP131993</b>                                |
| <b>68 Harris Road</b>    | <b>Lot 7 LP51197 C/A Pt.48</b>                        |
| <b>69 Harris Road</b>    | <b>Lot 19 LP131993</b>                                |
| <b>70 Harris Road</b>    | <b>Lot 6 LP51197</b>                                  |
| <b>71 Harris Road</b>    | <b>Lot 20 LP131993</b>                                |
| <b>72 Harris Road</b>    | <b>Lot 5 LP51197 C/A Pt.48</b>                        |
| <b>73 Harris Road</b>    | <b>Lot 1 LP327838r</b>                                |
| <b>74 Harris Road</b>    | <b>Lot 4 LP51197 C/A Pt.48</b>                        |
| <b>76 Harris Road</b>    | <b>Lot 3 LP51197</b>                                  |
| <b>77 Harris Road</b>    | <b>Lot 3 LP24166 C/A Pt.45 Section B</b>              |
| <b>78 Harris Road</b>    | <b>Lot 9 LP51197 C/A Pt.48</b>                        |
| <b>79 Harris Road</b>    | <b>Lot 2 LP24166 C/A Pt.45 Section B</b>              |
| <b>80 Harris Road</b>    | <b>Lot 2 LP51197 C/A Pt.48</b>                        |
| <b>81 Harris Road</b>    | <b>Lot 2 LP71955 C/A Pt.45 Section B</b>              |
| <b>82 Harris Road</b>    | <b>Lot 1 LP51197 C/A Pt.48</b>                        |
| <b>83 Harris Road</b>    | <b>Lot 1 LP305877e C/A Pt.45 Section B</b>            |
| <b>84 Harris Road</b>    | <b>Lot 4 LP117616 C/A Pt.48</b>                       |
| <b>85 Harris Road</b>    | <b>Lot 2 PS328372h</b>                                |
| <b>86 Harris Road</b>    | <b>CP153488</b>                                       |
| <b>87 Harris Road</b>    | <b>Lot 2 LP116399</b>                                 |
| <b>90 Harris Road</b>    | <b>Lot 1 LP117616 C/A Pt.48</b>                       |
| <b>91 Harris Road</b>    | <b>Lots 1 &amp; 6 LP83951</b>                         |
| <b>92 Harris Road</b>    | <b>Lot 1 LP134184 &amp; Lot 5 PS403926w</b>           |
| <b>93 Harris Road</b>    | <b>Lot 2 LP201539 C/A Pt.47 Section B</b>             |
| <b>93a Harris Road</b>   | <b>Lot 1 LP201539 C/A Pt.47 Section B</b>             |
| <b>94 Harris Road</b>    | <b>Lots 3 &amp; 4 PS403926</b>                        |
| <b>95 Harris Road</b>    | <b>Lot 1 LP135971 C/A Pt.47 Section B</b>             |
| <b>97 Harris Road</b>    | <b>Lot 2 LP65490 C/A Pt.48 Section B</b>              |
| <b>99 Harris Road</b>    | <b>Lot 1 LP65490 C/A Pt.48 Section B</b>              |
| <b>101 Harris Road</b>   | <b>Lot 2 LP129562 C/A Pt.49 Section B</b>             |
| <b>101a Harris Road</b>  | <b>Lot 2 PS304699</b>                                 |
| <b>102 Harris Road</b>   | <b>Lots 1 &amp; 2 PS403926w</b>                       |
| <b>103 Harris Road</b>   | <b>Lot 1 LP304699 C/A Pt.49 Section B</b>             |
| <b>104 Harris Road</b>   | <b>CP160630</b>                                       |
| <b>105 Harris Road</b>   | <b>Lots 1 &amp; Pt.3 LP151778 C/A Pt.51 Section B</b> |
| <b>107 Harris Road</b>   | <b>Lot 1 Tp678155</b>                                 |
| <b>109 Harris Road</b>   | <b>Lot 1 LP75303</b>                                  |
| <b>111 Harris Road</b>   | <b>Lot 1 LP78182 Section B</b>                        |
| <b>113 Harris Road</b>   | <b>Lot 2 LP78182</b>                                  |

|                          |                                        |
|--------------------------|----------------------------------------|
| 115 Harris Road          | Lot 3 LP78182 Section B                |
| 117 Harris Road          | Lot 9 PS118720                         |
| 119 Harris Road          | Lot 8 LP118720                         |
| 121 Harris Road          | Lot 7 LP118720 Section B               |
| 123 Harris Road          | Lot 6 LP118720                         |
| 125-127 Harris Road      | LP118720                               |
| 122 Aireys Street        | C/A 34 Section C                       |
| 128 Aireys Street        | C/A 33 Section C                       |
| 129 Aireys Street        | C/A 10 Section C                       |
| 132 Aireys Street        | C/A 32 Section C                       |
| 133 Aireys Street        | C/A 9 Section C                        |
| 134-136 Aireys Street    | C/A 21 22 Pt.40 Pt.40a Pt.41 Section C |
| 135 Aireys Street        | C/A 8 Section C                        |
| 138 Aireys Street        | Lots 4 & 9 LP22161 C/A 20 & Pt.19      |
| 139 Aireys Street        | C/A 7 Section C                        |
| 142 Aireys Street        | Lot 8 LP31392 C/A Pt.19 Section C      |
| 144 Aireys Street        | Lot 7 LP31392 C/A Pt.19 Section C      |
| 146 Aireys Street        | Lot 6 LP31392                          |
| 148 Aireys Street        | Lot 5 LP31392 C/A Pt.19 Section C      |
| 150 Aireys Street        | Lot 4 LP31392                          |
| 152 Aireys Street        | Lot 4 LP34603                          |
| 154 Aireys Street        | Lot 5 LP34603                          |
| 155 Aireys Street        | Lot 3 PS523193                         |
| 156 Aireys Street        | Lot 6 LP34603                          |
| 158 Aireys Street        | Lot 7 LP34603                          |
| 159 Aireys Street        | Lot 2 PS523193                         |
| 160 Aireys Street        | Lot 8 LP34603                          |
| 162 Aireys Street        | Lot 9 LP34603                          |
| 164 Aireys Street        | Lot 10 LP34603                         |
| 166 Aireys Street        | Lot 11 LP34603                         |
| 167 Aireys Street        | Lot 1 PS523193                         |
| 168 Aireys Street        | Lot 12 LP34603                         |
| 177 Aireys Street        | Lot 2 PS436934m                        |
| 179 Aireys Street        | Lot 3 PS540212                         |
| 213 Aireys Street        | C/A 6 Section A                        |
| 214 Aireys Street        | C/A 33 Section A                       |
| 198-202 Armstrong Street | Lots 8 9 10 LP76726                    |
| 199 Armstrong Street     | C/A 12 Section A                       |
| 204 Armstrong Street     | Lot 11 LP76726 C/A Pt.10 Section A     |
| 205 Armstrong Street     | C/A 13 Section A                       |
| 206 Armstrong Street     | Lot 1 Tp533009v                        |
| 211 Armstrong Street     | C/A 14 Section A                       |
| 214 Armstrong Street     | C/A Pt. 8 Section A                    |
| 216 Armstrong Street     | C/A 7 Section A                        |
| 217 Armstrong Street     | C/A 15 Section A                       |
| 223 Armstrong Street     | C/A Pt.16 Section A                    |
| 235 Armstrong Street     | C/A 17 Section A                       |
| 241 Armstrong Street     | C/A Pt.2 Pt.3 Section H CP159037       |
| 244 Armstrong Street     | C/A 34 Section A                       |
| 249 Armstrong Street     | CP159036t C/A Pt.4 Section H           |
| 250 Armstrong Street     | C/A 35 Section A                       |
| 257 Armstrong Street     | C/A Pt.7 Section H                     |
| 263 Armstrong Street     | CP159035 & C/A Pt.8 Section H          |
| 122 Main Street          | C/A 6 Section C                        |
| 135-137 Main Street      | Lot 1 PS139828 & R1 PS139828           |
| 140 Main Street          | Lot 1 LP31392 C/A Pt.19 Section C      |
| 141 Main Street          | Lot 1 Tp100843 (Lot 1 LP34603)         |
| 1/142-144 Main Street    | Lot 1 LP306772 (Unit 1)                |
| 2/142-144 Main Street    | Lot 2 LP306772 (Unit 2)                |
| 3/142-144 Main Street    | Lot 3 LP306772 (Unit 3)                |

|                              |                                                     |
|------------------------------|-----------------------------------------------------|
| <b>4/142-144 Main Street</b> | <b>Lot 4 LP306772 (Unit 4)</b>                      |
| <b>5/142-144 Main Street</b> | <b>Lot 5 LP306772 (Unit 5)</b>                      |
| <b>143 Main Street</b>       | <b>Lot 2 LP34603</b>                                |
| <b>145 Main Street</b>       | <b>Lot 3 LP34603</b>                                |
| <b>146 Main Street</b>       | <b>Lot 2 LP203168u</b>                              |
| <b>1/147 Main Street</b>     | <b>Lots 1 &amp; S2 LP306773</b>                     |
| <b>2/147 Main Street</b>     | <b>Lot 2 LP306773</b>                               |
| <b>3/147 Main Street</b>     | <b>Lot 3 LP306773</b>                               |
| <b>4/147 Main Street</b>     | <b>Lot 4 LP306773</b>                               |
| <b>148 Main Street</b>       | <b>Lot 1 LP203168u</b>                              |
| <b>149 Main Street</b>       | <b>Lot 2 LP136376</b>                               |
| <b>150 Main Street</b>       | <b>C/A Pt.19 Section C</b>                          |
| <b>152 Main Street</b>       | <b>Lot 1 LP22161 C/A Pt.19a Section C</b>           |
| <b>153 Main Street</b>       | <b>Tp457876 (CP169405)</b>                          |
| <b>154 Main Street</b>       | <b>Lot 2 LP22161</b>                                |
| <b>155 Main Street</b>       | <b>Lot 2 LP86874 C/A Pt.24 &amp; 25 Section B</b>   |
| <b>156 Main Street</b>       | <b>Lot 3 LP22161 C/A Pt.19a Section C</b>           |
| <b>157 Main Street</b>       | <b>Lot 3 LP86874 Section B</b>                      |
| <b>159 Main Street</b>       | <b>Lot 4 LP86874</b>                                |
| <b>161 Main Street</b>       | <b>Lot 5 LP86874 Section B</b>                      |
| <b>160 Main Street</b>       | <b>Lot 5 LP22161</b>                                |
| <b>163 Main Street</b>       | <b>Lot 6 LP86874 Section B</b>                      |
| <b>1/163a Main Street</b>    | <b>Unit 1 Rp7541</b>                                |
| <b>2/163a Main Street</b>    | <b>Unit 2 Rp7541</b>                                |
| <b>3/163a Main Street</b>    | <b>Unit 3 Rp7541</b>                                |
| <b>164 Main Street</b>       | <b>Lot 1 TP139236G</b>                              |
| <b>166 Main Street</b>       | <b>Lot 7 LP22161 C/A Pt.19a Section C</b>           |
| <b>167 Main Street</b>       | <b>Lots 1 &amp; 2 PS609917</b>                      |
| <b>168 Main Street</b>       | <b>C/A Pt.42 Section C</b>                          |
| <b>169 Main Street</b>       | <b>Lot 7 &amp; Pt.8 LP42112 C/A Pt.28 Section B</b> |
| <b>170 Main Street</b>       | <b>C/A Pt.42 Section C &amp; Lot 8 LP22161</b>      |
| <b>171 Main Street</b>       | <b>Lot Pt.8 LP42112 C/A Pt.28 Section B</b>         |
| <b>173 Main Street</b>       | <b>Lot 9 LP42112 C/A Pt.28 Section B</b>            |
| <b>175 Main Street</b>       | <b>Lot 10 LP42112 C/A Pt.28 Section B</b>           |
| <b>177 Main Street</b>       | <b>Lot 1 Tp408511 (C/A Pt.29 Section B)</b>         |
| <b>179 Main Street</b>       | <b>C/A Pt.29 Section B</b>                          |
| <b>181 Main Street</b>       | <b>C/A Pt.29 Section B</b>                          |
| <b>182 Main Street</b>       | <b>Lot Pt.6 LP2522 C/A Pt.43 Section C</b>          |
| <b>183 Main Street</b>       | <b>C/A Pt.29 Section B</b>                          |
| <b>185 Main Street</b>       | <b>Lots 1 &amp; 2 LP145192 C/A Pt.30 Section B</b>  |
| <b>186 Main Street</b>       | <b>Lot Pt.4 LP2522 C/A Pt.43 Section C</b>          |
| <b>187 Main Street</b>       | <b>Lot 1 LP145192 C/A Pt.30 Section B</b>           |
| <b>188 Main Street</b>       | <b>Lot 3 LP2522 C/A Pt.43 Section C</b>             |
| <b>189 Main Street</b>       | <b>C/A Pt.30 Section B</b>                          |
| <b>190 Main Street</b>       | <b>Lot 2 LP2522 C/A Pt.43 Section C</b>             |
| <b>1/191 Main Street</b>     | <b>Units 5 &amp; 8 Sp029416d</b>                    |
| <b>2/191 Main Street</b>     | <b>Units 1 &amp; 4 Sp029416d</b>                    |
| <b>3/191 Main Street</b>     | <b>Units 9 &amp; 10 Sp029416d</b>                   |
| <b>192 Main Street</b>       | <b>Lot 1 LP2522 C/A Pt.43 Section C</b>             |
| <b>193 Main Street</b>       | <b>Lot 2 LP42111</b>                                |
| <b>194 Main Street</b>       | <b>Lot 1 LP13192</b>                                |
| <b>195 Main Street</b>       | <b>Lot 3 LP42111</b>                                |
| <b>196 Main Street</b>       | <b>Lot 2 LP131992</b>                               |
| <b>198 Main Street</b>       | <b>Lot 3 LP131992</b>                               |
| <b>200 Main Street</b>       | <b>Lot 4 LP131992</b>                               |
| <b>204 Main Street</b>       | <b>Lot 6 LP131992 (Joiner Park)</b>                 |
| <b>206 Main Street</b>       | <b>Lot 30 LP131994</b>                              |
| <b>208 Main Street</b>       | <b>Lot 29 LP131994</b>                              |
| <b>235 Main Street</b>       | <b>South Colac Football Recreation Reserve</b>      |
| <b>2 Irrewillipe Road</b>    | <b>Lot 6 LP42112 C/A Pt.28 Section B</b>            |

|                               |                                                   |
|-------------------------------|---------------------------------------------------|
| <b>4 Irrewillipe Road</b>     | <b>Lot 5 LP42112</b>                              |
| <b>6 Irrewillipe Road</b>     | <b>Lot 4 LP42112 C/A Pt.28 Section B</b>          |
| <b>7 Irrewillipe Road</b>     | <b>Lot 2 &amp; 3 PS513223</b>                     |
| <b>8 Irrewillipe Road</b>     | <b>C/A Pt.28a Section B (Lot 3 LP42112)</b>       |
| <b>9-11 Irrewillipe Road</b>  | <b>Lot 1 PS513223u</b>                            |
| <b>10 Irrewillipe Road</b>    | <b>Lot 2 LP42112 C/A Pt.28 Section B</b>          |
| <b>12 Irrewillipe Road</b>    | <b>Lot 1 LP42112 C/A Pt.28 Section B</b>          |
| <b>14-16 Irrewillipe Road</b> | <b>Lots 2 &amp; 3 LP51773 C/A Pt.32 Section B</b> |
| <b>15 Irrewillipe Road</b>    | <b>Lot 1 PS309192</b>                             |
| <b>17 Irrewillipe Road</b>    | <b>Lot 2 PS449041g</b>                            |
| <b>18-20 Irrewillipe Road</b> | <b>Lot 1 LP51773 C/A Pt.32 Section B</b>          |
| <b>19 Irrewillipe Road</b>    | <b>Lot 1 PS449041g</b>                            |
| <b>21 Irrewillipe Road</b>    | <b>Lot 1 LP305870u</b>                            |
| <b>22 Irrewillipe Road</b>    | <b>C/A 33 Section B</b>                           |
| <b>25 Irrewillipe Road</b>    | <b>Lot 5 PS531145</b>                             |
| <b>30 Irrewillipe Road</b>    | <b>Lot 1 C/A Pt.34 Section B</b>                  |
| <b>31 Irrewillipe Road</b>    | <b>Lot 4 PS531145</b>                             |
| <b>32 Irrewillipe Road</b>    | <b>Lot 8 LP81873 Section B</b>                    |
| <b>34-36 Irrewillipe Road</b> | <b>CP151976</b>                                   |
| <b>37 Irrewillipe Road</b>    | <b>Lot 3 PS531145l</b>                            |
| <b>38 Irrewillipe Road</b>    | <b>Lot 5 LP81873</b>                              |
| <b>40 Irrewillipe Road</b>    | <b>Lot 4 LP81873 Section B</b>                    |
| <b>42 Irrewillipe Road</b>    | <b>Lot 3 LP81873 Section B</b>                    |
| <b>43 Irrewillipe Road</b>    | <b>Lot 2 PS5311451</b>                            |
| <b>43a Irrewillipe Road</b>   | <b>Lot 2 PS548437</b>                             |
| <b>44 Irrewillipe Road</b>    | <b>Lot 2 LP81873 Section B</b>                    |
| <b>45 Irrewillipe Road</b>    | <b>Lot 1 PS536605</b>                             |
| <b>46 Irrewillipe Road</b>    | <b>Lot 1 LP81873 Section B</b>                    |
| <b>48 Irrewillipe Road</b>    | <b>Lot 1 PS501660n</b>                            |
| <b>55 Irrewillipe Road</b>    | <b>Lot 2 PS538350</b>                             |
| <b>59 Irrewillipe Road</b>    | <b>Lot 1 PS538350</b>                             |
| <b>60 Irrewillipe Road</b>    | <b>Lot 2 PS501660n</b>                            |
| <b>61 Irrewillipe Road</b>    | <b>C/A 36 &amp; 36a Section A</b>                 |
| <b>260 Queen Street</b>       | <b>Lot 13 Tp564464</b>                            |
| <b>262 Queen Street</b>       | <b>C/A 14 Section D</b>                           |
| <b>265 Queen Street</b>       | <b>C/A 35 Section C</b>                           |
| <b>275 Queen Street</b>       | <b>C/A 36 37 Section C</b>                        |
| <b>280 Queen Street</b>       | <b>C/A 14a 14b 15 15a 16a 16b Section D</b>       |
| <b>365 Queen Street</b>       | <b>Lot 1 PS448302k</b>                            |
| <b>366 Queen Street</b>       | <b>C/A 18 18a Section D</b>                       |
| <b>371 Queen Street</b>       | <b>Lot 2 PS448302k</b>                            |
| <b>374 Queen Street</b>       | <b>Lot 1 LP98619 C/A Pt.21 Section D</b>          |
| <b>378 Queen Street</b>       | <b>Lot 2 LP34784 C/A Pt.31 Section D</b>          |
| <b>1/379 Queen Street</b>     | <b>Unit 1 Rp9366</b>                              |
| <b>2/379 Queen Street</b>     | <b>Unit 2 Rp9366</b>                              |
| <b>3/379 Queen Street</b>     | <b>Unit 3 Rp9366</b>                              |
| <b>4/379 Queen Street</b>     | <b>Unit 4 Rp9366</b>                              |
| <b>5/379 Queen Street</b>     | <b>Unit 5 Rp9366</b>                              |
| <b>6/379 Queen Street</b>     | <b>Unit 6 Rp9366</b>                              |
| <b>7/379 Queen Street</b>     | <b>Unit 7 Rp9366</b>                              |
| <b>8/379 Queen Street</b>     | <b>Unit 8 Rp9366</b>                              |
| <b>382 Queen Street</b>       | <b>Lot 3 LP34784 C/A Pt.31 Section D</b>          |
| <b>383 Queen Street</b>       | <b>Lots 3 4 LP85451 CP161686 Section C</b>        |
| <b>384 Queen Street</b>       | <b>Lot 4 LP34784 C/A Pt.31 Section D</b>          |
| <b>386 Queen Street</b>       | <b>Lot 5 LP34784 C/A Pt.31 Section D</b>          |
| <b>387 Queen Street</b>       | <b>Lot 5 LP85451</b>                              |
| <b>388 Queen Street</b>       | <b>Lot 6 LP34784 C/A Pt.31 Section D</b>          |
| <b>389 Queen Street</b>       | <b>Lot 6 LP85451</b>                              |
| <b>390 Queen Street</b>       | <b>Lot 7 LP34784 C/A Pt.31 Section D</b>          |
| <b>391 Queen Street</b>       | <b>Lot 7 LP85451 Section C</b>                    |

|                      |                                          |
|----------------------|------------------------------------------|
| 391a Queen Street    | Lot 8 LP85451                            |
| 393 Queen Street     | Lot 9 LP85451                            |
| 394 Queen Street     | Lot 8 LP34784 C/A Pt.31 Section D        |
| 395 Queen Street     | Lots 10 11 LP85451 Section C             |
| 396 Queen Street     | Lot 1 Tp086368                           |
| 397 Queen Street     | Lot 12 LP85451                           |
| 398 Queen Street     | Lots 10 & 11 LP34784 C/A Pt.25 Section D |
| 2 Ballagh Street     | Lot 9 LP28478 C/A Pt.32a Section B       |
| 4 Ballagh Street     | CP164323I C/A Pt.32a Section B           |
| 7 Ballagh Street     | Lot Pt.4 LP42111                         |
| 8 Ballagh Street     | Lot 6 LP28478                            |
| 9 Ballagh Street     | Lot 8 LP129100 C/A Pt.31 Section B       |
| 10 Ballagh Street    | Lot 5 LP28478 C/A Pt.32a Section B       |
| 11 Ballagh Street    | Lot 7 LP129100                           |
| 12 Ballagh Street    | Lot 4 LP28478 C/A Pt.32a Section B       |
| 13 Ballagh Street    | Lot 6 LP129100 C/A Pt.31 Section B       |
| 14 Ballagh Street    | Lot 3 LP28478 C/A Pt.32a Section B       |
| 15 Ballagh Street    | Lot 5 LP129100 C/A Pt.31 Section B       |
| 16 Ballagh Street    | Lot 2 LP28478                            |
| 17 Ballagh Street    | Lot 4 LP129100 C/A Pt.31 Section B       |
| 17a Ballagh Street   | Lot 3 LP129100 C/A Pt.31 Section B       |
| 18 Ballagh Street    | Lot 1 Tp615618                           |
| 19 Ballagh Street    | Lot 2 LP129100 C/A Pt.31 Section B       |
| 20 Ballagh Street    | Lot 1 PS540210                           |
| 20b Ballagh Street   | Lot 2 PS540210                           |
| 21 Ballagh Street    | Lot 1 LP129100 C/A Pt.31 Section B       |
| 22 Ballagh Street    | Lot 4 PS506622u                          |
| 23 Ballagh Street    | Lot 5 PS543648                           |
| 24 Ballagh Street    | Lot 3 PS506622u                          |
| 25 Ballagh Street    | Lot 4 PS543648                           |
| 27 Ballagh Street    | Lot 3 PS546348                           |
| 28 Ballagh Street    | Lot 2 PS506622u                          |
| 29 Ballagh Street    | Lot 6 PS543648                           |
| 30 Ballagh Street    | Lot 1 PS506622u                          |
| 31 Ballagh Street    | Lot 2 PS543648                           |
| 32 Ballagh Street    | Lot 1 PS609246                           |
| 33 Ballagh Street    | Lot 1 PS543648                           |
| 34 Ballagh Street    | Lot 2 PS609246                           |
| 35 Ballagh Street    | C/A 37 Section B                         |
| 36 Ballagh Street    | Lots 11 & 12 PS602561                    |
| 38 Ballagh Street    | Lot 2 PS602561                           |
| 40 Ballagh Street    | Lot 1 PS602561                           |
| 47 Ballagh Street    | Lot 12 PS546963                          |
| 49-51 Ballagh Street | Lots 10 & 11 PS546963                    |
| 1 Rose Drive         | Lot 43 PS316697u                         |
| 2 Rose Drive         | Lot 40 PS316697u                         |
| 3 Rose Drive         | Lot 44 PS316697u                         |
| 4 Rose Drive         | Lot 39 PS316697u                         |
| 5 Rose Drive         | Lot 45 PS316697u                         |
| 6 Rose Drive         | Lot 38 PS316697u                         |
| 7 Rose Drive         | Lot 46 PS316697u                         |
| 8 Rose Drive         | Lot 37 PS316697u                         |
| 9 Rose Drive         | Lot 47 PS316697u                         |
| 10 Rose Drive        | Lot 36 PS316697u                         |
| 11 Rose Drive        | Lot 48 PS316697u                         |
| 12 Rose Drive        | Lot 35 PS 316697u                        |
| 13 Rose Drive        | Lot 49 PS316697u                         |
| 14 Rose Drive        | Lot 34 PS316697u                         |
| 1/1 Garden Close     | Lot Pt.5 PS506622                        |
| 2/1 Garden Close     | Lot Pt.5 PS506622                        |



|                             |                                                             |
|-----------------------------|-------------------------------------------------------------|
| <b>2 Garden Close</b>       | <b>Lot 25 PS506622u</b>                                     |
| <b>3 Garden Close</b>       | <b>Lot 6 PS506622u</b>                                      |
| <b>4 Garden Close</b>       | <b>Lot 24 PS506622u</b>                                     |
| <b>5 Garden Close</b>       | <b>Lot 7 PS506622u</b>                                      |
| <b>6 Garden Close</b>       | <b>Lot 23 PS506622</b>                                      |
| <b>1/7 Garden Close</b>     | <b>Lot 1 PS544853</b>                                       |
| <b>2/7 Garden Close</b>     | <b>Lot 2 PS544853</b>                                       |
| <b>8 Garden Close</b>       | <b>Lot 22 PS506622u</b>                                     |
| <b>9 Garden Close</b>       | <b>Lot 9 PS506622u</b>                                      |
| <b>10 Garden Close</b>      | <b>Lot 21 PS 506622u</b>                                    |
| <b>11 Garden Close</b>      | <b>Lot 10 PS506622u</b>                                     |
| <b>12 Garden Close</b>      | <b>Lot 20 PS506622u</b>                                     |
| <b>13 Garden Close</b>      | <b>Lot 11 PS506622</b>                                      |
| <b>14 Garden Close</b>      | <b>Lot 19 PS506622u</b>                                     |
| <b>15 Garden Close</b>      | <b>Lot 12 PS506622</b>                                      |
| <b>16 Garden Close</b>      | <b>Lot 18 PS506622u</b>                                     |
| <b>17 Garden Close</b>      | <b>Lot 13 PS506622</b>                                      |
| <b>18 Garden Close</b>      | <b>Lot 17 PS506622</b>                                      |
| <b>19 Garden Close</b>      | <b>Lot 14 PS506622u</b>                                     |
| <b>20 Garden Close</b>      | <b>Lot 16 PS506622</b>                                      |
| <b>21 Garden Close</b>      | <b>Lot 15 PS506622u</b>                                     |
| <b>1 Callistemon Court</b>  | <b>Lot 11 LP316697u C/P Pt.49</b>                           |
| <b>2 Callistemon Court</b>  | <b>Lot 2 LP316697</b>                                       |
| <b>3 Callistemon Court</b>  | <b>Lot 10 LP316697u C/P Pt.49</b>                           |
| <b>4 Callistemon Court</b>  | <b>Lot 3 LP316697</b>                                       |
| <b>5 Callistemon Court</b>  | <b>Lot 9 LP316697u C/P Pt.49</b>                            |
| <b>6 Callistemon Court</b>  | <b>Lot 4 LP316697u C/P Pt.49</b>                            |
| <b>7 Callistemon Court</b>  | <b>Lot 8 LP316697u C/P Pt.49</b>                            |
| <b>8 Callistemon Court</b>  | <b>Lot 5 LP316697u C/P Pt.49</b>                            |
| <b>9 Callistemon Court</b>  | <b>Lot 7 LP316697u C/P Pt.49</b>                            |
| <b>9a Callistemon Court</b> | <b>Recreation Reserve PS316697</b>                          |
| <b>10 Callistemon Court</b> | <b>Lot 6 LP316697c</b>                                      |
| <b>1 Buckland Court</b>     | <b>Lot 10 LP131994</b>                                      |
| <b>2 Buckland Court</b>     | <b>Lot 11 LP131994</b>                                      |
| <b>3 Buckland Court</b>     | <b>Lot 12 LP131994</b>                                      |
| <b>4 Buckland Court</b>     | <b>Lot 13 LP131994</b>                                      |
| <b>5 Buckland Court</b>     | <b>Lot 14 LP131994</b>                                      |
| <b>6 Buckland Court</b>     | <b>Lot 15 LP131994</b>                                      |
| <b>7 Buckland Court</b>     | <b>Lot 16 LP131994</b>                                      |
| <b>8 Buckland Court</b>     | <b>Lot 2 LP327838r</b>                                      |
| <b>9 Buckland Court</b>     | <b>Lot 22 LP131994</b>                                      |
| <b>10 Buckland Court</b>    | <b>Lot 23 LP131994</b>                                      |
| <b>11 Buckland Court</b>    | <b>Lot 24 LP131994</b>                                      |
| <b>12 Buckland Court</b>    | <b>Lot 25 LP131994</b>                                      |
| <b>13-14 Buckland Court</b> | <b>Lots 26 &amp; 27 LP131994</b>                            |
| <b>15 Buckland Court</b>    | <b>Lot 28 LP131994</b>                                      |
| <b>16 Buckland Court</b>    | <b>Lot 34 LP131994</b>                                      |
| <b>17 Buckland Court</b>    | <b>Lot 33 LP131994</b>                                      |
| <b>76 Slater Street</b>     | <b>C/A 23 Section C</b>                                     |
| <b>80 Slater Street</b>     | <b>C/A 47 Section C</b>                                     |
| <b>82 Slater Street</b>     | <b>C/A 46 Section C</b>                                     |
| <b>84 Slater Street</b>     | <b>C/A 45 Section C</b>                                     |
| <b>96 Slater Street</b>     | <b>C/A 44 Section C</b>                                     |
| <b>98 Slater Street</b>     | <b>Lot 3 LP24157 C/A Pt.43 Section C</b>                    |
| <b>100 Slater Street</b>    | <b>Lot 2 LP24157 C/A Pt.43 Section C</b>                    |
| <b>102 Slater Street</b>    | <b>Lot 1 LP24157 &amp; Lots 1 &amp; 2 Tp706529</b>          |
| <b>109 Slater Street</b>    | <b>C/A 38 Section C</b>                                     |
| <b>113 Slater Street</b>    | <b>C/A 39 Section C</b>                                     |
| <b>135 Slater Street</b>    | <b>C/A 55 &amp; 56 Section C (Elliminyt Primary School)</b> |
| <b>5 Tulloh Street</b>      | <b>Lot 19 LP130909 (Tulloh Street Dam Reserve)</b>          |

|                            |                                                |
|----------------------------|------------------------------------------------|
| <b>6 Tulloh Street</b>     | <b>Lot 1 LP203596w</b>                         |
| <b>8 Tulloh Street</b>     | <b>Lot 13 LP50913 C/A Pt.29 Pt.29b</b>         |
| <b>9-11 Tulloh Street</b>  | <b>Lots 17 18 LP130909</b>                     |
| <b>10 Tulloh Street</b>    | <b>Lot 12 LP50913 Section D</b>                |
| <b>12 Tulloh Street</b>    | <b>Lot 11 LP50913 C/A Pt.30 Section D</b>      |
| <b>13 Tulloh Street</b>    | <b>Lot 16 LP130909</b>                         |
| <b>14 Tulloh Street</b>    | <b>Lot 10 LP50913 C/A Pt.30 Section D</b>      |
| <b>14a Tulloh Street</b>   | <b>Lot 3 LP306778b</b>                         |
| <b>1/15 Tulloh Street</b>  | <b>Lot 1 LP305873</b>                          |
| <b>2/15 Tulloh Street</b>  | <b>Lot 2 LP305873</b>                          |
| <b>16 Tulloh Street</b>    | <b>Lot 9 LP50913</b>                           |
| <b>17 Tulloh Street</b>    | <b>Lot 14 LP130909</b>                         |
| <b>18 Tulloh Street</b>    | <b>Lot 8 LP50913 C/A Pt.30 Section D</b>       |
| <b>19 Tulloh Street</b>    | <b>Lot 13 LP130909</b>                         |
| <b>20 Tulloh Street</b>    | <b>Lot 7 LP50913 C/A Pt.30 Section D</b>       |
| <b>21 Tulloh Street</b>    | <b>Lot 12 LP130909</b>                         |
| <b>22 Tulloh Street</b>    | <b>Lot 6 LP50913</b>                           |
| <b>23 Tulloh Street</b>    | <b>Lot 11 LP130909</b>                         |
| <b>24 Tulloh Street</b>    | <b>Lot 5 LP50913</b>                           |
| <b>25 Tulloh Street</b>    | <b>Lot 10 LP130909</b>                         |
| <b>26 Tulloh Street</b>    | <b>Lot 4 LP50913</b>                           |
| <b>27-29 Tulloh Street</b> | <b>Lots 8 9 20 LP130909</b>                    |
| <b>30 Tulloh Street</b>    | <b>Lot 3 LP50913</b>                           |
| <b>31 Tulloh Street</b>    | <b>Lot 7 LP130909</b>                          |
| <b>32 Tulloh Street</b>    | <b>Lot 1 LP306778b &amp; Lot 2 PS528464</b>    |
| <b>33 Tulloh Street</b>    | <b>Lot 6 LP98619</b>                           |
| <b>34 Tulloh Street</b>    | <b>Lot 1 LP50913</b>                           |
| <b>35 Tulloh Street</b>    | <b>Lot 5 LP98619</b>                           |
| <b>36 Tulloh Street</b>    | <b>Lot 1 LP34784</b>                           |
| <b>37 Tulloh Street</b>    | <b>Lot 4 LP98619</b>                           |
| <b>39 Tulloh Street</b>    | <b>Lot 3 LP98619</b>                           |
| <b>40 Tulloh Street</b>    | <b>Lot 2 LP85451</b>                           |
| <b>41 Tulloh Street</b>    | <b>Lot 2 LP98619</b>                           |
| <b>42 Tulloh Street</b>    | <b>Lot 1 LP85451</b>                           |
| <b>43 Tulloh Street</b>    | <b>Lot Pt.2 LP44379</b>                        |
| <b>44 Tulloh Street</b>    | <b>Lot 3 LP44476</b>                           |
| <b>45 Tulloh Street</b>    | <b>Lot Pt.2 LP44379</b>                        |
| <b>46 Tulloh Street</b>    | <b>Lot 4 LP44476</b>                           |
| <b>47 Tulloh Street</b>    | <b>Lot Pt.2 LP44379</b>                        |
| <b>48 Tulloh Street</b>    | <b>Lot 5 LP44476 C/A Pt.53 Section C</b>       |
| <b>49 Tulloh Street</b>    | <b>Lot Pt.3 LP44379 C/A Pt.54 Section C</b>    |
| <b>50 Tulloh Street</b>    | <b>Lot 6 LP44476 C/A Pt.53 Section C</b>       |
| <b>51 Tulloh Street</b>    | <b>Lot Pt.3 LP44379 C/A Pt.54 Section C</b>    |
| <b>52 Tulloh Street</b>    | <b>Lot 1 LP131993</b>                          |
| <b>53 Tulloh Street</b>    | <b>Lot 9 LP66759 C/A Pt.50 Section C</b>       |
| <b>54 Tulloh Street</b>    | <b>Lots 2 3 LP131993</b>                       |
| <b>55 Tulloh Street</b>    | <b>Lot 8 LP66759</b>                           |
| <b>57 Tulloh Street</b>    | <b>Lot 7 LP66759 C/A Pt.48 Section C</b>       |
| <b>57a Tulloh Street</b>   | <b>Lot 10 LP66759 C/A Pt.48 Section C</b>      |
| <b>58 Tulloh Street</b>    | <b>Lot 4 LP131993</b>                          |
| <b>59 Tulloh Street</b>    | <b>Lot 6 LP66759 Section C</b>                 |
| <b>60 Tulloh Street</b>    | <b>Lot 5 LP131993</b>                          |
| <b>61 Tulloh Street</b>    | <b>Lot 5 LP66759 C/A Pt.49 Section C</b>       |
| <b>62 Tulloh Street</b>    | <b>Lot 6 LP131993</b>                          |
| <b>63 Tulloh Street</b>    | <b>Lot 4 LP66759 C/A Pt.49 Section C</b>       |
| <b>64 Tulloh Street</b>    | <b>Lot 7 LP131993</b>                          |
| <b>65 Tulloh Street</b>    | <b>Lot 3 LP66759 C/A Pt.40 Pt.50 Section C</b> |
| <b>66 Tulloh Street</b>    | <b>Lot 8 LP131993</b>                          |
| <b>67 Tulloh Street</b>    | <b>Lot 2 LP66759 C/A Pt.50 Section C</b>       |
| <b>68 Tulloh Street</b>    | <b>Lot 9 LP131993</b>                          |

|                      |                                          |
|----------------------|------------------------------------------|
| 69 Tulloh Street     | Lot 1 LP66759 C/A Pt.50 Section C        |
| 70 Tulloh Street     | Lot 32 LP131994                          |
| 71 Tulloh Street     | Lot 5 LP131992                           |
| 72 Tulloh Street     | Lot 31 LP131994                          |
| 170 Hart Street      | C/A 20 Section B                         |
| 174 Hart Street      | Lot 1 PS548437                           |
| 180 Hart Street      | CP351708                                 |
| 183 Hart Street      | Lot 2 PS536605                           |
| 184 Hart Street      | C/A Pt.35 Section B                      |
| 190 Hart Street      | Lot 1 PS546963                           |
| 192 Hart Street      | Lot 7 PS546963                           |
| 194 Hart Street      | Lot 8 PS546963                           |
| 225 Hart Street      | C/A 38a & Pt.38b Section A               |
| 2 Howarth Street     | Lot 1 LP71955                            |
| 4 Howarth Street     | Lot 2 LP305877e                          |
| 6 Howarth Street     | Lot 1 PS328372h                          |
| 7 Howarth Street     | C/A 54 Section B (Apex Preschool Centre) |
| 8 Howarth Street     | Lot 1 LP116399 C/A Pt.45 Section B       |
| 9 Howarth Street     | Lot 6 LP81546 C/A Pt.44 Section B        |
| 11 Howarth Street    | Lot 5 LP81546                            |
| 12 Howarth Street    | Lots 4 & 5 LP83951 C/A Pt.46 Section B   |
| 13 Howarth Street    | Lot 4 LP81548 C/A Pt.44 Section B        |
| 15 Howarth Street    | CP108706 Section B                       |
| 16 Howarth Street    | CP106488                                 |
| 17 Howarth Street    | Lot 2 LP81548                            |
| 18 Howarth Street    | Lot 2 LP143599 C/A Pt.47 Section B       |
| 19 Howarth Street    | Lot 1 LP81548 C/A 43 Section B           |
| 20 Howarth Street    | Lot 1 LP143599 C/A Pt.47 Section B       |
| 21 Howarth Street    | CP365132j                                |
| 26 Howarth Street    | CP159713                                 |
| 27-29 Howarth Street | Lots 15 & 16 PS544845                    |
| 30 Howarth Street    | Lot 1 LP129562 C/A Pt.49 Section B       |
| 31 Howarth Street    | Lot 14 PS544845                          |
| 32 Howarth Street    | Lot 3 PS511733                           |
| 39 Howarth Street    | C/A 39 Section B                         |
| 25 Dowling Street    | Lot 1 Tp831739 (C/A 44 Section D)        |
| 37 Dowling Street    | Lot 6 PS434062g                          |
| 49 Dowling Street    | Lot 12 PS316694b                         |
| 51 Dowling Street    | Lot 13 PS316694b                         |
| 1-9 Beechy Court     | Lot A PS434062g                          |
| 2 Beechy Court       | Lot 11 PS316694b                         |
| 4 Beechy Court       | Lot 10 PS316694                          |
| 6 Beechy Court       | Lot 9 PS316694b                          |
| 8 Beechy Court       | Lot 8 PS316694b                          |
| 10 Beechy Court      | Lot 7 LP316694b                          |
| 11 Beechy Court      | Lot 1 PS436941q                          |
| 12 Beechy Court      | Lot 6 PS316694b                          |
| 13 Beechy Court      | Lot 2 PS436941q                          |
| 14 Beechy Court      | Lot 5 PS316694b                          |
| 15 Beechy Court      | Lot 3 PS436941q                          |
| 16 Beechy Court      | Lot 4 PS316694b                          |
| 18 Beechy Court      | Lot 3 PS316694b                          |
| 19 Beechy Court      | C/A 47 Section D                         |
| 20 Beechy Court      | Lot 2 PS316694b                          |
| 22 Beechy Court      | Lot 1 PS316694b                          |
| 1 Ricstan Court      | Lot 2 PS 546963                          |
| 2 Ricstan Court      | Lot 3 PS 546963                          |
| 3 Ricstan Court      | Lot 4 PS 546963                          |
| 4 Ricstan Court      | Lot 5 PS 546963                          |
| 5 Ricstan Court      | Lot 6 PS 546963                          |

|                           |                                                        |
|---------------------------|--------------------------------------------------------|
| <b>2a Deloraine Court</b> | <b>Lot 3 PS 602561</b>                                 |
| <b>4 Deloraine Court</b>  | <b>Lot 4 PS 602561</b>                                 |
| <b>5 Deloraine Court</b>  | <b>Lot 10 PS 602561</b>                                |
| <b>6 Deloraine Court</b>  | <b>Lot 5 PS 602561</b>                                 |
| <b>7 Deloraine Court</b>  | <b>Lot 9 PS 602561</b>                                 |
| <b>8 Deloraine Court</b>  | <b>Lot 6 PS 602561</b>                                 |
| <b>9 Deloraine Court</b>  | <b>Lot 8 PS 602561</b>                                 |
| <b>10 Deloraine Court</b> | <b>Lot 7 PS 602561</b>                                 |
| <b>2-8 Spring Street</b>  | <b>Lot 1 &amp; 2 LP60789 &amp; C/A Pt.47 Section A</b> |
| <b>10 Spring Street</b>   | <b>Lot 2 LP323564a</b>                                 |
| <b>11 Spring Street</b>   | <b>Lot 1 PS511733</b>                                  |
| <b>13 Spring Street</b>   | <b>Lot 2 PS511733</b>                                  |
| <b>15 Spring Street</b>   | <b>Lot 2 PS401776</b>                                  |
| <b>17 Spring Street</b>   | <b>Lot 3 LP99304</b>                                   |
| <b>19 Spring Street</b>   | <b>Lot 2 LP99304 C/A Pt.50 Section B</b>               |
| <b>20 Spring Street</b>   | <b>C/A 43a Section A</b>                               |
| <b>21 Spring Street</b>   | <b>Lot 1 LP99304 C/A Pt.50 Section B</b>               |
| <b>23 Spring Street</b>   | <b>Lot 1 LP118320 Section B</b>                        |
| <b>25 Spring Street</b>   | <b>Lot 2 LP118720</b>                                  |
| <b>27 Spring Street</b>   | <b>Lot 5 LP78182 C/A Pt.53 Section B</b>               |
| <b>28 Spring Street</b>   | <b>Lot 2 LP209232 C/A Pt.44a Section A</b>             |
| <b>29 Spring Street</b>   | <b>Lots 3 &amp; 4 LP118720</b>                         |
| <b>30 Spring Street</b>   | <b>C/A 44a Section A</b>                               |
| <b>32 Spring Street</b>   | <b>Lot 1 LP209232 C/A Pt.44a Section A</b>             |
| <b>33 Spring Street</b>   | <b>Lot 5 LP118720 Section B</b>                        |
| <b>36 Spring Street</b>   | <b>Lot 1 LP60440 C/A Pt.46a Section A</b>              |
| <b>38 Spring Street</b>   | <b>Lot 2 LP60440 Section A</b>                         |
| <b>40 Spring Street</b>   | <b>Lot 3 LP60440</b>                                   |
| <b>42 Spring Street</b>   | <b>Lot 4 LP60440 Section A</b>                         |
| <b>44 Spring Street</b>   | <b>Lot 5 LP60440 Section A</b>                         |
| <b>46 Spring Street</b>   | <b>Lot 6 LP60440 Section A</b>                         |

2. ***The Chief Executive Officer be authorised to give public notice of the Intention to Declare a Special Charge Scheme in accordance with Section 163(1C) of the Local Government Act 1989; and***
3. ***That Council considers submissions pursuant to Section 223 of the Local Government Act 1989, at 1pm on 8 July 2009 at COPACC.***

~~~~~\ ~~~~~

Schedule

| Property Address | Property Description | Property Titles | Costs |
|-------------------|--|-----------------|-------------|
| 1 Banksia Drive | Lot 15 PS316697u | 1 | \$ 1,159.18 |
| 2 Banksia Drive | Lot 41 PS316697u | 1 | \$ 1,159.18 |
| 3 Banksia Drive | Lot 16 PS316697u | 1 | \$ 1,159.18 |
| 4 Banksia Drive | Lot 42 PS316697u | 1 | \$ 1,159.18 |
| 5 Banksia Drive | Lot 17 PS316697u | 1 | \$ 1,159.18 |
| 7 Banksia Drive | Lot 18 PS316697u | 1 | \$ 1,159.18 |
| 9 Banksia Drive | Lot 19 PS316697u | 1 | \$ 1,159.18 |
| 1 Harris Road | C/A 53 Section D | 1 | \$ 1,159.18 |
| 3 Harris Road | Lot 10 PS520883 | 1 | \$ 1,159.18 |
| 3a Harris Road | Lots 5 & 6 PS520883 | 2 | \$ 2,318.36 |
| 5 Harris Road | Lot 9 PS520883 | 1 | \$ 1,159.18 |
| 9 Harris Road | CP370264 | 1 | \$ 1,159.18 |
| 11 Harris Road | Lot 4 PS520883 | 1 | \$ 1,159.18 |
| 12 Harris Road | Lot 1 LP316697u C/P Pt.49 | 1 | \$ 1,159.18 |
| 13 Harris Road | Lot 3 PS520883 | 1 | \$ 1,159.18 |
| 15 Harris Road | Lot 2 PS520883 | 1 | \$ 1,159.18 |
| 17 Harris Road | Lot 1 PS520883 | 1 | \$ 1,159.18 |
| 18 Harris Road | Lot 12 PS316697u | 1 | \$ 1,159.18 |
| 19-21 Harris Road | C/A 51 51a Section D | 2 | \$ 2,318.36 |
| 20 Harris Road | Lot 1 LP97318 C/A Pt.49 | 1 | \$ 1,159.18 |
| 22 Harris Road | Lot 13 PS316697u | 1 | \$ 1,159.18 |
| 23 Harris Road | Lot 4 LP306778b | 1 | \$ 1,159.18 |
| 24 Harris Road | Lot 14 LP316697u | 1 | \$ 1,159.18 |
| 25 Harris Road | Recreation Reserve PS306678 | 1 | \$ 1,159.18 |
| 26 Harris Road | Lot 24 LP316697u | 1 | \$ 1,159.18 |
| 27 Harris Road | Lot 5 PS306778b | 1 | \$ 1,159.18 |
| 28 Harris Road | Lot 25 PS316697u | 1 | \$ 1,159.18 |
| 29 Harris Road | Lot 1 PS528464 | 1 | \$ 1,159.18 |
| 30 Harris Road | Lot 26 PS316697u | 1 | \$ 1,159.18 |
| 31 Harris Road | Lot 1 LP64200 C/A Pt.25 Section D | 1 | \$ 1,159.18 |
| 32 Harris Road | CP362934I | 1 | \$ 1,159.18 |
| 34 Harris Road | Lot 29 PS316697u | 1 | \$ 1,159.18 |
| 36 Harris Road | Lot 30 PS316697u | 1 | \$ 1,159.18 |
| 38 Harris Road | Lot 31 PS316697u | 1 | \$ 1,159.18 |
| 40 Harris Road | Lot 32 PS316697u | 1 | \$ 1,159.18 |
| 41 Harris Road | Lot 9 LP40962 C/A Pt.30 Section C | 1 | \$ 1,159.18 |
| 43 Harris Road | Lot 8 LP40962 C/A Pt.30 Section C | 1 | \$ 1,159.18 |
| 45 Harris Road | Lot 7 LP40962 C/A Pt.30 Section C | 1 | \$ 1,159.18 |
| 47 Harris Road | Lot 6 LP40962 C/A Pt.30 Section C | 1 | \$ 1,159.18 |
| 49 Harris Road | Lot 5 LP40962 C/A Pt.30 Section C | 1 | \$ 1,159.18 |
| 50 Harris Road | Lots S10 PS316697u | 1 | \$ 1,159.18 |
| 51-53 Harris Road | Lots 3 & 4 LP40962 C/A Pt.29 Section C | 2 | \$ 2,318.36 |
| 55 Harris Road | Lot 2 LP40962 | 1 | \$ 1,159.18 |
| 56 Harris Road | Lot 6 LP11661 C/A Pt.48 | 1 | \$ 1,159.18 |
| 57 Harris Road | Lot 1 LP40962 C/A Pt.29 Section C | 1 | \$ 1,159.18 |
| 58 Harris Road | Lot 2 LP97687 C/A Pt.48 | 1 | \$ 1,159.18 |
| 59 Harris Road | Lot 2 LP89903 C/A Pt.28 Section C | 1 | \$ 1,159.18 |
| 60 Harris Road | Lot 1 LP97687 C/A Pt.48 | 1 | \$ 1,159.18 |
| 61 Harris Road | Lot 1 LP13067 C/A Pt.28 Section C | 1 | \$ 1,159.18 |
| 61a Harris Road | Lot 2 LP130367 | 1 | \$ 1,159.18 |
| 62 Harris Road | Lot 2 PS612858 | 1 | \$ 1,159.18 |
| 63 Harris Road | Lot 2 LP93572 C/A Pt.28 Section C | 1 | \$ 1,159.18 |
| 64 Harris Road | Lot 1 PS612858 | 1 | \$ 1,159.18 |
| 65 Harris Road | Lot 1 LP93572 C/A Pt.28 Section C | 1 | \$ 1,159.18 |
| 66 Harris Road | Lot 8 LP51197 C/A Pt.48 | 1 | \$ 1,159.18 |
| 67 Harris Road | Lot 18 LP131993 | 1 | \$ 1,159.18 |
| 68 Harris Road | Lot 7 LP51197 C/A Pt.48 | 1 | \$ 1,159.18 |
| 69 Harris Road | Lot 19 LP131993 | 1 | \$ 1,159.18 |
| 70 Harris Road | Lot 6 LP51197 | 1 | \$ 1,159.18 |

| | | | | |
|-----------------------|--|---|----|----------|
| 71 Harris Road | Lot 20 LP131993 | 1 | \$ | 1,159.18 |
| 72 Harris Road | Lot 5 LP51197 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 73 Harris Road | Lot 1 LP327838r | 1 | \$ | 1,159.18 |
| 74 Harris Road | Lot 4 LP51197 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 76 Harris Road | Lot 3 LP51197 | 1 | \$ | 1,159.18 |
| 77 Harris Road | Lot 3 LP24166 C/A Pt.45 Section B | 1 | \$ | 1,159.18 |
| 78 Harris Road | Lot 9 LP51197 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 79 Harris Road | Lot 2 LP24166 C/A Pt.45 Section B | 1 | \$ | 1,159.18 |
| 80 Harris Road | Lot 2 LP51197 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 81 Harris Road | Lot 2 LP71955 C/A Pt.45 Section B | 1 | \$ | 1,159.18 |
| 82 Harris Road | Lot 1 LP51197 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 83 Harris Road | Lot 1 LP305877e C/A Pt.45 Section B | 1 | \$ | 1,159.18 |
| 84 Harris Road | Lot 4 LP117616 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 85 Harris Road | Lot 2 PS328372h | 1 | \$ | 1,159.18 |
| 86 Harris Road | CP153488 | 1 | \$ | 1,159.18 |
| 87 Harris Road | Lot 2 LP116399 | 1 | \$ | 1,159.18 |
| 90 Harris Road | Lot 1 LP117616 C/A Pt.48 | 1 | \$ | 1,159.18 |
| 91 Harris Road | Lots 1 & 6 LP83951 | 2 | \$ | 2,318.36 |
| 92 Harris Road | Lot 1 LP134184 & Lot 5 PS403926w | 2 | \$ | 2,318.36 |
| 93 Harris Road | Lot 2 LP201539 C/A Pt.47 Section B | 1 | \$ | 1,159.18 |
| 93a Harris Road | Lot 1 LP201539 C/A Pt.47 Section B | 1 | \$ | 1,159.18 |
| 94 Harris Road | Lots 3 & 4 PS403926 | 2 | \$ | 2,318.36 |
| 95 Harris Road | Lot 1 LP135971 C/A Pt.47 Section B | 1 | \$ | 1,159.18 |
| 97 Harris Road | Lot 2 LP65490 C/A Pt.48 Section B | 1 | \$ | 1,159.18 |
| 99 Harris Road | Lot 1 LP65490 C/A Pt.48 Section B | 1 | \$ | 1,159.18 |
| 101 Harris Road | Lot 2 LP129562 C/A Pt.49 Section B | 1 | \$ | 1,159.18 |
| 101a Harris Road | Lot 2 PS304699 | 1 | \$ | 1,159.18 |
| 102 Harris Road | Lots 1 & 2 PS403926w | 2 | \$ | 2,318.36 |
| 103 Harris Road | Lot 1 LP304699 C/A Pt.49 Section B | 1 | \$ | 1,159.18 |
| 104 Harris Road | CP160630 | 1 | \$ | 1,159.18 |
| 105 Harris Road | Lots 1 & Pt.3 LP151778 C/A Pt.51 Section B | 2 | \$ | 2,318.36 |
| 107 Harris Road | Lot 1 Tp678155 | 1 | \$ | 1,159.18 |
| 109 Harris Road | Lot 1 LP75303 | 1 | \$ | 1,159.18 |
| 111 Harris Road | Lot 1 LP78182 Section B | 1 | \$ | 1,159.18 |
| 113 Harris Road | Lot 2 LP78182 | 1 | \$ | 1,159.18 |
| 115 Harris Road | Lot 3 LP78182 Section B | 1 | \$ | 1,159.18 |
| 117 Harris Road | Lot 9 PS118720 | 1 | \$ | 1,159.18 |
| 119 Harris Road | Lot 8 LP118720 | 1 | \$ | 1,159.18 |
| 121 Harris Road | Lot 7 LP118720 Section B | 1 | \$ | 1,159.18 |
| 123 Harris Road | Lot 6 LP118720 | 1 | \$ | 1,159.18 |
| 125-127 Harris Road | LP118720 | 1 | \$ | 1,159.18 |
| 122 Aireys Street | C/A 34 Section C | 1 | \$ | 1,159.18 |
| 128 Aireys Street | C/A 33 Section C | 1 | \$ | 1,159.18 |
| 129 Aireys Street | C/A 10 Section C | 1 | \$ | 1,159.18 |
| 132 Aireys Street | C/A 32 Section C | 1 | \$ | 1,159.18 |
| 133 Aireys Street | C/A 9 Section C | 1 | \$ | 1,159.18 |
| 134-136 Aireys Street | C/A 21 22 Pt.40 Pt.40a Pt.41 Section C | 2 | \$ | 2,318.36 |
| 135 Aireys Street | C/A 8 Section C | 1 | \$ | 1,159.18 |
| 138 Aireys Street | Lots 4 & 9 LP22161 C/A 20 & Pt.19 | 2 | \$ | 2,318.36 |
| 139 Aireys Street | C/A 7 Section C | 1 | \$ | 1,159.18 |
| 142 Aireys Street | Lot 8 LP31392 C/A Pt.19 Section C | 1 | \$ | 1,159.18 |
| 144 Aireys Street | Lot 7 LP31392 C/A Pt.19 Section C | 1 | \$ | 1,159.18 |
| 146 Aireys Street | Lot 6 LP31392 | 1 | \$ | 1,159.18 |
| 148 Aireys Street | Lot 5 LP31392 C/A Pt.19 Section C | 1 | \$ | 1,159.18 |
| 150 Aireys Street | Lot 4 LP31392 | 1 | \$ | 1,159.18 |
| 152 Aireys Street | Lot 4 LP34603 | 1 | \$ | 1,159.18 |
| 154 Aireys Street | Lot 5 LP34603 | 1 | \$ | 1,159.18 |
| 155 Aireys Street | Lot 3 PS523193 | 1 | \$ | 1,159.18 |
| 156 Aireys Street | Lot 6 LP34603 | 1 | \$ | 1,159.18 |
| 158 Aireys Street | Lot 7 LP34603 | 1 | \$ | 1,159.18 |
| 159 Aireys Street | Lot 2 PS523193 | 1 | \$ | 1,159.18 |
| 160 Aireys Street | Lot 8 LP34603 | 1 | \$ | 1,159.18 |

| | | | | |
|--------------------------|--|---|----|----------|
| 162 Aireys Street | Lot 9 LP34603 | 1 | \$ | 1,159.18 |
| 164 Aireys Street | Lot 10 LP34603 | 1 | \$ | 1,159.18 |
| 166 Aireys Street | Lot 11 LP34603 | 1 | \$ | 1,159.18 |
| 167 Aireys Street | Lot 1 PS523193 | 1 | \$ | 1,159.18 |
| 168 Aireys Street | Lot 12 LP34603 | 1 | \$ | 1,159.18 |
| 177 Aireys Street | Lot 2 PS436934m | 1 | \$ | 1,159.18 |
| 179 Aireys Street | Lot 3 PS540212 | 1 | \$ | 1,159.18 |
| 213 Aireys Street | C/A 6 Section A | 1 | \$ | 1,159.18 |
| 214 Aireys Street | C/A 33 Section A | 1 | \$ | 1,159.18 |
| 198-202 Armstrong Street | Lots 8 9 10 LP76726 | 3 | \$ | 3,477.53 |
| 199 Armstrong Street | C/A 12 Section A | 1 | \$ | 1,159.18 |
| 204 Armstrong Street | Lot 11 LP76726 C/A Pt.10 Section A | 1 | \$ | 1,159.18 |
| 205 Armstrong Street | C/A 13 Section A | 1 | \$ | 1,159.18 |
| 206 Armstrong Street | Lot 1 Tp533009v | 1 | \$ | 1,159.18 |
| 211 Armstrong Street | C/A 14 Section A | 1 | \$ | 1,159.18 |
| 214 Armstrong Street | C/A Pt. 8 Section A | 1 | \$ | 1,159.18 |
| 216 Armstrong Street | C/A 7 Section A | 1 | \$ | 1,159.18 |
| 217 Armstrong Street | C/A 15 Section A | 1 | \$ | 1,159.18 |
| 223 Armstrong Street | C/A Pt.16 Section A | 1 | \$ | 1,159.18 |
| 235 Armstrong Street | C/A 17 Section A | 1 | \$ | 1,159.18 |
| 241 Armstrong Street | C/A Pt.2 Pt.3 Section H CP159037 | 1 | \$ | 1,159.18 |
| 244 Armstrong Street | C/A 34 Section A | 1 | \$ | 1,159.18 |
| 249 Armstrong Street | CP159036t C/A Pt.4 Section H | 1 | \$ | 1,159.18 |
| 250 Armstrong Street | C/A 35 Section A | 1 | \$ | 1,159.18 |
| 257 Armstrong Street | C/A Pt.7 Section H | 1 | \$ | 1,159.18 |
| 263 Armstrong Street | CP159035 & C/A Pt.8 Section H | 1 | \$ | 1,159.18 |
| 122 Main Street | C/A 6 Section C | 1 | \$ | 1,159.18 |
| 135-137 Main Street | Lot 1 PS139828 & R1 PS139828 | 1 | \$ | 1,159.18 |
| 140 Main Street | Lot 1 LP31392 C/A Pt.19 Section C | 1 | \$ | 1,159.18 |
| 141 Main Street | Lot 1 Tp100843 (Lot 1 LP34603) | 1 | \$ | 1,159.18 |
| 1/142-144 Main Street | Lot 1 LP306772p (Unit 1) | 1 | \$ | 1,159.18 |
| 2/142-144 Main Street | Lot 2 LP306772 (Unit 2) | 1 | \$ | 1,159.18 |
| 3/142-144 Main Street | Lot 3 LP306772 (Unit 3) | 1 | \$ | 1,159.18 |
| 4/142-144 Main Street | Lot 4 LP306772 (Unit 4) | 1 | \$ | 1,159.18 |
| 5/142-144 Main Street | Lot 5 LP306772 (Unit 5) | 1 | \$ | 1,159.18 |
| 143 Main Street | Lot 2 LP34603 | 1 | \$ | 1,159.18 |
| 145 Main Street | Lot 3 LP34603 | 1 | \$ | 1,159.18 |
| 146 Main Street | Lot 2 LP203168u | 1 | \$ | 1,159.18 |
| 1/147 Main Street | Lots 1 & S2 LP306773 | 1 | \$ | 1,159.18 |
| 2/147 Main Street | Lot 2 LP306773 | 1 | \$ | 1,159.18 |
| 3/147 Main Street | Lot 3 LP306773 | 1 | \$ | 1,159.18 |
| 4/147 Main Street | Lot 4 LP306773 | 1 | \$ | 1,159.18 |
| 148 Main Street | Lot 1 LP203168u | 1 | \$ | 1,159.18 |
| 149 Main Street | Lot 2 LP136376 | 1 | \$ | 1,159.18 |
| 150 Main Street | C/A Pt.19 Section C | 1 | \$ | 1,159.18 |
| 152 Main Street | Lot 1 LP22161 C/A Pt.19a Section C | 1 | \$ | 1,159.18 |
| 153 Main Street | Tp457876 (CP169405) | 1 | \$ | 1,159.18 |
| 154 Main Street | Lot 2 LP22161 | 1 | \$ | 1,159.18 |
| 155 Main Street | Lot 2 LP86874 C/A Pt.24 & 25 Section B | 1 | \$ | 1,159.18 |
| 156 Main Street | Lot 3 LP22161 C/A Pt.19a Section C | 1 | \$ | 1,159.18 |
| 157 Main Street | Lot 3 LP86874 Section B | 1 | \$ | 1,159.18 |
| 159 Main Street | Lot 4 LP86874 | 1 | \$ | 1,159.18 |
| 161 Main Street | Lot 5 LP86874 Section B | 1 | \$ | 1,159.18 |
| 160 Main Street | Lot 5 LP22161 | 1 | \$ | 1,159.18 |
| 163 Main Street | Lot 6 LP86874 Section B | 1 | \$ | 1,159.18 |
| 1/163a Main Street | Unit 1 Rp7541 | 1 | \$ | 1,159.18 |
| 2/163a Main Street | Unit 2 Rp7541 | 1 | \$ | 1,159.18 |
| 3/163a Main Street | Unit 3 Rp7541 | 1 | \$ | 1,159.18 |
| 164 Main Street | Lot 1 Tp139236G | 1 | \$ | 1,159.18 |
| 166 Main Street | Lot 7 LP22161 C/A Pt.19a Section C | 1 | \$ | 1,159.18 |
| 167 Main Street | Lots 1 & 2 PS609917 | 1 | \$ | 1,159.18 |
| 168 Main Street | C/A Pt.42 Section C | 1 | \$ | 1,159.18 |

| | | | | |
|------------------------|--|---|----|----------|
| 169 Main Street | Lot 7 & Pt.8 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 170 Main Street | C/A Pt.42 Section C & Lot 8 LP22161 | 2 | \$ | 2,318.36 |
| 171 Main Street | Lot Pt.8 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 173 Main Street | Lot 9 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 175 Main Street | Lot 10 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 177 Main Street | Lot 1 Tp408511 (C/A Pt.29 Section B) | 1 | \$ | 1,159.18 |
| 179 Main Street | C/A Pt.29 Section B | 1 | \$ | 1,159.18 |
| 181 Main Street | C/A Pt.29 Section B | 1 | \$ | 1,159.18 |
| 182 Main Street | Lot Pt.6 LP2522 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 183 Main Street | C/A Pt.29 Section B | 1 | \$ | 1,159.18 |
| 185 Main Street | Lots 1 & 2 LP145192 C/A Pt.30 Section B | 2 | \$ | 2,318.36 |
| 186 Main Street | Lot Pt.4 LP2522 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 187 Main Street | Lot 1 LP145192 C/A Pt.30 Section B | 1 | \$ | 1,159.18 |
| 188 Main Street | Lot 3 LP2522 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 189 Main Street | C/A Pt.30 Section B | 1 | \$ | 1,159.18 |
| 190 Main Street | Lot 2 LP2522 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 1/191 Main Street | Units 5 & 8 Sp029416d | 1 | \$ | 1,159.18 |
| 2/191 Main Street | Units 1 & 4 Sp029416d | 1 | \$ | 1,159.18 |
| 3/191 Main Street | Units 9 & 10 Sp029416d | 1 | \$ | 1,159.18 |
| 192 Main Street | Lot 1 LP2522 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 193 Main Street | Lot 2 LP42111 | 1 | \$ | 1,159.18 |
| 194 Main Street | Lot 1 LP13192 | 1 | \$ | 1,159.18 |
| 195 Main Street | Lot 3 LP42111 | 1 | \$ | 1,159.18 |
| 196 Main Street | Lot 2 LP131992 | 1 | \$ | 1,159.18 |
| 198 Main Street | Lot 3 LP131992 | 1 | \$ | 1,159.18 |
| 200 Main Street | Lot 4 LP131992 | 1 | \$ | 1,159.18 |
| 204 Main Street | Lot 6 LP131992 (Joiner Park) | 1 | \$ | 1,159.18 |
| 206 Main Street | Lot 30 LP131994 | 1 | \$ | 1,159.18 |
| 208 Main Street | Lot 29 LP131994 | 1 | \$ | 1,159.18 |
| 235 Main Street | South Colac Recreation | 1 | \$ | 1,159.18 |
| 2 Irrewillipe Road | Lot 6 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 4 Irrewillipe Road | Lot 5 LP42112 | 1 | \$ | 1,159.18 |
| 6 Irrewillipe Road | Lot 4 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 7 Irrewillipe Road | Lot 2 & 3 PS513223 | 2 | \$ | 2,318.36 |
| 8 Irrewillipe Road | C/A Pt.28a Section B (Lot 3 LP42112) | 1 | \$ | 1,159.18 |
| 9-11 Irrewillipe Road | Lot 1 PS513223u | 1 | \$ | 1,159.18 |
| 10 Irrewillipe Road | Lot 2 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 12 Irrewillipe Road | Lot 1 LP42112 C/A Pt.28 Section B | 1 | \$ | 1,159.18 |
| 14-16 Irrewillipe Road | Lots 2 & 3 LP51773 C/A Pt.32 Section B | 2 | \$ | 2,318.36 |
| 15 Irrewillipe Road | Lot 1 PS309192 | 1 | \$ | 1,159.18 |
| 17 Irrewillipe Road | Lot 2 PS449041g | 1 | \$ | 1,159.18 |
| 18-20 Irrewillipe Road | Lot 1 LP51773 C/A Pt.32 Section B | 1 | \$ | 1,159.18 |
| 19 Irrewillipe Road | Lot 1 PS449041g | 1 | \$ | 1,159.18 |
| 21 Irrewillipe Road | Lot 1 LP305870u | 1 | \$ | 1,159.18 |
| 22 Irrewillipe Road | C/A 33 Section B | 1 | \$ | 1,159.18 |
| 25 Irrewillipe Road | Lot 5 PS531145 | 1 | \$ | 1,159.18 |
| 30 Irrewillipe Road | Lot 1 C/A Pt.34 Section B | 1 | \$ | 1,159.18 |
| 31 Irrewillipe Road | Lot 4 PS531145 | 1 | \$ | 1,159.18 |
| 32 Irrewillipe Road | Lot 8 LP81873 Section B | 1 | \$ | 1,159.18 |
| 34-36 Irrewillipe Road | CP151976 | 1 | \$ | 1,159.18 |
| 37 Irrewillipe Road | Lot 3 PS531145l | 1 | \$ | 1,159.18 |
| 38 Irrewillipe Road | Lot 5 LP81873 | 1 | \$ | 1,159.18 |
| 40 Irrewillipe Road | Lot 4 LP81873 Section B | 1 | \$ | 1,159.18 |
| 42 Irrewillipe Road | Lot 3 LP81873 Section B | 1 | \$ | 1,159.18 |
| 43 Irrewillipe Road | Lot 2 PS5311451 | 1 | \$ | 1,159.18 |
| 43a Irrewillipe Road | Lot 2 PS548437 | 1 | \$ | 1,159.18 |
| 44 Irrewillipe Road | Lot 2 LP81873 Section B | 1 | \$ | 1,159.18 |
| 45 Irrewillipe Road | Lot 1 PS536605 | 1 | \$ | 1,159.18 |
| 46 Irrewillipe Road | Lot 1 LP81873 Section B | 1 | \$ | 1,159.18 |
| 48 Irrewillipe Road | Lot 1 PS501660n | 1 | \$ | 1,159.18 |
| 55 Irrewillipe Road | Lot 2 PS538350 | 1 | \$ | 1,159.18 |
| 59 Irrewillipe Road | Lot 1 PS538350 | 1 | \$ | 1,159.18 |

| | | | | |
|---------------------|--|---|----|----------|
| 60 Irrewillipe Road | Lot 2 PS501660n (Elliminyt Pound) | 1 | \$ | 1,159.18 |
| 61 Irrewillipe Road | C/A 36 & 36a Section A | 2 | \$ | 2,318.36 |
| 260 Queen Street | Lot 13 Tp564464 | 1 | \$ | 1,159.18 |
| 262 Queen Street | C/A 14 Section D | 1 | \$ | 1,159.18 |
| 265 Queen Street | C/A 35 Section C | 1 | \$ | 1,159.18 |
| 275 Queen Street | C/A 36 37 Section C | 2 | \$ | 2,318.36 |
| 280 Queen Street | C/A 14a 14b 15 15a 16a 16b Section D | 2 | \$ | 2,318.36 |
| 365 Queen Street | Lot 1 PS448302k | 1 | \$ | 1,159.18 |
| 366 Queen Street | C/A 18 18a Section D | 2 | \$ | 2,318.36 |
| 371 Queen Street | Lot 2 PS448302k | 1 | \$ | 1,159.18 |
| 374 Queen Street | Lot 1 LP98619 C/A Pt.21 Section D | 1 | \$ | 1,159.18 |
| 378 Queen Street | Lot 2 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 1/379 Queen Street | Unit 1 Rp9366 | 1 | \$ | 1,159.18 |
| 2/379 Queen Street | Unit 2 Rp9366 | 1 | \$ | 1,159.18 |
| 3/379 Queen Street | Unit 3 Rp9366 | 1 | \$ | 1,159.18 |
| 4/379 Queen Street | Unit 4 Rp9366 | 1 | \$ | 1,159.18 |
| 5/379 Queen Street | Unit 5 Rp9366 | 1 | \$ | 1,159.18 |
| 6/379 Queen Street | Unit 6 Rp9366 | 1 | \$ | 1,159.18 |
| 7/379 Queen Street | Unit 7 Rp9366 | 1 | \$ | 1,159.18 |
| 8/379 Queen Street | Unit 8 Rp9366 | 1 | \$ | 1,159.18 |
| 382 Queen Street | Lot 3 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 383 Queen Street | Lots 3 4 LP85451 CP161686 Section C | 1 | \$ | 1,159.18 |
| 384 Queen Street | Lot 4 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 386 Queen Street | Lot 5 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 387 Queen Street | Lot 5 LP85451 | 1 | \$ | 1,159.18 |
| 388 Queen Street | Lot 6 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 389 Queen Street | Lot 6 LP85451 | 1 | \$ | 1,159.18 |
| 390 Queen Street | Lot 7 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 391 Queen Street | Lot 7 LP85451 Section C | 1 | \$ | 1,159.18 |
| 391a Queen Street | Lot 8 LP85451 | 1 | \$ | 1,159.18 |
| 393 Queen Street | Lot 9 LP85451 | 1 | \$ | 1,159.18 |
| 394 Queen Street | Lot 8 LP34784 C/A Pt.31 Section D | 1 | \$ | 1,159.18 |
| 395 Queen Street | Lots 10 11 LP85451 Section C | 2 | \$ | 2,318.36 |
| 396 Queen Street | Lot 1 Tp086368 | 1 | \$ | 1,159.18 |
| 397 Queen Street | Lot 12 LP85451 | 1 | \$ | 1,159.18 |
| 398 Queen Street | Lots 10 & 11 LP34784 C/A Pt.25 Section D | 2 | \$ | 2,318.36 |
| 2 Ballagh Street | Lot 9 LP28478 C/A Pt.32a Section B | 1 | \$ | 1,159.18 |
| 4 Ballagh Street | CP164323I C/A Pt.32a Section B | 1 | \$ | 1,159.18 |
| 7 Ballagh Street | Lot Pt.4 LP42111 | 1 | \$ | 1,159.18 |
| 8 Ballagh Street | Lot 6 LP28478 | 1 | \$ | 1,159.18 |
| 9 Ballagh Street | Lot 8 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 10 Ballagh Street | Lot 5 LP28478 C/A Pt.32a Section B | 1 | \$ | 1,159.18 |
| 11 Ballagh Street | Lot 7 LP129100 | 1 | \$ | 1,159.18 |
| 12 Ballagh Street | Lot 4 LP28478 C/A Pt.32a Section B | 1 | \$ | 1,159.18 |
| 13 Ballagh Street | Lot 6 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 14 Ballagh Street | Lot 3 LP28478 C/A Pt.32a Section B | 1 | \$ | 1,159.18 |
| 15 Ballagh Street | Lot 5 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 16 Ballagh Street | Lot 2 LP28478 | 1 | \$ | 1,159.18 |
| 17 Ballagh Street | Lot 4 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 17a Ballagh Street | Lot 3 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 18 Ballagh Street | Lot 1 Tp615618 | 1 | \$ | 1,159.18 |
| 19 Ballagh Street | Lot 2 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 20 Ballagh Street | Lot 1 PS540210 | 1 | \$ | 1,159.18 |
| 20b Ballagh Street | Lot 2 PS540210 | 1 | \$ | 1,159.18 |
| 21 Ballagh Street | Lot 1 LP129100 C/A Pt.31 Section B | 1 | \$ | 1,159.18 |
| 22 Ballagh Street | Lot 4 PS506622u | 1 | \$ | 1,159.18 |
| 23 Ballagh Street | Lot 5 PS543648 | 1 | \$ | 1,159.18 |
| 24 Ballagh Street | Lot 3 PS506622u | 1 | \$ | 1,159.18 |
| 25 Ballagh Street | Lot 4 PS543648 | 1 | \$ | 1,159.18 |
| 27 Ballagh Street | Lot 3 PS546348 | 1 | \$ | 1,159.18 |
| 28 Ballagh Street | Lot 2 PS506622u | 1 | \$ | 1,159.18 |
| 29 Ballagh Street | Lot 6 PS543648 | 1 | \$ | 1,159.18 |

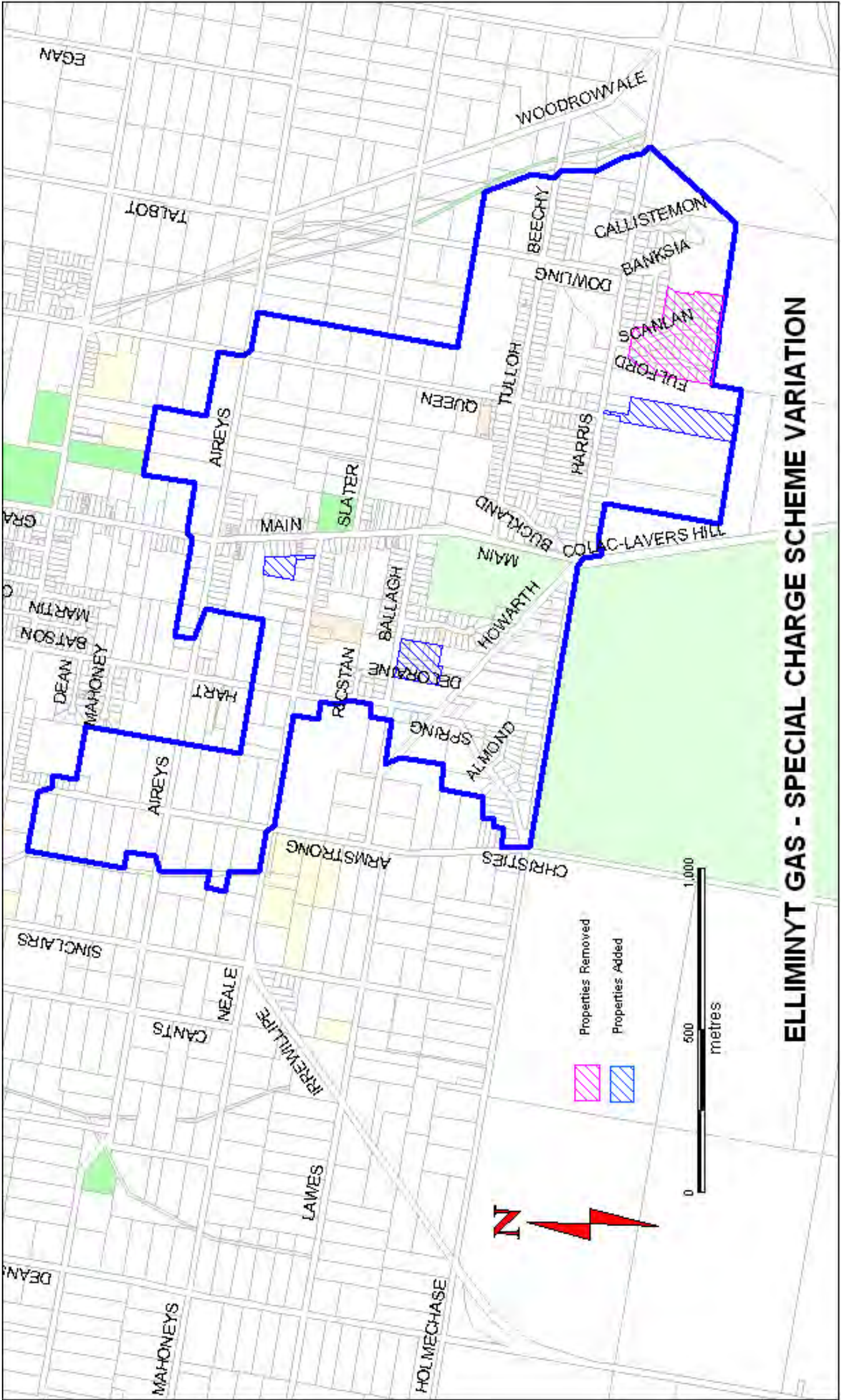
| | | | | |
|----------------------|-----------------------------|---|----|----------|
| 30 Ballagh Street | Lot 1 PS506622u | 1 | \$ | 1,159.18 |
| 31 Ballagh Street | Lot 2 PS543648 | 1 | \$ | 1,159.18 |
| 32 Ballagh Street | Lot 1 PS609246 | 1 | \$ | 1,159.18 |
| 33 Ballagh Street | Lot 1 PS543648 | 1 | \$ | 1,159.18 |
| 34 Ballagh Street | Lot 2 PS609246 | 1 | \$ | 1,159.18 |
| 35 Ballagh Street | C/A 37 Section B | 1 | \$ | 1,159.18 |
| 36 Ballagh Street | Lots 11 & 12 PS602561 | 2 | \$ | 2,318.36 |
| 38 Ballagh Street | Lot 2 PS602561 | 1 | \$ | 1,159.18 |
| 40 Ballagh Street | Lot 1 PS602561 | 1 | \$ | 1,159.18 |
| 47 Ballagh Street | Lot 12 PS546963 | 1 | \$ | 1,159.18 |
| 49-51 Ballagh Street | Lots 10 & 11 PS546963 | 2 | \$ | 2,318.36 |
| 1 Rose Drive | Lot 43 PS316697u | 1 | \$ | 1,159.18 |
| 2 Rose Drive | Lot 40 PS316697u | 1 | \$ | 1,159.18 |
| 3 Rose Drive | Lot 44 PS316697u | 1 | \$ | 1,159.18 |
| 4 Rose Drive | Lot 39 PS316697u | 1 | \$ | 1,159.18 |
| 5 Rose Drive | Lot 45 PS316697u | 1 | \$ | 1,159.18 |
| 6 Rose Drive | Lot 38 PS316697u | 1 | \$ | 1,159.18 |
| 7 Rose Drive | Lot 46 PS316697u | 1 | \$ | 1,159.18 |
| 8 Rose Drive | Lot 37 PS316697u | 1 | \$ | 1,159.18 |
| 9 Rose Drive | Lot 47 PS316697u | 1 | \$ | 1,159.18 |
| 10 Rose Drive | Lot 36 PS316697u | 1 | \$ | 1,159.18 |
| 11 Rose Drive | Lot 48 PS316697u | 1 | \$ | 1,159.18 |
| 12 Rose Drive | Lot 35 PS 316697u | 1 | \$ | 1,159.18 |
| 13 Rose Drive | Lot 49 PS316697u | 1 | \$ | 1,159.18 |
| 14 Rose Drive | Lot 34 PS316697u | 1 | \$ | 1,159.18 |
| 1/1 Garden Close | Lot Pt.5 PS506622 | 1 | \$ | 1,159.18 |
| 2/1 Garden Close | Lot Pt.5 PS506622 | 1 | \$ | 1,159.18 |
| 2 Garden Close | Lot 25 PS506622u | 1 | \$ | 1,159.18 |
| 3 Garden Close | Lot 6 PS506622u | 1 | \$ | 1,159.18 |
| 4 Garden Close | Lot 24 PS506622u | 1 | \$ | 1,159.18 |
| 5 Garden Close | Lot 7 PS506622u | 1 | \$ | 1,159.18 |
| 6 Garden Close | Lot 23 PS506622 | 1 | \$ | 1,159.18 |
| 1/7 Garden Close | Lot 1 PS544853 | 1 | \$ | 1,159.18 |
| 2/7 Garden Close | Lot 2 PS544853 | 1 | \$ | 1,159.18 |
| 8 Garden Close | Lot 22 PS506622u | 1 | \$ | 1,159.18 |
| 9 Garden Close | Lot 9 PS506622u | 1 | \$ | 1,159.18 |
| 10 Garden Close | Lot 21 PS 506622u | 1 | \$ | 1,159.18 |
| 11 Garden Close | Lot 10 PS506622u | 1 | \$ | 1,159.18 |
| 12 Garden Close | Lot 20 PS506622u | 1 | \$ | 1,159.18 |
| 13 Garden Close | Lot 11 PS506622 | 1 | \$ | 1,159.18 |
| 14 Garden Close | Lot 19 PS506622u | 1 | \$ | 1,159.18 |
| 15 Garden Close | Lot 12 PS506622 | 1 | \$ | 1,159.18 |
| 16 Garden Close | Lot 18 PS506622u | 1 | \$ | 1,159.18 |
| 17 Garden Close | Lot 13 PS506622 | 1 | \$ | 1,159.18 |
| 18 Garden Close | Lot 17 PS506622 | 1 | \$ | 1,159.18 |
| 19 Garden Close | Lot 14 PS506622u | 1 | \$ | 1,159.18 |
| 20 Garden Close | Lot 16 PS506622 | 1 | \$ | 1,159.18 |
| 21 Garden Close | Lot 15 PS506622u | 1 | \$ | 1,159.18 |
| 1 Callistemon Court | Lot 11 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 2 Callistemon Court | Lot 2 LP316697 | 1 | \$ | 1,159.18 |
| 3 Callistemon Court | Lot 10 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 4 Callistemon Court | Lot 3 LP316697 | 1 | \$ | 1,159.18 |
| 5 Callistemon Court | Lot 9 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 6 Callistemon Court | Lot 4 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 7 Callistemon Court | Lot 8 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 8 Callistemon Court | Lot 5 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 9 Callistemon Court | Lot 7 LP316697u C/P Pt.49 | 1 | \$ | 1,159.18 |
| 9a Callistemon Court | Recreation Reserve PS316697 | 1 | \$ | 1,159.18 |
| 10 Callistemon Court | Lot 6 LP316697c | 1 | \$ | 1,159.18 |
| 1 Buckland Court | Lot 10 LP131994 | 1 | \$ | 1,159.18 |
| 2 Buckland Court | Lot 11 LP131994 | 1 | \$ | 1,159.18 |
| 3 Buckland Court | Lot 12 LP131994 | 1 | \$ | 1,159.18 |

| | | | | |
|----------------------|-------------------------------------|---|----|----------|
| 4 Buckland Court | Lot 13 LP131994 | 1 | \$ | 1,159.18 |
| 5 Buckland Court | Lot 14 LP131994 | 1 | \$ | 1,159.18 |
| 6 Buckland Court | Lot 15 LP131994 | 1 | \$ | 1,159.18 |
| 7 Buckland Court | Lot 16 LP131994 | 1 | \$ | 1,159.18 |
| 8 Buckland Court | Lot 2 LP327838r | 1 | \$ | 1,159.18 |
| 9 Buckland Court | Lot 22 LP131994 | 1 | \$ | 1,159.18 |
| 10 Buckland Court | Lot 23 LP131994 | 1 | \$ | 1,159.18 |
| 11 Buckland Court | Lot 24 LP131994 | 1 | \$ | 1,159.18 |
| 12 Buckland Court | Lot 25 LP131994 | 1 | \$ | 1,159.18 |
| 13-14 Buckland Court | Lots 26 & 27 LP131994 | 2 | \$ | 2,318.36 |
| 15 Buckland Court | Lot 28 LP131994 | 1 | \$ | 1,159.18 |
| 16 Buckland Court | Lot 34 LP131994 | 1 | \$ | 1,159.18 |
| 17 Buckland Court | Lot 33 LP131994 | 1 | \$ | 1,159.18 |
| 76 Slater Street | C/A 23 Section C | 1 | \$ | 1,159.18 |
| 80 Slater Street | C/A 47 Section C | 1 | \$ | 1,159.18 |
| 82 Slater Street | C/A 46 Section C | 1 | \$ | 1,159.18 |
| 84 Slater Street | C/A 45 Section C | 1 | \$ | 1,159.18 |
| 96 Slater Street | C/A 44 Section C | 1 | \$ | 1,159.18 |
| 98 Slater Street | Lot 3 LP24157 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 100 Slater Street | Lot 2 LP24157 C/A Pt.43 Section C | 1 | \$ | 1,159.18 |
| 102 Slater Street | Lot 1 LP24157 & Lots 1 & 2 Tp706529 | 1 | \$ | 1,159.18 |
| 109 Slater Street | C/A 38 Section C | 1 | \$ | 1,159.18 |
| 113 Slater Street | C/A 39 Section C | 1 | \$ | 1,159.18 |
| 135 Slater Street | C/A 55 & 56 Section C | 2 | \$ | 2,318.36 |
| 5 Tulloh Street | Lot 19 LP130909 | 1 | \$ | 1,159.18 |
| 6 Tulloh Street | Lot 1 LP203596w | 1 | \$ | 1,159.18 |
| 8 Tulloh Street | Lot 13 LP50913 C/A Pt.29 Pt.29b | 1 | \$ | 1,159.18 |
| 9-11 Tulloh Street | Lots 17 18 LP130909 | 2 | \$ | 2,318.36 |
| 10 Tulloh Street | Lot 12 LP50913 Section D | 1 | \$ | 1,159.18 |
| 12 Tulloh Street | Lot 11 LP50913 C/A Pt.30 Section D | 1 | \$ | 1,159.18 |
| 13 Tulloh Street | Lot 16 LP130909 | 1 | \$ | 1,159.18 |
| 14 Tulloh Street | Lot 10 LP50913 C/A Pt.30 Section D | 1 | \$ | 1,159.18 |
| 14a Tulloh Street | Lot 3 LP306778b | 1 | \$ | 1,159.18 |
| 1/15 Tulloh Street | Lot 1 LP305873 | 1 | \$ | 1,159.18 |
| 2/15 Tulloh Street | Lot 2 LP305873 | 1 | \$ | 1,159.18 |
| 16 Tulloh Street | Lot 9 LP50913 | 1 | \$ | 1,159.18 |
| 17 Tulloh Street | Lot 14 LP130909 | 1 | \$ | 1,159.18 |
| 18 Tulloh Street | Lot 8 LP50913 C/A Pt.30 Section D | 1 | \$ | 1,159.18 |
| 19 Tulloh Street | Lot 13 LP130909 | 1 | \$ | 1,159.18 |
| 20 Tulloh Street | Lot 7 LP50913 C/A Pt.30 Section D | 1 | \$ | 1,159.18 |
| 21 Tulloh Street | Lot 12 LP130909 | 1 | \$ | 1,159.18 |
| 22 Tulloh Street | Lot 6 LP50913 | 1 | \$ | 1,159.18 |
| 23 Tulloh Street | Lot 11 LP130909 | 1 | \$ | 1,159.18 |
| 24 Tulloh Street | Lot 5 LP50913 | 1 | \$ | 1,159.18 |
| 25 Tulloh Street | Lot 10 LP130909 | 1 | \$ | 1,159.18 |
| 26 Tulloh Street | Lot 4 LP50913 | 1 | \$ | 1,159.18 |
| 27-29 Tulloh Street | Lots 8 9 20 LP130909 | 3 | \$ | 3,477.53 |
| 30 Tulloh Street | Lot 3 LP50913 | 1 | \$ | 1,159.18 |
| 31 Tulloh Street | Lot 7 LP130909 | 1 | \$ | 1,159.18 |
| 32 Tulloh Street | Lot 1 LP306778b & Lot 2 PS528464 | 2 | \$ | 2,318.36 |
| 33 Tulloh Street | Lot 6 LP98619 | 1 | \$ | 1,159.18 |
| 34 Tulloh Street | Lot 1 LP50913 | 1 | \$ | 1,159.18 |
| 35 Tulloh Street | Lot 5 LP98619 | 1 | \$ | 1,159.18 |
| 36 Tulloh Street | Lot 1 LP34784 | 1 | \$ | 1,159.18 |
| 37 Tulloh Street | Lot 4 LP98619 | 1 | \$ | 1,159.18 |
| 39 Tulloh Street | Lot 3 LP98619 | 1 | \$ | 1,159.18 |
| 40 Tulloh Street | Lot 2 LP85451 | 1 | \$ | 1,159.18 |
| 41 Tulloh Street | Lot 2 LP98619 | 1 | \$ | 1,159.18 |
| 42 Tulloh Street | Lot 1 LP85451 | 1 | \$ | 1,159.18 |
| 43 Tulloh Street | Lot Pt.2 LP44379 | 1 | \$ | 1,159.18 |
| 44 Tulloh Street | Lot 3 LP44476 | 1 | \$ | 1,159.18 |
| 45 Tulloh Street | Lot Pt.2 LP44379 | 1 | \$ | 1,159.18 |

| | | | | |
|----------------------|--|---|----|----------|
| 46 Tulloh Street | Lot 4 LP44476 | 1 | \$ | 1,159.18 |
| 47 Tulloh Street | Lot Pt.2 LP44379 | 1 | \$ | 1,159.18 |
| 48 Tulloh Street | Lot 5 LP44476 C/A Pt.53 Section C | 1 | \$ | 1,159.18 |
| 49 Tulloh Street | Lot Pt.3 LP44379 C/A Pt.54 Section C | 1 | \$ | 1,159.18 |
| 50 Tulloh Street | Lot 6 LP44476 C/A Pt.53 Section C | 1 | \$ | 1,159.18 |
| 51 Tulloh Street | Lot Pt.3 LP44379 C/A Pt.54 Section C | 1 | \$ | 1,159.18 |
| 52 Tulloh Street | Lot 1 LP131993 | 1 | \$ | 1,159.18 |
| 53 Tulloh Street | Lot 9 LP66759 C/A Pt.50 Section C | 1 | \$ | 1,159.18 |
| 54 Tulloh Street | Lots 2 3 LP131993 | 1 | \$ | 1,159.18 |
| 55 Tulloh Street | Lot 8 LP66759 | 1 | \$ | 1,159.18 |
| 57 Tulloh Street | Lot 7 LP66759 C/A Pt.48 Section C | 1 | \$ | 1,159.18 |
| 57a Tulloh Street | Lot 10 LP66759 C/A Pt.48 Section C | 1 | \$ | 1,159.18 |
| 58 Tulloh Street | Lot 4 LP131993 | 1 | \$ | 1,159.18 |
| 59 Tulloh Street | Lot 6 LP66759 Section C | 1 | \$ | 1,159.18 |
| 60 Tulloh Street | Lot 5 LP131993 | 1 | \$ | 1,159.18 |
| 61 Tulloh Street | Lot 5 LP66759 C/A Pt.49 Section C | 1 | \$ | 1,159.18 |
| 62 Tulloh Street | Lot 6 LP131993 | 1 | \$ | 1,159.18 |
| 63 Tulloh Street | Lot 4 LP66759 C/A Pt.49 Section C | 1 | \$ | 1,159.18 |
| 64 Tulloh Street | Lot 7 LP131993 | 1 | \$ | 1,159.18 |
| 65 Tulloh Street | Lot 3 LP66759 C/A Pt.40 Pt.50 Section C | 1 | \$ | 1,159.18 |
| 66 Tulloh Street | Lot 8 LP131993 | 1 | \$ | 1,159.18 |
| 67 Tulloh Street | Lot 2 LP66759 C/A Pt.50 Section C | 1 | \$ | 1,159.18 |
| 68 Tulloh Street | Lot 9 LP131993 | 1 | \$ | 1,159.18 |
| 69 Tulloh Street | Lot 1 LP66759 C/A Pt.50 Section C | 1 | \$ | 1,159.18 |
| 70 Tulloh Street | Lot 32 LP131994 | 1 | \$ | 1,159.18 |
| 71 Tulloh Street | Lot 5 LP131992 | 1 | \$ | 1,159.18 |
| 72 Tulloh Street | Lot 31 LP131994 | 1 | \$ | 1,159.18 |
| 170 Hart Street | C/A 20 Section B | 1 | \$ | 1,159.18 |
| 174 Hart Street | Lot 1 PS548437 | 1 | \$ | 1,159.18 |
| 180 Hart Street | CP351708 | 1 | \$ | 1,159.18 |
| 183 Hart Street | Lot 2 PS536605 | 1 | \$ | 1,159.18 |
| 184 Hart Street | C/A Pt.35 Section B | 1 | \$ | 1,159.18 |
| 190 Hart Street | Lot 1 PS546963 | 1 | \$ | 1,159.18 |
| 192 Hart Street | Lot 7 PS546963 | 1 | \$ | 1,159.18 |
| 194 Hart Street | Lot 8 PS546963 | 1 | \$ | 1,159.18 |
| 225 Hart Street | C/A 38a & Pt.38b Section A | 1 | \$ | 1,159.18 |
| 2 Howarth Street | Lot 1 LP71955 | 1 | \$ | 1,159.18 |
| 4 Howarth Street | Lot 2 LP305877e | 1 | \$ | 1,159.18 |
| 6 Howarth Street | Lot 1 PS328372h | 1 | \$ | 1,159.18 |
| 7 Howarth Street | C/A 54 Section B (Apex Preschool Centre) | 1 | \$ | 1,159.18 |
| 8 Howarth Street | Lot 1 LP116399 C/A Pt.45 Section B | 1 | \$ | 1,159.18 |
| 9 Howarth Street | Lot 6 LP81546 C/A Pt.44 Section B | 1 | \$ | 1,159.18 |
| 11 Howarth Street | Lot 5 LP81546 | 1 | \$ | 1,159.18 |
| 12 Howarth Street | Lots 4 & 5 LP83951 C/A Pt.46 Section B | 2 | \$ | 2,318.36 |
| 13 Howarth Street | Lot 4 LP81548 C/A Pt.44 Section B | 1 | \$ | 1,159.18 |
| 15 Howarth Street | CP108706 Section B | 1 | \$ | 1,159.18 |
| 16 Howarth Street | CP106488 | 1 | \$ | 1,159.18 |
| 17 Howarth Street | Lot 2 LP81548 | 1 | \$ | 1,159.18 |
| 18 Howarth Street | Lot 2 LP143599 C/A Pt.47 Section B | 1 | \$ | 1,159.18 |
| 19 Howarth Street | Lot 1 LP81548 C/A 43 Section B | 1 | \$ | 1,159.18 |
| 20 Howarth Street | Lot 1 LP143599 C/A Pt.47 Section B | 1 | \$ | 1,159.18 |
| 21 Howarth Street | CP365132j | 1 | \$ | 1,159.18 |
| 26 Howarth Street | CP159713 | 1 | \$ | 1,159.18 |
| 27-29 Howarth Street | Lots 15 & 16 PS544845 | 2 | \$ | 2,318.36 |
| 30 Howarth Street | Lot 1 LP129562 C/A Pt.49 Section B | 1 | \$ | 1,159.18 |
| 31 Howarth Street | Lot 14 PS544845 | 1 | \$ | 1,159.18 |
| 32 Howarth Street | Lot 3 PS511733 | 1 | \$ | 1,159.18 |
| 39 Howarth Street | C/A 39 Section B | 1 | \$ | 1,159.18 |
| 25 Dowling Street | Lot 1 Tp831739 (C/A 44 Section D) | 1 | \$ | 1,159.18 |
| 37 Dowling Street | Lot 6 PS434062g | 1 | \$ | 1,159.18 |
| 49 Dowling Street | Lot 12 PS316694b | 1 | \$ | 1,159.18 |
| 51 Dowling Street | Lot 13 PS316694b | 1 | \$ | 1,159.18 |

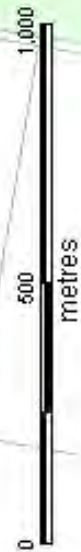
| | | | | |
|--------------------|---|---|----|----------|
| 1-9 Beechy Court | Lot A PS434062g | 1 | \$ | 1,159.18 |
| 2 Beechy Court | Lot 11 PS316694b | 1 | \$ | 1,159.18 |
| 4 Beechy Court | Lot 10 PS316694 | 1 | \$ | 1,159.18 |
| 6 Beechy Court | Lot 9 PS316694b | 1 | \$ | 1,159.18 |
| 8 Beechy Court | Lot 8 PS316694b | 1 | \$ | 1,159.18 |
| 10 Beechy Court | Lot 7 LP316694b | 1 | \$ | 1,159.18 |
| 11 Beechy Court | Lot 1 PS436941q | 1 | \$ | 1,159.18 |
| 12 Beechy Court | Lot 6 PS316694b | 1 | \$ | 1,159.18 |
| 13 Beechy Court | Lot 2 PS436941q | 1 | \$ | 1,159.18 |
| 14 Beechy Court | Lot 5 PS316694b | 1 | \$ | 1,159.18 |
| 15 Beechy Court | Lot 3 PS436941q | 1 | \$ | 1,159.18 |
| 16 Beechy Court | Lot 4 PS316694b | 1 | \$ | 1,159.18 |
| 18 Beechy Court | Lot 3 PS316694b | 1 | \$ | 1,159.18 |
| 19 Beechy Court | C/A 47 Section D | 1 | \$ | 1,159.18 |
| 20 Beechy Court | Lot 2 PS316694b | 1 | \$ | 1,159.18 |
| 22 Beechy Court | Lot 1 PS316694b | 1 | \$ | 1,159.18 |
| 1 Ricstan Court | Lot 2 PS 546963 | 1 | \$ | 1,159.18 |
| 2 Ricstan Court | Lot 3 PS 546963 | 1 | \$ | 1,159.18 |
| 3 Ricstan Court | Lot 4 PS 546963 | 1 | \$ | 1,159.18 |
| 4 Ricstan Court | Lot 5 PS 546963 | 1 | \$ | 1,159.18 |
| 5 Ricstan Court | Lot 6 PS 546963 | 1 | \$ | 1,159.18 |
| 2a Deloraine Court | Lot 3 PS 602561 | 1 | \$ | 1,159.18 |
| 4 Deloraine Court | Lot 4 PS 602561 | 1 | \$ | 1,159.18 |
| 5 Deloraine Court | Lot 10 PS 602561 | 1 | \$ | 1,159.18 |
| 6 Deloraine Court | Lot 5 PS 602561 | 1 | \$ | 1,159.18 |
| 7 Deloraine Court | Lot 9 PS 602561 | 1 | \$ | 1,159.18 |
| 8 Deloraine Court | Lot 6 PS 602561 | 1 | \$ | 1,159.18 |
| 9 Deloraine Court | Lot 8 PS 602561 | 1 | \$ | 1,159.18 |
| 10 Deloraine Court | Lot 7 PS 602561 | 1 | \$ | 1,159.18 |
| 2-8 Spring Street | Lot 1 & 2 LP60789 & C/A Pt.47 Section A | 2 | \$ | 2,318.36 |
| 10 Spring Street | Lot 2 LP323564a | 1 | \$ | 1,159.18 |
| 11 Spring Street | Lot 1 PS511733 | 1 | \$ | 1,159.18 |
| 13 Spring Street | Lot 2 PS511733 | 1 | \$ | 1,159.18 |
| 15 Spring Street | Lot 2 PS401776 | 1 | \$ | 1,159.18 |
| 17 Spring Street | Lot 3 LP99304 | 1 | \$ | 1,159.18 |
| 19 Spring Street | Lot 2 LP99304 C/A Pt.50 Section B | 1 | \$ | 1,159.18 |
| 20 Spring Street | C/A 43a Section A | 1 | \$ | 1,159.18 |
| 21 Spring Street | Lot 1 LP99304 C/A Pt.50 Section B | 1 | \$ | 1,159.18 |
| 23 Spring Street | Lot 1 LP118320 Section B | 1 | \$ | 1,159.18 |
| 25 Spring Street | Lot 2 LP118720 | 1 | \$ | 1,159.18 |
| 27 Spring Street | Lot 5 LP78182 C/A Pt.53 Section B | 1 | \$ | 1,159.18 |
| 28 Spring Street | Lot 2 LP209232 C/A Pt.44a Section A | 1 | \$ | 1,159.18 |
| 29 Spring Street | Lots 3 & 4 LP118720 | 2 | \$ | 2,318.36 |
| 30 Spring Street | C/A 44a Section A | 1 | \$ | 1,159.18 |
| 32 Spring Street | Lot 1 LP209232 C/A Pt.44a Section A | 1 | \$ | 1,159.18 |
| 33 Spring Street | Lot 5 LP118720 Section B | 1 | \$ | 1,159.18 |
| 36 Spring Street | Lot 1 LP60440 C/A Pt.46a Section A | 1 | \$ | 1,159.18 |
| 38 Spring Street | Lot 2 LP60440 Section A | 1 | \$ | 1,159.18 |
| 40 Spring Street | Lot 3 LP60440 | 1 | \$ | 1,159.18 |
| 42 Spring Street | Lot 4 LP60440 Section A | 1 | \$ | 1,159.18 |
| 44 Spring Street | Lot 5 LP60440 Section A | 1 | \$ | 1,159.18 |
| 46 Spring Street | Lot 6 LP60440 Section A | 1 | \$ | 1,159.18 |

Total 579 \$ 671,164.00



ELLIMINYT GAS - SPECIAL CHARGE SCHEME VARIATION

Properties Removed
 Properties Added



PROJECT DESCRIPTION :
ELLIMINYT NATURAL GAS

DATE :
Mar-07

| ITEM | DESCRIPTION | QUANTITY | UNIT | RATE
\$ | AMOUNT
\$ |
|----------------------------|---|----------|------|------------|-------------------|
| | Provision of gas mains
Includes the cost of all 65mm and 125mm Polyethylene Pipe and associated Fittings, all 100mm steel pipe and associated fittings, welding materials and Williamson tee for tapping to existing main.
Labour costs (includes Project management, supervisors etc)
Construction labour costs
Costs associated with plant required for pipe installation
Provision of Quarry products
DESIGN COSTS
Initial Design costs for project scope | | ITEM | | \$839,616.00 |
| | | | ITEM | | \$12,000.00 |
| SUB-TOTAL | | | | | \$851,616 |
| less SPAusNet Contribution | | | | | -\$200,000 |
| TOTAL | | | | | \$651,616 |
| Admin Costs- 3% | | | | | \$19,548 |
| GRAND TOTAL | | | | | \$671,164 |

OM092605-14 INSTALLATION AND USAGE OF CATTLE GRID POLICY

| | | | |
|-------------|----------------|-----------|--------------------|
| AUTHOR: | Adam Lehmann | ENDORSED: | Neil Allen |
| DEPARTMENT: | Infrastructure | FILE REF: | GEN00007 - General |

Purpose

The purpose of this report is to present the draft Installation and Usage of Cattle Grids Policy to Council for formal adoption.

Background

Council at its meeting of 25 February 2009 resolved to:

1. *Undertake public consultation in relation to the draft Cattle Grids Policy for the installation and usage of Cattle Grids on local roads;*
2. *Call for public submissions requesting written comments on the draft Cattle Grid Policy within a 28 day period from advertising; and*
3. *That where known, Council write to affected landowners with cattle grids to inform them of the Cattle Grids Policy.*

The aim of the policy is to provide for, and encourage, the proper management of cattle grids located on Council's public road network by establishing a systematic approach to the evaluation, approval, inspection, maintenance, and repair of such infrastructure.

The public exhibition phase for policy development has now been completed. The public consultation process involved advertising the draft policy and providing copies to all known landowners whom may be effected by existing cattle grid installations.

The objectives of the policy are to:

- Develop a common understanding of the definition and purpose of a cattle grid;
- Provide guidance and consistency for the approval and installation of cattle grids across the municipality;
- Support procedures for the application, approval, construction, maintenance and repair of cattle grids;
- Identify the standards for the construction of cattle grids;
- Define maintenance responsibilities for cattle grids;
- Define registration and recording procedures for cattle grids;
- Ensure that the location of cattle grids does not effect the safety of road users; and
- Control private structures on public roads and to ensure that all associated works are carried out to approved standards.

Corporate Plan/Other Strategies/Policy

The proposal is to adopt a new Council Policy for the management of both existing and new cattle grids located on Council's public roads. The draft Installation and Usage of cattle Grids Policy has been developed in accordance with the operational policy and procedure for Council Policy Development & Review.

Issues/Options

There are a number of options which may be considered. These are as follows:

1. Maintain existing management arrangements;
2. Consider the operation of cattle grids on an individual basis; or
3. Adopt a policy for the management of cattle grids on local roads.

1. Maintain existing management arrangements

Cattle grids exist on Council's road network and in some circumstances may present a risk to road users, property owners, and Council. Council officers have recently identified existing cattle grids which are located across the municipality. Fifteen (15) such structures have been identified on local roads. Each of these structures are of differing construction standard and in varying states of deteriorated condition.

Section 40 of the Road Management Act 2004 (the 'Act') reads:

- (1) Subject to Part 6, a road authority has a statutory duty to inspect, maintain and repair a public road—
 - (a) to the standard specified in the road management plan for that public road or a specified class of public roads which includes that public road; or
 - (b) if paragraph (a) does not apply, to the standard specified in a policy in respect of that public road; or
 - (c) if no standard is specified for that public road or in relation to a particular matter, to a reasonable level having regard to the matters specified in paragraphs (a) to (e) of section 101(1).

Note

Section 101 sets out principles for determining whether there is a duty of care and if there is a duty of care, the standard of care.

- (2) The statutory duty imposed by subsection (1) does not create a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed.
- (3) The statutory duty to inspect applies to any part of a public road which is—
 - (a) a roadway;
 - (b) a pathway;
 - (c) a shoulder;
 - (d) road infrastructure.
- (4) The statutory duty to inspect does not apply to—
 - (a) a road which is not a public road; or
 - (b) any roadside or other area of a public road that has not been developed by a road authority for use by the public as a roadway or pathway; or
 - (c) non-road infrastructure which is installed in the road reserve.
- (5) A road authority has a discretionary power to inspect, maintain or repair a road which is not a public road but this Act is not to be construed as imposing a duty to do so.

Example

A road authority has a duty to maintain its roadways and pathways on a public road for use by vehicles and pedestrians. However, a road authority is not under a duty to maintain roadside bushland for public use and is not responsible for maintaining non-road related infrastructure

The assignment of responsibility for cattle grids located on Council's public roads is dependent on whether they are recognised as either road or non-road infrastructure within the definitions of the *Road Management Act 2004*.

Cattle grids, and associated infrastructure (e.g. fencing, gates, etc) may be deemed non-road infrastructure, and if so, are the property of the person(s) who installed the cattle grids and are responsible for them. That being said Council, as a road authority, has a statutory responsibility to inspect, maintain, and repair its public roads implying that it also has a responsibility to ensure that cattle grids are maintained to an appropriate standard.

The maintenance of existing management arrangements will increase.

Council needs to review the existing ad-hoc arrangements to the management of existing cattle grids, and maintaining the current status-quo may expose Council to liability at a future date in the event of a claim for damage, injury or death.

2. Consider the operation of cattle grids on an individual basis

The retention or installation of cattle grids could be considered on a 'case by case' basis, however this could result in inconsistent and unsupported decision making by not having the benefit of having a clear set of criteria defined. The Road Management Act 2004 requires Council to demonstrate that it has a management system in place to control and maintain infrastructure under its legislative responsibility.

Individual management agreements would still need to be formalised under this process.

Without a consistent approach, conflict will occur between various parties. This will result in considerable time and resources being used to resolve such issues. In addition, Council may be legally challenged in the event of an accident for failure to have a consistent management approach to cattle grids. This could affect Councils ability to defend itself under its current insurance policy.

3. Adopt a policy for the management of cattle grids on local roads

Having an adopted policy provides Council with a consistent and managed approach to the provision of cattle grids and supports the systematic approval, inspection, evaluation, maintenance, and repair of cattle grids.

The use of standardised agreements prepared in accordance with Section 121 of the Road Management Act 2004 clarifies responsibilities for the ongoing management of cattle grids and are intrinsic to this policy.

Proposal

The establishment of a policy governing the management of cattle grids is the preferred option.

As an additional exercise it is intended to:

- Establish the ongoing need for each existing structure; and
- Audit the condition and appropriateness of each installation.

Direct consultation with landowners abutting existing cattle grids will be required to determine their ongoing operational requirements.

If no responses are received following a request for submissions it is proposed that Council take action to remove all redundant structures from the road reserve. All adjoining landowners will be notified prior to the removal of a cattle grid.

In the instance that the ongoing use of a particular cattle grid is required, a physical check of the structural condition and siting of the cattle grid will be undertaken. Upgrade or repairs to the subject cattle grid may be required to ensure that it functions consistent with Council's policy.

All costs associated with such works will be at the expense of that property owner deriving direct benefit from its use. Relevant Agreements prepared in accordance with Section 121 of the *Road Management Act 2004* will also need to be entered into as necessary.

Financial Implications

Council officer time has been required during the preparation of the draft policy, issuing the document for public comment, and considering and responding to community feedback and suggested changes.

Legal costs have also been incurred in the preparation of both the Policy and Section 121 Agreement.

Additional staff time will also be required to undertake the necessary audits of existing cattle grids to measure their condition and siting against the standards in the draft policy.

Risk Management Implications

The draft policy has been developed to minimise Council's risk in relation to the standards of the Road Management Plan, the requirements of Victorian Occupational Health & Safety legislation, the *Road Safety Act 1986*, the *Road Management Act 2004*, and applicable Australian Standards.

The draft policy requires that the landowner deriving benefit from the cattle grid is required to extend their Public Liability Insurance to cover against any claims for liability occurring as a result of or in connection with the maintenance and/or use of the cattle grid. Public Liability Insurance shall have a combined single limit as recommended by Council's insurers.

Environmental Considerations

There are a range of roadside vegetation issues which may need to be considered in the determination of an application for the installation and use of a cattle grid. These same issues may also apply to the ongoing maintenance of new and existing structures.

Communication Strategy/Consultation

It was recognised that to ensure the development of a sound policy framework it is important to obtain inputs and feedback from a variety of key internal and external stakeholders.

The draft Installation and Usage of Cattle Grids Policy was placed on public exhibition on 27 February 2009. Consistent with Council's earlier resolution, the draft document was also sent to those known property owners whose land either directly abutted, or was accessed by a road on which an existing cattle grid was located.

The formal submission period closed on 3 April 2009.

A total of five (5) submissions were received (one verbal) a summary of which is provided as an attachment to this report.

Additional comments were received from the Councillor Workshop held on 13 May 2009.

A number of issues were raised and suggestions for change have been made. Most of the feedback received was in relation to the proposed standards for the construction of a cattle grid. As a result there have been a number of amendments made to the original draft policy

which was presented to Council on 25 February 2009. An outline of all amendments is provided as a separate attachment.

Community feedback has had a positive impact to development of this policy. It now provides for a document which balances technical requirements against practicality for the implementation of such standards.

Implementation

This policy takes effect immediately upon approval by Council. All future applications to install cattle grids on local roads will be considered in accordance with the Installation and Usage of Cattle Grids Policy and supporting procedure

A review of existing cattle grids is required and will be undertaken following the adoption of the policy.

Conclusion

Community feedback has had a positive impact to the development of this policy. Some suggestions have been incorporated into the draft policy and the policy now provides for a document which balances technical requirements against practicality and various user needs.

Having an adopted policy provides Council with a managed approach to the provision of cattle grids and supports a systematic process for their approval, evaluation, inspection, maintenance and repair.

Attachments

1. Installation and Usage of Cattle Grids Policy
2. Summary of Public Comments including Council Response
3. Policy Amendment Summary

Recommendation(s)

That Council resolves to:

1. ***Adopt the draft Installation and Usage of Cattle Grids Policy;***
2. ***Provide a written response to all those parties whom provided formal feedback through the public consultation process;***
3. ***Review existing cattle grids for compliance with the adopted Policy;***
4. ***Undertake direct consultation with landowners in the vicinity of all existing cattle grids identified to determine ongoing use requirements;***
5. ***Remove any cattle grids and reinstate the road where:***
 - ***They are no longer required;***
 - ***They do not meet the specified standards and the benefiting landowner is unwilling to upgrade the subject cattle grid to meet the standards of the Policy; and***
 - ***A benefiting landowner is not prepared to enter into a Section 121 Agreement within a reasonable time frame for the ongoing management of the cattle grid.***





Colac Otway
SHIRE

Naturally Progressive

INSTALLATION AND USAGE OF CATTLE GRIDS

POLICY

Policy No: 13.10

Date Adopted:

File No: GEN01688

Revised:

1. PURPOSE

This policy will attempt to improve the safety of the public road network by assisting landowners and local farmers to locate and install cattle grids to allow for the daily movement of cattle across a road or graze stock within the road reserve without causing adverse impact to other road users.

2. INTRODUCTION

Cattle grids are constructed on Council managed roads to effectively control stock using the road reserve where the road reserve is not completely fenced or where stock need to be moved across a road from one property to another directly opposite. In these situations, the cattle grid is used as a low cost option to safely manage the passage of stock where in the opinion of Council a stock underpass is not a practical or cost effective solution.

Council has a responsibility to provide a safe and efficient road network for all road users. As a preferred position, Council will discourage the use of cattle grids where possible. It is however acknowledged that cattle grids may be required under certain circumstances and where so allowed they must be installed, managed, and maintained in order to comply with the provisions of this policy.

This policy provides a systematic approach to the evaluation, approval, maintenance, repair, and removal of all cattle grids approved for use to ensure that the adjoining landowner who is deriving benefit from their use and Council's exposure to risk is managed adequately.

The objectives of this policy are to:

- Develop a common understanding of the definition and purpose of a cattle grid;
- Provide guidance and consistency for the approval and installation of cattle grids across the municipality;
- Support procedures for the application, approval, construction, maintenance, and repair of cattle grids;
- Identify the standards for the construction of cattle grids;
- Define maintenance responsibilities for cattle grids;
- Define registration and recording procedures for cattle grids;
- Ensure that the location of cattle grids does not materially affect the safety of road users; and
- Control private structures on public roads and to ensure that all associated works are carried out to approved standards

3. SCOPE OF THE POLICY

This policy covers all matters relating to administration and management of both existing and new cattle grids located on Council's public roads.

A cattle grid is a type of infrastructure used to prevent livestock from passing along a road which penetrates the fencing surrounding an enclosed piece of land. Cattle grids generally consist of a depression in the road covered by a transverse grid of bars or rails, normally constructed of metal and firmly fixed to the ground on either side of the depression, such that the gaps between them are wide enough for animals' legs to fall through, but sufficiently narrow not to impede a wheeled vehicle.

4. DISCUSSION

Section 40 of the *Road Management Act 2004* imposes a statutory duty on Council to inspect, maintain, and repair any part of a public road which is a roadway; a pathway; a shoulder; or road infrastructure. For the purposes of this section, a cattle grid is considered an inherent component of a road and can therefore be regarded as road infrastructure.

Whilst Council has the control, care and management responsibility of its public roads, provisions of this policy transfer responsibility to the landowner whom derives direct benefit from the use of a cattle grid or grids which are permitted for use.

All costs associated with the construction, maintenance, and repair of a cattle grid is the responsibility of the owner of the land that the cattle grid or grids benefit.

This policy also requires a compliance check of a permitted cattle grid to ensure that the structure is being maintained to a satisfactory standard and that the appropriate public liability insurance is held by the benefiting landowner. Council reserves the right to undertake maintenance or removal of a cattle grid at the benefiting landowner's expense where it can be demonstrated that it poses a hazard to other road users.

If Council determines that the Cattle Grid is not maintained at the appropriate standard or is not warranted, Council will remove the Cattle Grid and reinstate the road at the benefiting landowner's expense.

5. APPLICATION OF POLICY

The aim of this policy is to ensure that cattle grids are only installed for genuine farming purposes and to an appropriate and consistent standard which minimises any safety risk to all road users.

The basic premise of this policy is that the proponent is fully responsible for the construction, ongoing maintenance, eventual decommissioning or reconstruction of the cattle grid, and having appropriate insurance that covers itself and Council.

Cattle grids at locations which do not address the standards of this policy will not be permitted.

5.1 Criteria for Installation of Cattle Grids

A cattle grid can only be constructed if the following criteria are met:

- The location is limited to Access Roads and Minor Roads as defined by Council's Road Management Plan and Municipal Road Register with a traffic count not exceeding 50 vehicles per day;
- The Infrastructure and Services Department must determine that there is no impact on road safety. (e.g. due to a reduction in sight distance);
- The cattle grid is to be used for genuine farming purposes only;
- The owners of all properties having access to the road must be consulted with. Any comments or feedback is to be considered during the assessment of an application;
- The cattle grid must be located at a suitable location which will allow for current road usage patterns to continue and the future traffic requirements of the road will not be impeded;
- The proposed cattle grid must have a width the greater of the minimum standard trafficable width for the road classification or the existing formation width;
- The cattle grid must be designed to cater for HS20-T44 loading with drawings and computations certified by a qualified Structural Engineer;
- Statutory planning requirements must be met if applicable including consideration of potential impacts to roadside vegetation;
- Council approval must be granted and approval is dependent on the applicant following all procedures set by the Infrastructure & Services Department;
- An agreement prepared pursuant to Section 121 of the *Road Management Act 2004* must be signed by the applicant agreeing to full responsibility for all costs associated with the construction, ongoing maintenance and repair, and replacement of the cattle grid;
- The proponent deriving benefit from the cattle grid is required to extend their Public Liability Insurance to cover against any claims for liability occurring as a result of or in connection with the maintenance or use of the cattle grid. Public Liability Insurance shall have a combined single limit of \$10 million ; and
- That all farming operations within the road reserve be conducted in accordance will all relevant Council Local Laws.

All cattle grids will be reviewed on an ongoing basis to ensure that they are still required. If cattle grids are no longer in use, the landowner whom derives benefit from their use will be requested to remove the cattle grid and reinstate the road pavement or agree for Council to undertake the works at the land owners expense. If no agreement is reached and Council is satisfied the need for the cattle grid is no longer warranted, Council will undertake to remove the cattle, reinstate the road, and recover costs thereof from the subject landowner.

This policy shall apply to both new and existing cattle grids. Where there is no record of the installation of any existing cattle grids, they must be:

- Registered with Council by the benefiting landowner and brought up to the necessary standard if the ongoing use of the cattle grid is still required; or
- Removed and the road reinstated at Council's expense.

In situations where the frequent movement of cattle across a road is required and the traffic count for that road is in excess of 50 vehicles per day the use of cattle grids to control the crossing will not be permitted and the installation of a stock underpass shall be considered. A stock underpass is to be constructed consistent with Council's policy for the installation and usage of stock underpasses within the Colac Otway Shire.

5.2 Application and Approval

Existing Cattle Grids which meet Council standards do not require an approval application, unless the Cattle Grid falls into disrepair.

5.2.1 Submitting an Application

To apply for the installation of a cattle grid the owner of the land adjacent to which the public road passes must complete a Cattle Grid Application Form and pay the applicable application fee, as determined by Council. The application fee is 10 fee units in accordance with the *Monetary Units Act 2004*. Fees are reviewed each financial year and changes (if any) apply from 1 July each year.

For further explanation of the process to be followed refer to the Cattle Grid Installation Procedure and Cattle Grid Application Form. The applicant must submit Engineering plans certified by a Structural Engineer and agree to maintain the crossing at the applicants cost.

If an application is unable to be considered due to it failing to meet the necessary criteria, the application fee will not be reimbursed and the applicant will be advised in writing that the application has been rejected.

5.2.2 Unregistered Cattle Grids

Landowners benefiting from the use of existing unregistered cattle grids are required to lodge a Cattle Grid Application Form with Council. The applicant will be required to identify whether the current condition of the structure complies with the defined standards and to advise current Public Liability Insurance details for the structure.

The condition of the structure must comply with the applicable standards to enable approval to be issued. In cases where the current condition of the structure does not comply with the appropriate standards Council will advise the benefiting landowner of the appropriate measures to be taken. These may include:

- Upgrading of the structure or ancillary infrastructure to comply with current standards;
- Replacement of the structure or ancillary infrastructure to comply with current standards; or
- Removal of the structure and reinstatement of the road.

When an unregistered cattle grid is brought to Council's attention, direct consultation with all surrounding landowners will be undertaken to establish the ongoing operational need for a specified structure. To facilitate this, a standard letter will be sent in relation to a specified cattle grid(s) requesting submissions within a period of 28 days. The letter may also indicate the results of the field inspection which initiated the letter. In conjunction with the issuing of a letter to the responsible parties, a notice will also be placed on the specific cattle grid(s). All responses received will be judged on merit and a decision on the future of the grid will be resolved by Council.

If no response is received following a request for submissions, Council will take action to remove the cattle grid and all ancillary infrastructure from the road reserve. The adjoining landowners will be notified a minimum of 28 days prior to the removal of a structure to allow provisions to be made for the containment of stock. The containment of any stock always remains the responsibility of the landowner and Council bears no responsibility for any damage or injury arising from loose livestock.

The costs of removing the cattle grid and/or impounding of any livestock are able to be recovered by Council from the adjoining landowners. Any materials salvaged will remain the property of Council but may be returned to the benefiting landowner at the time of removal at its discretion.

5.2.3 Approval and Ownership

Approval to construct the Cattle Grid in accordance with the Council requirements will only be deemed to have been given after the applicant has received a letter in writing from

Council, approving the installation. All Cattle Grids once installed will become the property of Council, notwithstanding the applicants responsibility to maintain.

5.3 Construction Standards

Council requires that all cattle grids on public roads be installed to adequately meet technical requirements including minimum width, load bearing capacity, materials, signage, and visibility markings.

The applicant must provide design details for the structure to cater for HS20-T44 loading and have a design certified by a Structural Engineer. A number of companies manufacture prefabricated cattle grid units. Subject to their design specifications being referred to Council, such units will be approved for use. Council may be able to provide details of manufacturers if required. The applicant shall construct drainage under the cattle grid to ensure that no damming or ponding of stormwater run-off occurs on the carriageway and adjacent areas.

Details of grid structure, foundations, abutments, approaches, and horizontal and vertical alignment shall be submitted with the application for a cattle grid and shall be sufficient to guarantee, under normal circumstances, the safe transit of vehicles and other road users and shall not interfere with the natural drainage of the area.

All works are to be carried out in accordance with Council's Road Management Plan, Victorian Occupational Health & Safety legislation, the *Road Safety Act 1986*, the *Road Management Act 2004*, industry standards, and applicable Australian Standards. Council will provide guidance if required.

The attached plan shows a diagrammatic representation of the construction of a cattle grid, associated by-pass gate, and side track.

5.3.1 Location

A cattle grid shall only be installed at a location approved by Council. A specific location needs to satisfy road traffic safety requirements. Consideration shall be given to issues such as existing road alignment, safe sight distances, etc in evaluating the appropriateness of a proposed location.

A cattle grid shall not be installed at a location where minimum stopping sight distances evaluated in accordance with VicRoads Road Design Guidelines are unable to be achieved. In instances where the proposed cattle grid location is inappropriate, Minimum stopping sight distances are evaluated assuming an 80km/h approach speed.

Council will endeavour to assist the proponent in order to achieve an acceptable outcome where possible.

5.3.2 Trafficable Width

The trafficable width of any cattle grid shall be the greater of the minimum standard trafficable width for the road classification and the existing formation width. The width of any cattle grid should not adversely impact or restrict the safe trafficable speed along the subject road.

As a minimum, the trafficable width of any cattle grid shall be 4.0-metres unless otherwise approved by Council.

5.3.3 Controlled Stock Crossing (Grids in Series)

Where the intention is to install cattle grids in series for the purpose of establishing a controlled stock crossing, the offset distance between each cattle grid shall not exceed 10-metres where site conditions allow. The crossing area between the cattle grids will be

concreted unless it is deemed to not be required. The concrete crossing shall have a design certified by a Structural Engineer and cater for heavy vehicles.

Where it is intended to install cattle grids in series to establish a controlled stock crossing, the proponent is required to install adequate gates along the property boundary where the cattle lanes intersect the road.

5.3.4 By-Pass Gate

The by-pass gate shall be made of resilient material of minimum width 3.66-metres and should be arranged to be free swinging and shall remain unlocked and fully functional to allow unimpeded access. By-pass gates shall be constructed at right angles to the road centreline.

By-Pass gates are to be closed at all times except when cattle are passing through them or are accessed by the general public. By-Pass gates are to be closed after use. Signs are to be affixed to these gates advising of this requirement.

The gate, any support structures, and fencing within the road reserve shall be painted white.

5.3.5 Fencing

The type of wing fencing to be constructed is to be nominated by the proponent and should be of a standard which is adequate for its intended use and conforms with the requirements of Council's Local Laws and be of frangible construction. Wing fencing is to be made conspicuous to other road users.

Where, in the opinion of Council, associated signs, fencing, and wing fencing to a cattle grid creates an unreasonable impediment to a required special use of a road, such structures shall be temporarily relocated or removed to adequately cater for this activity. Provisional measures will be implemented to ensure that the cattle grid operates as intended, in a safe manner, while this special arrangement is in place. Any structure removed or relocated shall be reinstated as soon as is practicable after the cessation of any special road use.

Temporary removal, relocation, and reinstatement of any associated signs, fencing, and wing fencing shall be done so at the expense of those parties requesting special use of the road.

5.3.6 Cattle Grid Side Track

The cattle grid side track which services the by-pass gate is to be constructed to a standard suitable for the passage of stock.

5.3.7 Signage

Signage is to be erected in accordance with AS1742.2 Manual of Uniform Traffic Control Devices – Traffic Control Devices for General Use. This requires a 'Grid' warning sign (W5-16) on either side of the cattle grid between 50-metres to 200-metres from the structure. A set of G9-206(L) and G9-206(R) chevrons are also required on either side of the structure.

5.4 Maintenance Standards

5.4.1 Structural Components

The applicant is responsible to maintain the structure and signage of the cattle grid to ensure compliance with the construction standards as detailed by this policy. All maintenance work must be authorised and carried out by Council at the applicants full cost in accordance with Victorian Occupational Health & Safety requirements, *the Road Safety Act 1986*, the *Road Management Act 2004*, industry standards, and applicable Australian Standards.

5.4.2 Road Carriageway

The benefiting landowner is responsible to maintain or repair any damage caused to a road where Council is of the reasonable opinion that the maintenance is required because of the use of the road for the crossing of stock.

The benefiting landowner may not carry out maintenance works on a carriageway unless previously approved by Council.

To reduce the issues with maintenance and the interface of the roadway and cattle grid, a concrete apron is to be constructed 1.0-metres on each side of the cattle grid. This concrete edging or apron is to be designed to cater for heavy vehicles and shall be certified by an appropriately qualified structural engineer.

5.4.3 Sight Distance

The benefiting landowner is responsible for the maintenance of roadside areas immediately adjacent to a cattle grid to ensure that minimum stopping sight distances to the structure are maintained. This includes, but is not limited to, trimming of roadside vegetation for a minimum of 2.0-metres from the edge of the carriageway.

All vegetation control activities may be subject to statutory planning approvals. It is the responsibility of the landowner using the cattle grid to determine the extent of those statutory approvals which may be required.

5.4.4 Failure to Maintain

Failure to ensure that maintenance on the cattle grid and associated signage is carried out may result in Council revoking its approval and removing the structure from the road reserve. Council will give notice to the benefiting landowner to conduct repair work prior to taking any such action. If the benefiting landowner fails to meet the requirements of a repair notice then Council's approval will be rescinded and the cattle grid and all ancillary infrastructure will be removed.

Where maintenance standards are in dispute and the benefiting landowner of any cattle grid has failed to demonstrate to Council's satisfaction that a cattle grid has been maintained to the standards of this policy and any agreement, Council may at its discretion remove the subject cattle grid and reinstate the road at the benefiting landowner's expense after giving reasonable notice.

All costs associated with the removal of the cattle grid will be recovered from the benefiting landowner. All materials salvaged shall remain the property of Council but may be returned to the benefiting landowner at the time of removal at its discretion.

5.5 Inspection

5.5.1 Proactive Inspections

The benefiting landowner is responsible for undertaking regular inspections to ensure that the facilities comply with the specified standards. Council staff will inspect the cattle grids as part of scheduled road network inspections. Any identified condition defects will be advised to the benefiting landowner for attention.

5.5.2 Reactive Inspections

Council staff will respond to concerns in connection with a cattle grid raised by any person. Any defects observed during the course of such inspections will be advised to the benefiting landowner for attention. Rectification of any defects reported to the benefiting landowner by

Council shall be addressed in accordance with the standards of the Road Management Plan.

5.5.3 Compliance Review

Compliance of the cattle grid and associated facilities with the construction and maintenance standards will be reviewed on a regular basis. Council may advise the benefiting landowner when the review is due in writing. The benefiting landowner is required to carry out a condition inspection of the structure and submit a Certificate of Currency of Public Liability Insurance with a combined single limit of \$10 million for the structure within 14 days of being notified.

Council will conduct a quality audit check of the information submitted and random inspections of structures to verify the accuracy of condition inspections. If the structure is found not to comply with requirements, or the Public Liability Insurance is invalid or inadequate, Council may revoke its approval.

Council reserves the right to terminate its approval for a cattle grid when changes occur to the classification or alignment of the road on which it is situated or if there is a demonstrated change in road usage patterns which Council considers warrants the removal of the cattle grid.

5.6 Alternatives to Cattle Grids

Where an application for a cattle grid does not comply with the standards of this policy and is unable to be approved the applicant will need to consider one of the following options:

- Abandon the application for a cattle grid; or
- Make an application for an alternative control measure which may be, but not limited to the following:
 - A stock crossing established in accordance with Council's applicable local laws;
 - A roadside grazing permit issued in accordance with Council's local laws;
 - A stock underpass constructed to comply with Council's policy; or
 - Other agreed measures which satisfy all statutory requirements.

6 TERMINATION OF USE

A cattle grid shall be removed if any of the following apply:

- If the cattle grid has no longer being used for its intended purpose;
- If the benefiting landowner transfers ownership of all the land or part of the land so that the they no longer own land on both sides of the road if the cattle grid(s) are being used as a controlled crossing;
- If the benefiting landowner has no further rights to run cattle on both sides of the road so that the cattle grids are unable to be used for running stock; or
- The benefiting landowner no longer holds a valid local law permit if one is required for movement of stock on a road.

Where any of the above criteria are true, the user of the cattle grid(s) shall fully remove them and all associated works, including all signage, bypass gates, and wing fence associated with the cattle grids and reinstate the road at their own cost and to the satisfaction of Council. Removal and reinstatement shall be completed within a time frame specified by the Council.

Should the cattle grids and associated works not be removed within this time frame, Council may remove them and seek reimbursement of the costs from the benefiting landowner.

7 RELATED LEGISLATION

Local Government Act (1989)
Road Management Act (2004)
Road Safety Act (1986)
Occupational Health & Safety Act (2004)
Road Management (Works and Infrastructure) Regulations 2005
Road Management (General) Regulations 2005
Road Management Code of Practice – Management of Infrastructure in Road Reserves

8 RELATED POLICIES/PROCEDURES/GUIDELINES

Cattle Grid Installation Procedure
A Guide to Working in the Road Reserve
Road Management Plan
Municipal Road Register
Cattle Grid Register

9 QUALITY RECORDS

| <i>Record</i> | <i>Retention/Disposal Responsibility</i> | <i>Retention Period</i> | <i>Location</i> |
|--|---|-------------------------|-----------------|
| Application Form (including construction and layout plans) | Infrastructure & Services Department (I&SD) | | |
| Planning Permit | Sustainable Planning & Development Department (SP&DD) | | |
| Approval Letter(s) | I&SD | | |
| Section 121 Agreement | I&SD | | |
| Annual Compliance Inspection Report | I&SD | | |

10 POLICY IMPLEMENTATION

The General Manager Infrastructure & Services is responsible for ensuring that all existing and new cattle grids comply with this policy.

11 ATTACHMENTS

Cattle Grid Installation Procedure
Standard Cattle Grid Layout Plan
Annual Compliance Inspection Report

Please note: This policy is current as at date of adoption. Refer to Council's Intranet or Teamware Library to ensure policy is the latest version.

COLAC OTWAY SHIRE COUNCIL PROCEDURE

| | |
|------------------------|--|
| Procedure Title: | Cattle Grid Installation Procedure |
| Related Policy Title: | Installation and Usage of Cattle Grids |
| Related Policy No: | 13.10 |
| Date Procedure | |
| Approved by Executive: | |
| Responsible Officer: | Manager Sustainable Assets |

PROCEDURE OBJECTIVES

This procedure provides a systematic approach to the evaluation, approval, and construction of all cattle grids to ensure that the adjoining landowner who is deriving benefit from their use and Council's exposure to risk is managed adequately.

PROCEDURE

The following procedure provides a guide to the documents and information to be tracked and recorded in relation to the issuing of approval for cattle grids on local roads. This procedure should be read in conjunction with Council Policy No. 13.10 - Installation and Usage of Cattle Grids.

1. Upon Application

- a. Lodgement of application form ensuring that all information is completed as required
- b. Lodgement of associated design details, construction and site plans as required by the application form.
- c. Payment of fees

2. Initial Assessment of Application

- a. Preliminary assessment of application to ensure consistency with approval criteria.
- b. The location of the proposed cattle grid is inspected by Council Officer.
- c. The officer prepares a report which may include photos or sketches made during the inspection and supporting information in relation to site suitability (e.g. site distance measurements, road width, location of existing features, etc)
- d. If application is assessed as being unsuitable, a letter is sent to the applicant advising of their unsuccessful application.

3. Community Consultation

- a. Direct consultation with other landowners along the road which it is proposed to install the cattle grid via written notification.
- b. Any submissions may be received by Council in response to the proposal within 28 days.
- c. Council officer to provide a written or verbal response to any submissions as appropriate.
- d. Council officer to review submission and determine application. Written notification is to be provided to applicant if proposal is deemed inappropriate after community consultation process.

4. Approval of Cattle Grid

- a. Written notification provided to applicant detailing any special requirements.
- b. Section 121 Agreement prepared for signing and forwarded to the proponent.

- c. Section 121 Agreement signed by the proponent and returned to Council for signing and sealing.

5. Construction Approval

- a. Works on Roads Application Form to be completed by applicant.
- b. Documentation to be submitted with Works on Roads Application must include:
 - i. Design and layout of proposed cattle grid;
 - ii. Works Manager or Contractors insurance details;
 - iii. Traffic Management Plan; and
 - iv. Certificate of Currency for Public Liability Insurance for the proposed cattle grid with a minimum cover of \$10 million
- c. Provided all the submitted documentation is satisfactory and the Section 121 Agreement has been finalised, Council provides the applicant with consent to works and acknowledgement of receipt of insurance details.

6. Construction Inspection(s)

- a. Once the cattle grid has been constructed, the applicant advises Council and a Council Officer inspects site.
- b. If construction is found to be below standards or not to specification, the Council officer is to liaise with the applicant and provides:
 - i. Detailed list of defects identified during inspection;
 - ii. Written or verbal advice to the applicant or Works Manager/construction contractor; and
 - iii. Follow up inspection details

7. Final Approval

- a. Written advice provided to applicant upon satisfactory completion of works.
- b. Council Cattle Grid Register to be updated with the following minimum information:
 - i. Cattle Grid ID Number
 - ii. Applicants name
 - iii. Date of application
 - iv. Date of community consultation
 - v. Date of determination
 - vi. Special construction requirements
 - vii. Location of cattle grid
 - Road name and chainage from start datum or nearest cross road
 - Description of properties adjoining cattle grid
 - viii. Description of responsible land parcel(s)

ATTACHMENTS

Cattle Grid Installation Process Map
Cattle Grid Application Form
Cattle Grids – Standard Agreement

Please note: This policy is current as at date of adoption. Refer to Council's Intranet or Teamware Library to ensure policy is the latest version.

Reference Number –
(Council Use Only)

Cattle Grid Installation Application Form



Have you spoken previously to a Council Officer regarding the proposed installation of a cattle grid?

Yes No

If Yes, with whom? _____

Property Information

Property Address _____

Property Description _____

(i.e. the title description of the title(s) the cattle grid will be adjacent to)

Property Owner Information

Property Owner Name(s) _____

Property Owner Postal Address _____

Post Code _____

Proposal

Road Name (where cattle grid is proposed) _____

Locality _____

What type of cattle grid is proposed?

Construction drawings and computations to be submitted

Reason for installing cattle grid(s)?

Have other options been considered (e.g. stock underpass, supervised crossing, etc)

Frequency of stock movements?

Daily

Weekly

Monthly

Have you discussed the proposal with the owners of all properties with access to the road?

Yes

No

Is a Planning Permit required for the proposed works?

Contact Council's Planning Department on 5232 9412

Yes

No

If Yes, has a planning permit been obtained?

Please attach a copy of the planning permit to this application.

Yes

No

What is the Conservation Status of the road reserve in the vicinity of the works? (e.g. High, Medium or Low)

Contact Council's Environmental Department on 5232 9400

Please complete and attach a LAYOUT PLAN. (Additional locality information is available from Council upon request e.g. aerial photography). Layout Plans need to show details of the following;

- Cattle grid position in the road reserve
- Distance (m) to the nearest intersection
- Existing roadside vegetation and any roadside vegetation proposed to be removed
- All services including Telstra, Power, Gas and Water where appropriate
- Existing road width and road reserve width
- Existing property entrances

Reference Number –
(Council Use Only)

Cattle Grid Installation Application Form (continued)



Contractor/Works Manager Name _____
Company _____
Postal Address _____ Post Code _____
Proposed construction period ____ / ____ / ____ to ____ / ____ / ____
Contractor/Works Manager

Applicant Contact Information

Name _____
Organisation _____
Postal Address _____ Post Code _____
Contact Phone _____
Mobile Phone _____
Fax Number _____

Signed _____ **Date** ____ / ____ / ____

Note – The applicant is encouraged to contact Dial Before You Dig on 1100 for service locations.

DECLARATION:

The Colac Otway Shire Council collects personal information to levy rates, issue permits and licences and provide a variety of community services. The information collected in this form is used only for the purposes contemplated by the form (primary purpose) and is not passed onto third parties. In some instances however, disclosure is required by law or is necessary for the protection of persons or property. Where this occurs, Council will take every reasonable step to ensure your privacy is protected in accordance with the Information Privacy Act 2000 (Vic). Should you need to change or access your personal details or require further information about Council's Privacy Policy contact our Privacy Officer on 5232 9400.

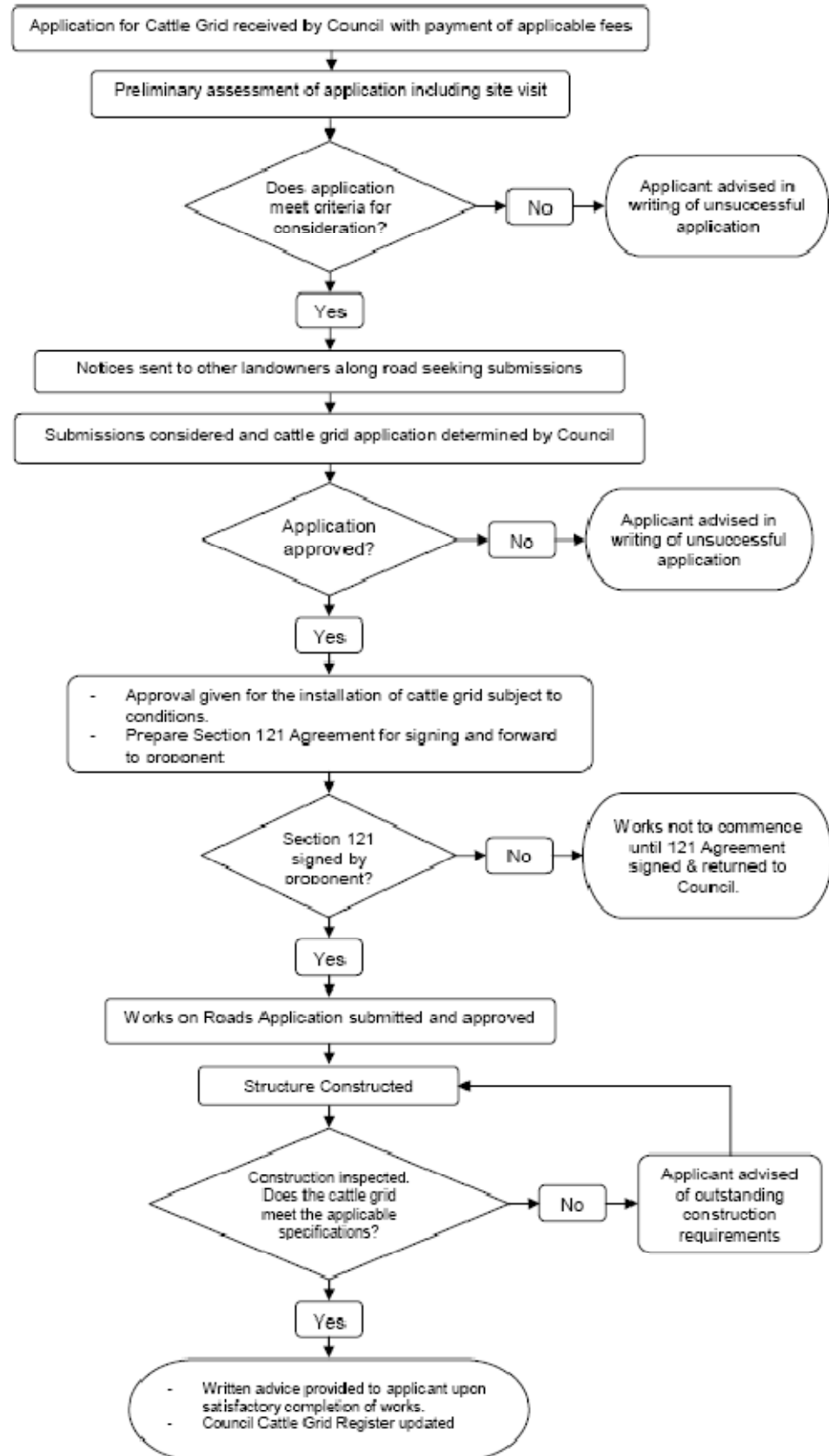
Office Use Only

Approval Given Yes No Date _____

Council Officer _____ Signature _____

Comments _____

Process Map for Application to Install a Cattle Grid



Reference Number –
(Council Use Only)

Cattle Grid Inspection Report



Inspected by: _____ Inspection Date: ___/___/___

Public Gate Permit No: _____ Road Name: _____

Distance From: _____ is _____ km

Area: _____ Location: _____

GRID FIELD INSPECTION

Grid Description: (materials used, rail spacing etc) _____

Grid Condition:

Is grid level with road surface? YES / NO

Are any rails missing? YES / NO

Is there excessive build up under grid? YES / NO

(List repairs required) _____

Guard Rails and Signage:

Are signs on approach in place? YES / NO

Is guard rail construction adequate? YES / NO

(List repairs required) _____

Gate/By-pass Condition:

Is gate construction adequate? YES / NO

Are "Public Gate" signs on gate? YES / NO

Is by-pass trafficable? YES / NO

(List repairs required) _____

Road Approach Condition:

**Owner is to maintain any damage caused to the road as a result of the crossing of stock*

(List repairs required) _____

Inspectors Comments: _____

Signed _____ Date ___/___/___

COLAC-OTWAY SHIRE COUNCIL

and

<User>

**AGREEMENT MADE PURSUANT TO
SECTION 121 OF THE ROAD
MANAGEMENT ACT 2004**

Property: *<Property Description>*

Level 12
469 La Trobe Street
Melbourne Victoria 3000 Australia

PO Box 5146AA
Melbourne Victoria 3001
DX 494 Melbourne

Tel 61 3 9609 1555
Fax 61 3 9609 1600

www.rk.com.au

AFFILIATED FIRMS PRACTISING SEPARATELY IN
SYDNEY · BRISBANE · ADELAIDE · PERTH

Ref ADC 301114

PARTIES

- 1 **COLAC-OTWAY SHIRE COUNCIL**
of 2-6 Rae Street, Colac in the State of Victoria
("Council")
- 2 **USER (as defined in item 1 of the Schedule)**

RECITALS

- A The Council is the coordinating and responsible road authority for the Road under the Act.
- B The User is registered or is entitled to be registered as proprietor of the Land.
- C The User desires to use the Cattle Grids, including the Associated Works, to enable the User's cattle to cross the Road to access the Land.
- D Council consents to the use and ongoing maintenance of the Cattle Grid and the Associated Works, subject to this Agreement.
- E This Agreement is made by the Council as the municipal council responsible for the management of the Road under the *Local Government Act 1989* and as the coordinating road authority and pursuant to section 121 of the Act. The Agreement sets out the arrangements for the use and ongoing maintenance and risk allocation of the Cattle Grids and Associated Works on the Road.

THE PARTIES AGREE THAT:

1 DEFINITIONS

In this Agreement:

- 1.1 "Act" means the *Road Management Act 2004*.
- 1.2 "Agreement" means this Agreement, including the recitals, Schedule and any annexures to this Agreement.
- 1.3 "Associated Works" means those works as detailed in item 2 of the Schedule.
- 1.4 "Cattle Grids" means the cattle grids as detailed in item 3 of the Schedule.
- 1.5 "Commencement Date" means the date the Agreement is to begin as set out item 4 of the Schedule.
- 1.6 "Inspections" means the inspections required pursuant to clause 6.1.1 of this Agreement in the time frame as set out in item 5 of the Schedule.
- 1.7 "Land" means the land owned by the User as detailed in item 6 of the Schedule.
- 1.8 "Plans" means the plans attached to this Agreement as "Annexure A".
- 1.9 "Repair Notice" means a notice served under clause 5.6.1 of this Agreement.
- 1.10 "Road" means the road as described in item 7 of the Schedule.

- 1.11 **"Road Management Plan"** means Council's Road Management Plan as developed, published and in force in accordance with the Act.
- 1.12 **"Schedule"** means the schedule attached to this Agreement.
- 1.13 **"Term"** means the initial term of the Agreement as set out in item 8 of the Schedule and the further term (if any in accordance with clause 13).

2 COMMENCEMENT

This Agreement comes into force on the Commencement Date and is for the Term.

3 RISK

- 3.1 The User acknowledges that the Cattle Grids and Associated Works have already been constructed on the Road as the date of this Agreement but will be subject to ongoing works for maintenance, repair and possible upgrade works at the User's expense, and that all these works on the Road are for the benefit of the User.
- 3.2 The User accepts all risks in connection with the ongoing use and maintenance of the Cattle Grids and Associated Works, whether or not the risk was reasonably foreseeable by the User at the date of entering into this Agreement or at any other time.
- 3.3 The User acknowledges Council's ongoing rights to ensure that the Cattle Grids and the Associated Works must comply with any Council policies relating to cattle grids.

4 USE OF CATTLE GRIDS

The User agrees that:

- 4.1 the Cattle Grids and Associated Works will only be used by the User and by persons authorised by the User to assist with the passage of stock to and from the Land;
- 4.2 the Cattle Grids and Associated Works will not be used for the housing of animals, vehicles or farm machinery, or for the storage of produce or material at any time;
- 4.3 that the continued permission to use the Cattle Grids and Associated Works is subject at all times to compliance by the User with the terms of this Agreement and all relevant Council local laws and any current Council policies relating to cattle grids.

5 MAINTENANCE

5.1 Maintenance works by User

For the duration of the Term, the User agrees to:

- 5.1.1 maintain the Cattle Grids and Associated Works in accordance with the Plans;
- 5.1.2 maintain the Cattle Grids and Associated Works in a condition that:
 - (a) is consistent with the use and function of the Road; and
 - (b) provides sufficient structural capacity to cater for HS20-44 loading;

- 5.1.3 maintain or repair any damage caused to the Road as directed in writing by Council where the Council is of the reasonable opinion that the maintenance is required because of the use of the Road for the crossing of stock;
- 5.1.4 undertake all maintenance works in accordance with all reasonable requirements of the Council and in accordance with relevant occupational health and safety requirements, the Act, the *Road Safety Act 1986* (Vic), and applicable Australian laws, regulations and standards,

all to the satisfaction of Council and all at the User's own expense.

- 5.2 Notwithstanding the above, the User also agrees to undertake maintenance on the Cattle Grids and Associated Works from time to time as reasonably directed by Council in accordance with clause 5.6 of this Agreement.
- 5.3 Pursuant to Part 2 Section 16 of Act, Council grants consent to the User to carry out works on the Cattle Grids or Associated Works subject to the User complying with the standard conditions of consent to conduct works in road reserves as set out in Annexure B.
- 5.4 The User agrees not to carry out maintenance works on the Road unless such maintenance works have been approved in writing by Council.
- 5.5 The parties agree that the consent of the Council to the ongoing maintenance works referred to in this clause 5, is associated with the use of Road for the Cattle Grids and Associated Works and not for other works associated with the Road.

5.6 Maintenance by Council

- 5.6.1 If Council is of the opinion that the Cattle Grids or Associated Works are in need of cleaning or repair by either its own inspection or as a result of being informed by a third party, a notice may be served on the User directing that such cleaning and/or repairs as are specified in the notice must be carried out by the User within a period of 28 days after service of the notice ("**Repair Notice**").
- 5.6.2 Council may carry out the cleaning and/or repairs referred to in clause 5.6.1 and charge the cost thereof to the User where:
 - (a) the User is in default of the Repair Notice; or
 - (b) in the opinion of Council the cleaning and/or repairs required to the Cattle Grids or Associated Works is urgently required.
- 5.6.3 The User shall reimburse to Council within one month of receiving a demand for payment any reasonable costs and expenses incurred by Council in carrying out the works referred to in clauses 5.6.1 and 5.6.2.
- 5.6.4 The User acknowledges that Council may carry out maintenance of the Road as referred to in clause 5.1.3 at the User's expense if such works are a result of the use of the Road for the purposes of crossing of stock.

- 5.6.5 Council will accept liability for the cost of any repairs to the Road, Cattle Grids and Associated Works attributable to a specially authorised vehicle(s) (e.g. a b-double, an over dimensional vehicle, or vehicle operating at higher mass limits), or any other vehicle(s) involved in any extraordinary activity of which Council has prior knowledge of travelling over the Cattle Grids, notification of which will be given by Council to the User.
- 5.6.6 The User must notify Council of any damage caused to the Cattle Grid and Associated Works as a result of an authorised vehicle using the Road in accordance with clause 5.6.5 as soon as practicable after the use has occurred.

6 INSPECTIONS

6.1 Proactive inspections

- 6.1.1 The User must carry out the Inspections of the Cattle Grids and Associated Works to ensure compliance with this Agreement in accordance with Council's relevant cattle grid policies.
- 6.1.2 The User must keep records of all Inspections and provide them to Council upon request.
- 6.1.3 If the User is aware of any damage to the grids which may present a hazard to other road users, the User must notify Council as soon as is practicable.
- 6.1.4 Council staff will inspect the Cattle Grids and Associated Works as part of its scheduled road network inspections and must advise the User in writing of any defects identified, such defects to be dealt with in accordance with this Agreement.

6.2 Reactive inspections

- 6.2.1 Council will respond to concerns in connection with the Cattle Grids and Associated Works raised by any person by inspecting the Cattle Grids and Associated Works as necessary.
- 6.2.2 The Council will advise the User in writing of any defects observed during the course of its inspection in accordance with this Agreement.
- 6.2.3 The User must rectify any defects reported to the User by Council to the Council's satisfaction in accordance with this Agreement.

7 REPLACEMENT

- 7.1 The User agrees to remove the Cattle Grids and/or Associated Works when they have been assessed by Council that they have reached the end of their serviceable life and are no longer able to be maintained to provide sufficient structural capacity to cater for HS20-T44 loading.
- 7.2 Subject to clause 7.3, if the User still requires Cattle Grids, following assessment by Council that the Cattle Grids and/or Associated Works be removed pursuant to clause 7.1 the parties agree that replacement Cattle Grids and associated works ("**New Works**") can be installed on the Road to the satisfaction of Council either:
- (a) in accordance with the Plans; or
 - (b) be designed by a suitably experienced and qualified building practitioner and certified by a qualified structural engineer and approved by Council.
- 7.3 The User must ensure that the New Works are:
- 7.3.1 designed and installed in accordance with the Act and all other relevant laws, regulations and standards; and
 - 7.3.2 provide for sufficient structural capacity to cater for HS20-T44 loading; and
 - 7.3.3 provide for adequate drainage of the Cattle Grids, the Road in the immediate vicinity of the cattle grids, and other adjacent areas.
- 7.4 The parties agree that unless a new arrangement has been entered into by the parties for the New Works, then the New Works will be subject to this Agreement.

8 ROAD WIDENING AND RELOCATION OF CATTLE GRIDS AND ASSOCIATED WORKS

If the Road is widened and/or realigned in the future, Council will bear the reasonable cost of any necessary extension or relocation of the Cattle Grids and Associated Works.

9 INSURANCE

The User must:

- 9.1 maintain in full force and effect during the Term, public liability insurance against claims for bodily injury, death or property damage and loss of earnings occurring as a result of or in connection with the maintenance works or use of the Cattle Grids and the Associated Works, with a combined single limit of A\$10 million; and
- 9.2 ensure, where possible, that Council is noted as an interested party on the insurance policy referred to in clause 9.1; and
- 9.3 provide a copy of the insurance policy to Council, together with annual certificates of currency following each insurance renewal period.

10 INDEMNITY

The User covenants and agrees:

- 10.1 to indemnify and keep the Council, its officers, employees, agents, workmen and contractors indemnified from and against all costs, expenses, losses or damages which they or any of them may sustain incur or suffer or be or become liable for or in respect of any suit action proceeding judgement or claim brought by any person arising directly or indirectly from the existence and use of the Cattle Grids and Associated Works undertaken by the User or its agent or contractors or employees on the Road.
- 10.2 The User agrees to be responsible for the costs of repair to the Cattle Grids and Associated Works where:
- 10.2.1 a third party has caused intentional or unintentional damage to the Cattle Grids as a result of an activity, whether negligent or not; and
 - 10.2.2 damage to the Cattle Grids or Associated Works has occurred as a result of an unknown cause.
- 10.3 The indemnity referred to in clause 10.1 cannot be revoked by the User.
- 10.4 The indemnity referred to in clause 10.1 is binding and enforceable against the User notwithstanding any neglect, delay or forbearance on the part of Council to exercise its right of indemnity.
- 10.5 Nothing in this clause 10 will prevent the User from seeking to recover damages or costs from a third party (other than Council) associated with damage caused to the Cattle Grids or Associated Works by that third party.

11 CONSEQUENCES OF BREACH

- 11.1 If the User is in breach of any term of this Agreement, Council may call upon the User by notice in writing to remedy such a breach within the time specified in the notice or show cause why the Agreement should not be terminated. If the User fails to either remedy the breach to the satisfaction of Council or show cause within the time stated then Council may without further notice to the User terminate this Agreement and the User shall be liable to pay to Council the reasonable costs of making good any repairs and/or reinstatement reasonably required to ensure the safety of the Cattle Grids and the Road.
- 11.2 If the User fails to comply with Clause 11.1 of this Agreement and Council is required to reinstate and make good the Cattle Grids, Associated Works or the Road, then the reasonable cost thereby incurred shall be a debt due from the User to Council.

12 TERMINATION

- 12.1 This Agreement will terminate if the User:
- 12.1.1 transfers ownership of all the Land or part of the Land so that the User no longer owns land on both sides of the Road; or
 - 12.1.2 has no further rights to run cattle on both sides of the Road so that the Cattle Grids cannot be used for running cattle; or
 - 12.1.3 the User no longer holds a valid local law permit if one is required for movement of stock on the Road; or

- 12.1.4 the User informs Council that the User is insolvent or financially unable to continue with this Agreement; or
- 12.1.5 being a individual person or a partnership becomes bankrupt, enters into a scheme of arrangement; or
- 12.1.6 being a corporation, enters into a deed of arrangement or company administration or a winding up order is applied for or made against it, or a mortgagee takes possession of its property or it is wound up.

12.2 In the event of termination of this Agreement by clause 11.1, 12 or otherwise, the User shall fully remove or reinstate the Cattle Grids and Associated Works and reinstate the Road at its own cost to the satisfaction of Council within a time frame specified by the Council. Should the Cattle Grids and Associated Works not be removed within this time frame, Council may remove them and seek reimbursement of the costs from the User.

12.3 No compensation shall be claimed from or be payable by Council upon termination of the usage of the Cattle Grids in accordance with the terms of this Agreement or by the mutual consent of Council and the User.

13 FURTHER TERM

Provided the User is not in breach of this Agreement, the User may elect by notice in writing to be delivered to Council no less than three months prior to the expiration of the initial term of the Agreement extend the period of this Agreement for up to a further (20) twenty years.

14 NOTICES

14.1 Service of notice

A notice or other communication required or permitted, under this Agreement, to be served on a person must be in writing and may be served:

- 14.1.1 personally on the person;
- 14.1.2 by leaving it at the person's address set out in this Agreement;
- 14.1.3 by posting it by prepaid post addressed to that person at the person's current address for service; or

14.2 Time of service

A notice or other communication is deemed served:

- 14.2.1 if served personally or left at the person's address, upon service;
- 14.2.2 if posted within Australia to an Australian address, two business days after posting; and
- 14.2.3 if received after 5.00pm in the place of receipt or on a day which is not a Business Day, at 9.00am on the next business day.

15 FUTURE PURCHASERS

- 15.1 The User shall advise any future purchaser or occupier of the Land or any part thereof in writing of the existence and contents of this Agreement.
- 15.2 The User shall advise Council in writing of any change of occupier of the Land or of any agreement to purchase the Land or any part thereof within 28 days of such change or agreement.
- 15.3 Subject to the User complying with the terms of this Agreement, Council shall agree to the transfer of rights under this Agreement conditional upon the incoming party and the User entering into with Council a novation of this Agreement or a new agreement on the same terms and conditions as this Agreement.
- 15.4 Should the new purchaser of the Land not agree to enter into this Agreement or a similar arrangement, the User must remove the Cattle Grids and Associated Works and clause 12.2 of this Agreement applies to this clause.

16 APPLICABLE LAW

This Agreement shall be governed by the laws of the State of Victoria and the parties hereby agree to submit to the jurisdiction of the Courts in the State of Victoria in relation to any question or dispute that may arise hereunder.

17 ENTIRE AGREEMENT

This document constitutes the sole and entire agreement between the parties and supersedes any and all prior arrangements, agreements or undertakings and shall be binding notwithstanding any prior arrangements, agreements or undertakings made which may conflict with or be at variance with this Agreement or any correspondence or document relating to the subject matter of this Agreement which may have passed between the parties hereto.

18 SEVERABILITY

If any provision of this Agreement shall be invalid and not enforceable in accordance with its terms, all other provisions which are self sustaining and capable of separate enforcement without regard to the invalid provisions shall be and continue to be valid and enforceable in accordance with those terms.

EXECUTED as a deed.

THE COMMON SEAL of the)
COLAC-OTWAY SHIRE COUNCIL was)
affixed hereto on)
in accordance with Local Law No. 4:)

Councillor

Councillor

Chief Executive Officer

Note: In the absence of the Chief Executive Officer, affixing of seal can be witnessed by two Councillors and any other member of staff authorised by the Chief Executive Officer.

SIGNED SEALED AND DELIVERED)
by <USER> in the presence of:)
_____)

Witness

SIGNED SEALED AND DELIVERED)
by <USER> in the presence of:)
_____)

Witness

SCHEDULE

| | | |
|---|-------------------|---|
| 1 | USER: | <USER> |
| 2 | ASSOCIATED WORKS | All signage, bypass gates, wing fences and cattle lanes associated with the Cattle Grids. |
| 3 | CATTLE GRIDS | <CATTLE GRID DESCRIPTION> |
| 4 | COMMENCEMENT DATE | |
| 5 | INSPECTIONS | Time frame: <TIME FRAME> |
| 6 | LAND | <LAND DESCRIPTION> |
| 7 | ROAD | <ROAD DESCRIPTION> |
| 8 | TERM | Initial Term: <TERM> |

**ANNEXURE A
(Plans)**

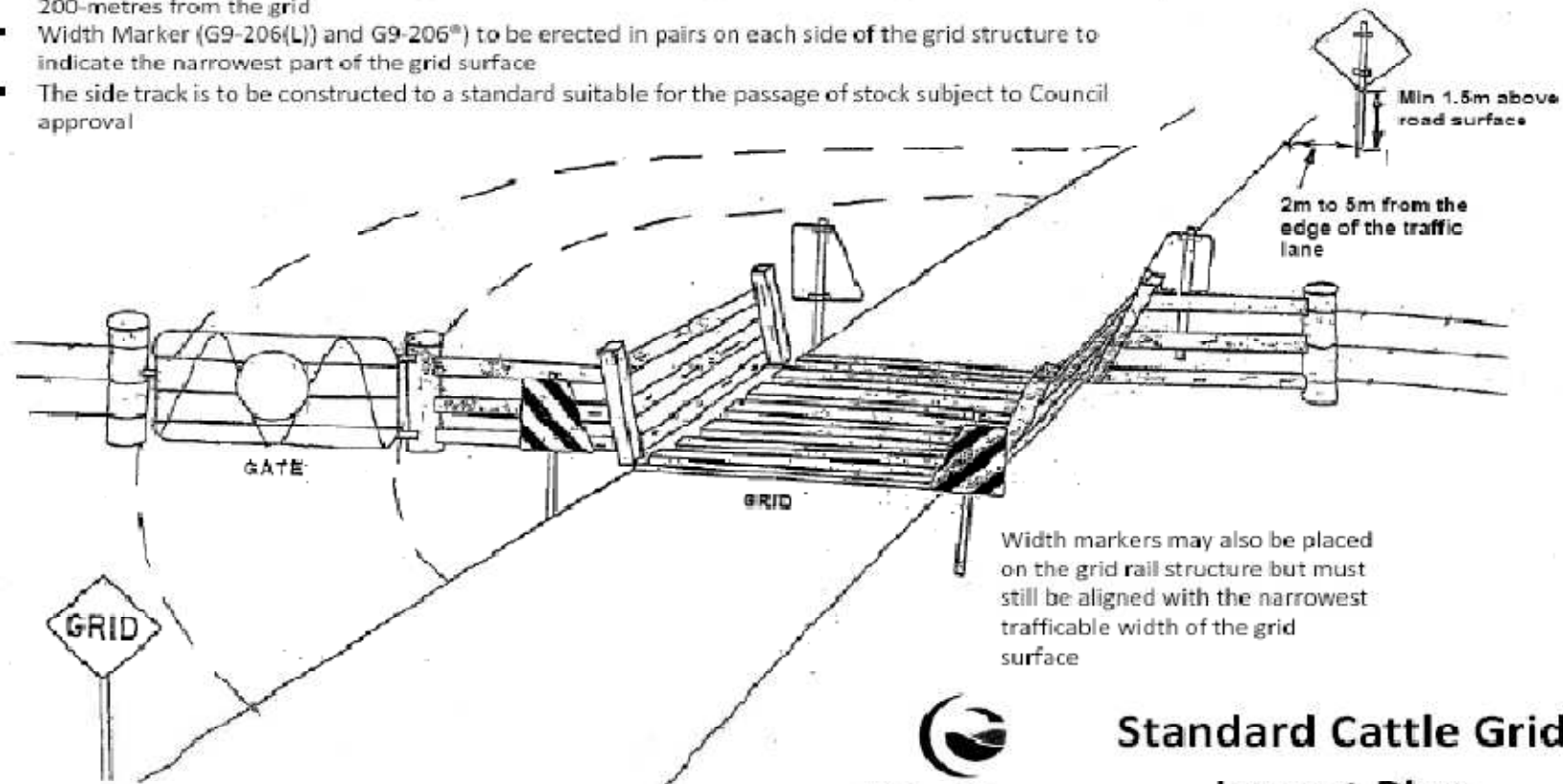
SAMPLE

ANNEXURE B
(Standard Conditions of Consent to Conduct Works)

SAMPLE

Notes:

- Grid surface to be at a width specified by Council and a minimum of 2.1-metres along road
- Grid to have at least 300mm clearance underneath the entire grid
- Where possible, the roadside drainage should be directed under the grid to aid in self cleaning
- 'GRID' (W5-16) 750mm x 750mm signs to be erected on both approaches to the grid 50-metres to 200-metres from the grid
- Width Marker (G9-206(L)) and G9-206^R) to be erected in pairs on each side of the grid structure to indicate the narrowest part of the grid surface
- The side track is to be constructed to a standard suitable for the passage of stock subject to Council approval



COMMUNITY CONSULTATION SUBMISSIONS CATTLE GRID POLICY – Responses received March 2009

| Item | Comments | Council Response |
|------|---|---|
| 1. | <p><u>Ongoing use of Cattle Grid Located on Meredith Park Road</u></p> <p>Grid was constructed for the purpose of grazing cattle on the road and also around Meredith Park. As I understand half the cost of the grid was met by farmer Noel Armstrong. His grazing right was removed approx 4 years ago apparently due to traffic concerns. Since the grazing right has been removed the risk of fire in this area has increased. Contractors who slash the grass cannot slash between rocks and on barriers. Any livestock who make it onto the Lake area have only a few avenues to exit. Meredith Park Road leads directly onto Ballarat Road which experiences heavy traffic. The current grid cannot be underestimated in its role as a last line of defence. If livestock are allowed to wander onto Ballarat Road I feel a tragedy is inevitable. I cannot predict what plans Council has for the grid on Meredith Park Road if this policy is adopted, but if the Policy supports the removal of this grid, or allows the removal, then I must strongly oppose any such Policy. I do oppose the Draft Policy. My reason for this is that once the Policy has been adopted, the Policy can be used against commonsense. A flawed Policy can also affect the general public ability to have a say.</p> | <p>The aim of developing the draft 'Installation and Usage of Cattle Grids' Policy is to provide for the proper management of grids located on municipal roads by establishing a systematic approach to the installation and ongoing management of such infrastructure.</p> <p>The intent is that once the Policy is adopted, a review of the ongoing need for all existing cattle grids will be undertaken. This review will consider road user needs, safety, and other local factors. There is no intention to remove any cattle grids until such a review has been completed.</p> |
| 2. | <p><u>Justification for Ongoing use of Cattle Grids</u></p> <p>We would like to present a submission to the Draft Policy. The very first matter of this "Cattle Grid Policy" needs to address the justification of cattle grids.</p> <ul style="list-style-type: none"> ▪ <i>Applicant to prove that no other option is possible or available.</i> <p>Options:</p> <ul style="list-style-type: none"> - Follow local By-Laws which state animals must be yarded prior to crossing and farmer be in attendance when taken across as a group, so as to minimise the time they are on the road; and - Installation of a Cattle Underpass. <ul style="list-style-type: none"> ▪ If grids are needed or warranted, then applicants have to justify the frequency of use. ▪ Existing cattle grids: landowners who wish to continue using existing cattle | <p>Additional items have been included on the proposed 'Cattle Grid Installation Application Form' to establish basis of need and to provide an indication of the level of use. Items are:</p> <ul style="list-style-type: none"> ▪ <i>Reason for installing cattle grids</i>
<i>Have other options been considered (e.g. stock underpass, supervised crossing, etc)</i> ▪ <i>Frequency of stock movements</i>
Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> <p>Council's Draft Policy recognises that whilst the installation of a cattle grid is a low cost option to safely manage the control of stock, it is not an ideal solution and the construction and/or use of such structures is</p> |

| Item | Comments | Council Response |
|------|---|--|
| | grids to follow the same guidelines as points 1 and 2. Once these first steps are taken, the next stage can proceed. | <p>subject to stringent criteria and conditions.</p> <p>Where an application does not comply with the relevant standards, other options need to be considered. Alternative control measures are:</p> <ul style="list-style-type: none"> ▪ A stock crossing established in accordance with Council’s applicable Local Laws; ▪ A roadside grazing permit; or ▪ Construction of a stock underpass |
| 3. | <p><u>5.3.1 Location</u></p> <p>“Cattle grids will not be permitted to be installed on or immediately after a curve, in a dip or sag, or on a crest”. This is an important sentence that was included in the Draft Policy of January 2009 and then disappeared in following drafts. It is imperative that this sentence be re-instated in the final Policy as it will be detrimental to the safety of all road users if it is left out.</p> | <p>It was deemed that this statement included in the preliminary draft policy may be too restrictive.</p> <p>As an objective assessment of the appropriateness of the location of a cattle grid, the following statement has been included:</p> <p><i>‘A cattle grid shall not be installed at a location where minimum stopping sight distances evaluated in accordance with VicRoads Design Guidelines are unable to be achieved. In instances where the proposed cattle grid location is inappropriate, Council will endeavour to assist the proponent in order to achieve an acceptable outcome where possible.’</i></p> |
| 4. | <p><u>5.4.2 - Road Carriageway</u></p> <p>Damage on road can be far greater than 0.5 metres. Maintenance should be from ‘grid warning signs’ up to and including grids on each approach. Maintenance should also be from both boundary fences each side of grid on road verge.</p> | <p>This section has been changed to:</p> <p><i>‘The landowner is responsible to maintain or repair any damage caused to a road where Council is of the reasonable opinion that the maintenance is required because of the use of the road for the crossing of stock.’</i></p> |
| 5. | <p><u>5.3.3 - By-Pass Gates</u></p> | |

| Item | Comments | Council Response |
|------|---|--|
| | <p>Need only be a minimum width to allow the passage of cattle. We believe 3 metres would be more than sufficient for this. We also believe the Policy should state “By-Pass Gates must remain closed at all times except when cattle are passing through them. These gates should also have signs fixed to them stating this”.</p> | <p>The following has been included as an addition to this section:</p> <p><i>‘By-Pass gates are to be closed at all times except when cattle are passing through them or are accessed by the general public. By-Pass gates are to be closed after use.</i></p> <p><i>Signs are to be affixed to these gates advising of this requirement.’</i></p> |
| 6. | <p><u>5.4.2 - Road Carriageway</u></p> <p>We believe the Policy should state “The Land Owner is responsible for any damage caused to the carriageway by cattle crossing the carriageway”.</p> | <p>Refer to response in Item 4.</p> |
| 7. | <p><u>2.0 - Introduction</u></p> <p>To include statement at end of 2nd sentence of 1st paragraph – “where a stock underpass is impractical or not feasible”.</p> | <p>Proposed amendment included in Draft Policy.</p> |
| 8. | <p><u>5.3.1 – Location</u></p> <p>Agreed that the statement “Cattle grids will not be permitted to be installed on or immediately after a curve, in a dip or sag, or on a crest” included in Draft Policy was too restrictive.</p> | <p>Refer to response in Item 3.</p> |
| 9. | <p><u>5.3.2 – Trafficable Width</u></p> <p>Suggested deletion of statement “Where an existing cattle grid has been constructed with a width less than this, the signage provided should include a ‘No Overtaking or Passing’ warning sign (R6-1A) on each approach”.</p> <p>Suggested that the width of a cattle grid should not impact or restrict vehicle speeds along a road with a cattle grid installed.</p> | <p>Item deleted.</p> <p>The following has been included:</p> <p><i>‘The width of any cattle grid should not adversely impact or restrict the safe trafficable speed along the subject road.’</i></p> |

| Item | Comments | Council Response |
|------|--|--|
| | Suggested that where cattle grids are to be installed in close proximity along a road for the purpose of establishing a controlled stock crossing that the distance between the grids should be a maximum of 10m. | <p>The following section has been included in the draft policy:</p> <p><i>'5.3.3 – Controlled Cattle Crossing (Grids in Series)</i></p> <p><i>'Where the intention is to install cattle grids in series for the purpose of establishing a controlled stock crossing, the offset distance between each cattle grid shall not exceed 10-metres where site conditions allow. The crossing area between the cattle grids may be concreted should it be deemed appropriate. The concrete crossing shall have a design certified by a Structural Engineer and cater for heavy vehicles.</i></p> <p><i>Where it is intended to install cattle grids in series to establish a controlled stock crossing, the landowner is required to install adequate gates along the property boundary where their cattle lanes intersect the road.'</i></p> |
| 10. | <p><u>5.3.5 – Signage</u></p> <p>Suggested deletion of statement "Where an existing cattle grid has been constructed with a width less than this, the signage provided should include a 'No Overtaking or Passing' warning sign (R6-1A) on each approach".</p> | Item deleted. |
| 11. | <p><u>Cattle Grid Inspection Report</u></p> <p>Item relating to Road Approach Condition indicates that land owner is responsible for maintenance of the road 20m on either side of the cattle grid.</p> | Inspection Report to be amended to ensure maintenance responsibility is consistent with the cattle grid policy. |

| Item | Comments | Council Response |
|------|--|--|
| 12. | <p><u>Policy Context</u></p> <p>The heading “Installation & Usage of Cattle Grids” is very misleading – you are banding together two very different items.</p> <p>a) A cattle grid across a road stops cattle from wandering further along a road usually so that a farmer can graze road reserve.</p> <p>b) What you are talking about is farmers laneways intersecting a public road and crossing said road – totally different concept.</p> | <p>It is acknowledged that cattle grids installed on local roads may be used for two general purposes. These are:</p> <ul style="list-style-type: none"> ▪ To enable grazing of stock within the road reserve; and ▪ To establish a low cost treatment to establish a controlled stock crossing. <p>The intention of Council’s policy is to provide an overall framework for the management of cattle grids located on local roads regardless of their intended use.</p> |
| 13. | <p><u>Impacts to Road Users</u></p> <p>It should be remembered that any construction across a road surface and the edges of the road is taking away from the users of that road their full use and enjoyment of that road.</p> <p>Any person who wishes to construct a grid across a road should pay other users of that road compensation (\$\$) for their inconvenience. Grids are rough, require users to slow down if cattle are crossing to stop, to run the risk of damage of their vehicle as they force their way through a large mob of cattle.</p> | <p>It is recognised that any structure constructed along a road has the potential to impact on the use of that road. However, the criteria for the installation of a cattle grid, along with the nominated construction standards aim to minimise any potential impacts to other road users.</p> |
| 14. | <p><u>Fencing</u></p> <p>Type of fencing should be left to farmers to decide. Fences must be visible.</p> | <p>The following section has been included in the draft policy:</p> <p><i>‘5.3.4 – Fencing</i></p> <p><i>The type of wing fencing to be constructed is to be nominated landowner and should be of a standard which is adequate for its intended use and conforms with the requirements of Council’s Local Laws. Wing fencing is to be made conspicuous to other road users.</i></p> <p><i>Where, in the opinion of Council, associated signs, fencing, and wing fencing to a cattle grid creates an unreasonable impediment to a</i></p> |

| Item | Comments | Council Response |
|------|--|--|
| | | <p><i>required special use of a road, such structures shall be temporarily relocated or removed to adequately cater for this activity. Provisional measures will be implemented to ensure that the cattle grid operates as intended, in a safe manner, while this special arrangement is in place. Any structure removed or relocated shall be reinstated as soon as is practicable after the cessation of any special road use.</i></p> <p><i>Temporary removal, relocation, and reinstatement of any associated signs, fencing, and wing fencing shall be done so at the expense of those parties requesting special use of the road.'</i></p> |
| 15. | <p><u>Provision of Property Boundary Gates</u></p> <p>Farmers with laneway across road must have gates on his boundary.</p> | Refer to response to Item 9. |
| 16. | <p><u>Public Liability</u></p> <p>Farmers with grid responsible for damage to vehicles, machinery and stock that incur damage, e.g. punctures, broken legs etc.</p> | Council's draft policy requires that the landowner deriving benefit from the cattle grid is required to extend their Public Liability Insurance to cover against any claims for liability occurring as a result of or in connection with the maintenance or use of the cattle grid. Public Liability Insurance shall have a combined single limit of \$10 million. |
| 17. | <p><u>Use of Road</u></p> <p>On request the user (the installer) of the grids must rig gates/electric wires so that road can be fully used by driven stock machinery.</p> | Refer to response to item 14. |
| 18. | <p><u>Termination of Use of Cattle Grid</u></p> <p>If grid owners find that he has no further use for grid, e.g. sale of property, then grid must be removed at their cost within 14 days.</p> | <p>The following section has been included in the draft policy:</p> <p>'6.0 - TERMINATION OF USE</p> <p><i>A cattle grid shall be removed if the landowner deriving benefit from its use:</i></p> |

| Item | Comments | Council Response |
|------|----------|--|
| | | <ul style="list-style-type: none"> ▪ <i>If the cattle grid has no longer being used for its intended purpose;</i> ▪ <i>If the landowner transfers ownership of all the land or part of the land so that the they no longer own land on both sides of the road if the cattle grid(s) are being used as a controlled crossing;</i> ▪ <i>If the landowner has no further rights to run cattle on both sides of the road so that the cattle grids are unable to be used for running stock; or</i> ▪ <i>The landowner no longer holds a valid local law permit if one is required for movement of stock on a road.</i> <p><i>Where any of the above criteria are true, the user of the cattle grid(s) shall fully remove or reinstate them, and all associated works, including all signage, bypass gates, wing fences and cattle lanes associated with the cattle grids and reinstate the road at their own cost and to the satisfaction of council. Removal and reinstatement shall be completed within a time frame specified by the council.</i></p> <p><i>Should the cattle grids and associated works not be removed within this time frame, council may remove them and seek reimbursement of the costs from the landowner.'</i></p> |



INSTALLATION AND USAGE OF CATTLE GRIDS

POLICY

Policy No: 13.10

Date Adopted:

File No: GEN01688

Revised:

1. PURPOSE

This policy will attempt to improve the safety of the public road network by assisting landowners and local farmers to locate and install cattle grids to allow for the daily movement of cattle across a road or graze stock within the road reserve without causing adverse impact to other road users.

2. INTRODUCTION

Cattle grids are constructed on Council managed roads to effectively control stock using the road reserve where the road reserve is not completely fenced or where stock need to be moved across a road from one property to another directly opposite. In these situations, the cattle grid is used as a low cost option to safely manage the passage of stock where in the opinion of Council a stock underpass is not a practical or cost effective solution.

Council has a responsibility to provide a safe and efficient road network for all road users. As a preferred position, Council will discourage the use of cattle grids where possible. It is however acknowledged that cattle grids may be required under certain circumstances and where so allowed they must be installed, managed, and maintained in order to comply with the provisions of this policy.

This policy provides a systematic approach to the evaluation, approval, maintenance, repair, and removal of all cattle grids approved for use to ensure that the adjoining landowner who is deriving benefit from their use and Council's exposure to risk is managed adequately.

Deleted: and

Deleted: r

Deleted: landowners

The objectives of this policy are to:

- Develop a common understanding of the definition and purpose of a cattle grid;
- Provide guidance and consistency for the approval and installation of cattle grids across the municipality;
- Support procedures for the application, approval, construction, maintenance, and repair of cattle grids;
- Identify the standards for the construction of cattle grids;
- Define maintenance responsibilities for cattle grids;
- Define registration and recording procedures for cattle grids;
- Ensure that the location of cattle grids does not materially affect the safety of road users; and
- Control private structures on public roads and to ensure that all associated works are carried out to approved standards

3. SCOPE OF THE POLICY

This policy covers all matters relating to administration and management of both existing and new cattle grids located on Council's public roads.

A cattle grid is a type of infrastructure used to prevent livestock from passing along a road which penetrates the fencing surrounding an enclosed piece of land. Cattle grids generally consist of a depression in the road covered by a transverse grid of bars or rails, normally constructed of metal and firmly fixed to the ground on either side of the depression, such that the gaps between them are wide enough for animals' legs to fall through, but sufficiently narrow not to impede a wheeled vehicle.

Deleted: obstacle

4. DISCUSSION

Section 40 of the *Road Management Act 2004* imposes a statutory duty on Council to inspect, maintain, and repair any part of a public road which is a roadway; a pathway; a shoulder; or road infrastructure. For the purposes of this section, a cattle grid is considered an inherent component of a road and can therefore be regarded as road infrastructure.

Whilst Council has the control, care and management responsibility of its public roads, provisions of this policy transfer responsibility to the landowner whom derives direct benefit from the use of a cattle grid or grids which are permitted for use.

Deleted: landowner for

All costs associated with the construction, maintenance, and repair of a cattle grid is the responsibility of the owner of the land that the cattle grid or grids benefit.

Deleted: has been granted

This policy also requires a compliance check of a permitted cattle grid to ensure that the structure is being maintained to a satisfactory standard and that the appropriate public liability insurance is held by the benefiting landowner. Council reserves the right to undertake maintenance or removal of a cattle grid at the benefiting landowner's expense where it can be demonstrated that it poses a hazard to other road users.

Deleted: land owner

Deleted: land owner'

Deleted: may

Deleted: deemed

If Council determines that the Cattle Grid is not maintained at the appropriate standard or is not warranted, Council will remove the Cattle Grid and reinstate the road at the benefiting landowner's expense.

Deleted: landowners

5. APPLICATION OF POLICY

The aim of this policy is to ensure that cattle grids are only installed for genuine farming purposes and to an appropriate and consistent standard which minimises any safety risk to all road users.

The basic premise of this policy is that the proponent is fully responsible for the construction, ongoing maintenance, eventual decommissioning or reconstruction of the cattle grid, and having appropriate insurance that covers itself and Council.

Deleted: landowner

Cattle grids at locations which do not address the standards of this policy will not be permitted.

Deleted: L

Deleted: warrants for Cattle Grids

Deleted:

Deleted: have structures installed

5.1 Criteria for Installation of Cattle Grids

A cattle grid can only be constructed if the following criteria are met:

- The location is limited to Access Roads and Minor Roads as defined by Council's Road Management Plan and Municipal Road Register with a traffic count not exceeding 50 vehicles per day;
- The Infrastructure and Services Department must determine that there is no impact on road safety. (e.g. due to a reduction in sight distance);
- The cattle grid is to be used for genuine farming purposes only;
- The owners of all properties having access to the road must be consulted with. Any comments or feedback is to be considered during the assessment of an application;
- The cattle grid must be located at a suitable location which will allow for current road usage patterns to continue and the future traffic requirements of the road will not be impeded;
- The proposed cattle grid must have a width the greater of the minimum standard trafficable width for the road classification or the existing formation width;
- The cattle grid must be designed to cater for HS20-T44 loading with drawings and computations certified by a qualified Structural Engineer;
- Statutory planning requirements must be met if applicable including consideration of potential impacts to roadside vegetation;
- Council approval must be granted and approval is dependent on the applicant following all procedures set by the Infrastructure & Services Department;
- An agreement prepared pursuant to Section 121 of the *Road Management Act 2004* must be signed by the applicant agreeing to full responsibility for all costs associated with the construction, ongoing maintenance and repair, and replacement of the cattle grid;
- The proponent deriving benefit from the cattle grid is required to extend their Public Liability Insurance to cover against any claims for liability occurring as a result of or in connection with the maintenance or use of the cattle grid. Public Liability Insurance shall have a combined single limit of \$10 million ; and
- That all farming operations within the road reserve be conducted in accordance will all relevant Council Local Laws.

Deleted: etc;

Deleted: and

Deleted: landowner

All cattle grids will be reviewed on an ongoing basis to ensure that they are still required. If cattle grids are no longer in use, the landowner whom derives benefit from their use will be requested to remove the cattle grid and reinstate the road pavement or agree for Council to undertake the works at the land owners expense. If no agreement is reached and Council is satisfied the need for the cattle grid is no longer warranted, Council will undertake to remove the cattle, reinstate the road, and recover costs thereof from the subject landowner.

Deleted: landowner

Deleted: and charge the landowner.

This policy shall apply to both new and existing cattle grids. Where there is no record of the installation of any existing cattle grids, they must be:

- Registered with Council by the benefiting landowner and brought up to the necessary standard if the ongoing use of the cattle grid is still required; or
- Removed and the road reinstated at Council's expense.

Deleted: landowner

In situations where the frequent movement of cattle across a road is required and the traffic count for that road is in excess of 50 vehicles per day the use of cattle grids to control the crossing will not be permitted and the installation of a stock underpass shall be considered. A stock underpass is to be constructed consistent with Council's policy for the installation and usage of stock underpasses within the Colac Otway Shire.

5.2 Application and Approval

Existing Cattle Grids which meet Council standards do not require an approval application, unless the Cattle Grid falls into disrepair.

5.2.1 Submitting an Application

To apply for the installation of a cattle grid the owner of the land adjacent to which the public road passes must complete a Cattle Grid Application Form and pay the applicable application fee, as determined by Council. The application fee is 10 fee units in accordance with the Monetary Units Act 2004. Fees are reviewed each financial year and changes (if any) apply from 1 July each year.

For further explanation of the process to be followed refer to the Cattle Grid Installation Procedure and Cattle Grid Application Form. The applicant must submit Engineering plans certified by a Structural Engineer and agree to maintain the crossing at the applicants cost.

If an application is unable to be considered due to it failing to meet the necessary criteria, the application fee will not be reimbursed and the applicant will be advised in writing that the application has been rejected.

5.2.2 Unregistered Cattle Grids

Landowners benefiting from the use of existing unregistered cattle grids are required to lodge a Cattle Grid Application Form with Council. The applicant will be required to identify whether the current condition of the structure complies with the defined standards and to advise current Public Liability Insurance details for the structure.

Deleted: Owners

The condition of the structure must comply with the applicable standards to enable approval to be issued. In cases where the current condition of the structure does not comply with the appropriate standards Council will advise the benefiting landowner of the appropriate measures to be taken. These may include:

Deleted: owner

- Upgrading of the structure or ancillary infrastructure to comply with current standards;
- Replacement of the structure or ancillary infrastructure to comply with current standards; or
- Removal of the structure and reinstatement of the road.

When an unregistered cattle grid is brought to Council's attention, direct consultation with all surrounding landowners will be undertaken to establish the ongoing operational need for a specified structure. To facilitate this, a standard letter will be sent in relation to a specified cattle grid(s) requesting submissions within a period of 28 days. The letter may also indicate the results of the field inspection which initiated the letter. In conjunction with the issuing of a letter to the responsible parties, a notice will also be placed on the specific cattle grid(s). All responses received will be judged on merit and a decision on the future of the grid will be resolved by Council.

If no response is received following a request for submissions, Council will take action to remove the cattle grid and all ancillary infrastructure from the road reserve. The adjoining landowners will be notified a minimum of 28 days prior to the removal of a structure to allow provisions to be made for the containment of stock. The containment of any stock always remains the responsibility of the landowner and Council bears no responsibility for any damage or injury arising from loose livestock.

The costs of removing the cattle grid and/or impounding of any livestock are able to be recovered by Council from the adjoining landowners. Any materials salvaged will remain the property of Council but may be returned to the benefiting landowner at the time of removal at its discretion.

Deleted: .

5.2.3 Approval and Ownership

Approval to construct the Cattle Grid in accordance with the Council requirements will only be deemed to have been given after the applicant has received a letter in writing from

Council, approving the installation. All Cattle Grids once installed will become the property of Council, notwithstanding the applicants responsibility to maintain.

5.3 Construction Standards

Council requires that all cattle grids on public roads be installed to adequately meet technical requirements including minimum width, load bearing capacity, materials, signage, and visibility markings.

The applicant must provide design details for the structure to cater for HS20-T44 loading and have a design certified by a Structural Engineer. A number of companies manufacture prefabricated cattle grid units. Subject to their design specifications being referred to Council, such units will be approved for use. Council may be able to provide details of manufacturers if required. The applicant shall construct drainage under the cattle grid to ensure that no damming or ponding of stormwater run-off occurs on the carriageway and adjacent areas.

Details of grid structure, foundations, abutments, approaches, and horizontal and vertical alignment shall be submitted with the application for a cattle grid and shall be sufficient to guarantee, under normal circumstances, the safe transit of vehicles and other road users and shall not interfere with the natural drainage of the area.

All works are to be carried out in accordance with Council's Road Management Plan, Victorian Occupational Health & Safety legislation, the *Road Safety Act 1986*, the *Road Management Act 2004*, industry standards, and applicable Australian Standards. Council will provide guidance if required.

The attached plan shows a diagrammatic representation of the construction of a cattle grid, associated by-pass gate, and side track.

5.3.1 Location

A cattle grid shall only be installed at a location approved by Council. A specific location needs to satisfy road traffic safety requirements. Consideration shall be given to issues such as existing road alignment, safe sight distances, etc in evaluating the appropriateness of a proposed location.

A cattle grid shall not be installed at a location where minimum stopping sight distances evaluated in accordance with VicRoads Road Design Guidelines are unable to be achieved. In instances where the proposed cattle grid location is inappropriate, Minimum stopping sight distances are evaluated assuming an 80km/h approach speed.

Council will endeavour to assist the proponent in order to achieve an acceptable outcome where possible.

5.3.2 Trafficable Width

The trafficable width of any cattle grid shall be the greater of the minimum standard trafficable width for the road classification and the existing formation width. The width of any cattle grid should not adversely impact or restrict the safe trafficable speed along the subject road.

As a minimum, the trafficable width of any cattle grid shall be 4.0-metres unless otherwise approved by Council.

5.3.3 Controlled Stock Crossing (Grids in Series)

Where the intention is to install cattle grids in series for the purpose of establishing a controlled stock crossing, the offset distance between each cattle grid shall not exceed 10-metres where site conditions allow. The crossing area between the cattle grids will be

Deleted: Where an existing cattle grid has been constructed with a width less than this, the signage provided should include a 'No Overtaking or Passing' warning sign (R6-1A) on each approach.

concreted unless it is deemed to not be required. The concrete crossing shall have a design certified by a Structural Engineer and cater for heavy vehicles.

Where it is intended to install cattle grids in series to establish a controlled stock crossing, the proponent is required to install adequate gates along the property boundary where the cattle lanes intersect the road.

5.3.4 By-Pass Gate

The by-pass gate shall be made of resilient material of minimum width 3.66-metres and should be arranged to be free swinging and shall remain unlocked and fully functional to allow unimpeded access. By-pass gates shall be constructed at right angles to the road centreline.

By-Pass gates are to be closed at all times except when cattle are passing through them or are accessed by the general public. By-Pass gates are to be closed after use. Signs are to be affixed to these gates advising of this requirement.

The gate, any support structures, and fencing within the road reserve shall be painted white.

5.3.5 Fencing

The type of wing fencing to be constructed is to be nominated by the proponent, and should be of a standard which is adequate for its intended use and conforms with the requirements of Council's Local Laws and be of frangible construction. Wing fencing is to be made conspicuous to other road users.

Deleted: landowner

Where, in the opinion of Council, associated signs, fencing, and wing fencing to a cattle grid creates an unreasonable impediment to a required special use of a road, such structures shall be temporarily relocated or removed to adequately cater for this activity. Provisional measures will be implemented to ensure that the cattle grid operates as intended, in a safe manner, while this special arrangement is in place. Any structure removed or relocated shall be reinstated as soon as is practicable after the cessation of any special road use.

Temporary removal, relocation, and reinstatement of any associated signs, fencing, and wing fencing shall be done so at the expense of those parties requesting special use of the road.

5.3.6 Cattle Grid Side Track

The cattle grid side track which services the by-pass gate is to be constructed to a standard suitable for the passage of stock.

5.3.7 Signage

Signage is to be erected in accordance with AS1742.2 Manual of Uniform Traffic Control Devices – Traffic Control Devices for General Use. This requires a 'Grid' warning sign (W5-16) on either side of the cattle grid between 50-metres to 200-metres from the structure. A set of G9-206(L) and G9-206(R) chevrons are also required on either side of the structure.

5.4 Maintenance Standards

5.4.1 Structural Components

The applicant is responsible to maintain the structure and signage of the cattle grid to ensure compliance with the construction standards as detailed by this policy. All maintenance work must be authorised and carried out by Council at the applicants full cost in accordance with Victorian Occupational Health & Safety requirements, *the Road Safety Act 1986*, the *Road Management Act 2004*, industry standards, and applicable Australian Standards.

Deleted: ¶

Where the trafficable width of the cattle grid is less than the width of the road approaches, signage provided must include a 'No Overtaking or Passing' warning sign (R6-1a) on each approach. ¶

5.4.2 Road Carriageway

The benefiting landowner is responsible to maintain or repair any damage caused to a road where Council is of the reasonable opinion that the maintenance is required because of the use of the road for the crossing of stock.

The benefiting landowner may not carry out maintenance works on a carriageway unless previously approved by Council.

To reduce the the issues with maintenance and the interface of the roadway and cattle grid, a concrete apron is to be constructed 1.0-metres on each side of the cattle grid. This concrete edging or apron is to be designed to cater for heavy vehicles and shall be certified by an appropriately qualified structural engineer.

Deleted: The landowner is responsible for the maintenance of the carriageway for a distance of 0.5-metres either side of the cattle grid. Council may carry out maintenance of the carriageway within this distance from the structure at the owner's expense.¶

Deleted: owner

5.4.3 Sight Distance

The benefiting landowner is responsible for the maintenance of roadside areas immediately adjacent to a cattle grid to ensure that minimum stopping sight distances to the structure are maintained. This includes, but is not limited to, trimming of roadside vegetation for a minimum of 2.0-metres from the edge of the carriageway.

All vegetation control activities may be subject to statutory planning approvals. It is the responsibility of the landowner using the cattle grid to determine the extent of those statutory approvals which may be required.

5.4.4 Failure to Maintain

Failure to ensure that maintenance on the cattle grid and associated signage is carried out may result in Council revoking its approval and removing the structure from the road reserve. Council will give notice to the benefiting landowner to conduct repair work prior to taking any such action. If the benefiting landowner fails to meet the requirements of a repair notice then Council's approval will be rescinded and the cattle grid and all ancillary infrastructure will be removed.

Deleted: owner

Deleted: landowner

Where maintenance standards are in dispute and the benefiting landowner of any cattle grid has failed to demonstrate to Council's satisfaction that a cattle grid has been maintained to the standards of this policy and any agreement, Council may at its discretion remove the subject cattle grid and reinstate the road at the benefiting landowner's expense after giving reasonable notice.

Deleted: owner

Deleted: landowners

All costs associated with the removal of the cattle grid will be recovered from the benefiting landowner. All materials salvaged shall remain the property of Council but may be returned to the benefiting landowner at the time of removal at its discretion.

Deleted: landowner

Deleted: and a

Deleted: .

5.5 Inspection

5.5.1 Proactive Inspections

The benefiting landowner is responsible for undertaking regular inspections to ensure that the facilities comply with the specified standards. Council staff will inspect the cattle grids as part of scheduled road network inspections. Any identified condition defects will be advised to the benefiting landowner for attention.

Deleted: owner

Deleted: owner

5.5.2 Reactive Inspections

Council staff will respond to concerns in connection with a cattle grid raised by any person. Any defects observed during the course of such inspections will be advised to the benefiting landowner for attention. Rectification of any defects reported to the benefiting landowner, by

Deleted: owner

Deleted: owner

Council shall be addressed in accordance with the standards of the Road Management Plan.

5.5.3 Compliance Review

Compliance of the cattle grid and associated facilities with the construction and maintenance standards will be reviewed on a regular basis. Council may advise the benefiting landowner when the review is due in writing. The benefiting landowner is required to carry out a condition inspection of the structure and submit a Certificate of Currency of Public Liability Insurance with a combined single limit of \$10 million for the structure within 14 days of being notified.

Deleted: owner

Deleted: owner

Council will conduct a quality audit check of the information submitted and random inspections of structures to verify the accuracy of condition inspections. If the structure is found not to comply with requirements, or the Public Liability Insurance is invalid or inadequate, Council may revoke its approval.

Council reserves the right to terminate its approval for a cattle grid when changes occur to the classification or alignment of the road on which it is situated or if there is a demonstrated change in road usage patterns which Council considers warrants the removal of the cattle grid.

5.6 Alternatives to Cattle Grids

Where an application for a cattle grid does not comply with the standards of this policy and is unable to be approved the applicant will need to consider one of the following options:

- Abandon the application for a cattle grid; or
- Make an application for an alternative control measure which may be, but not limited to the following:
 - A stock crossing established in accordance with Council's applicable local laws;
 - A roadside grazing permit issued in accordance with Council's local laws;
 - A stock underpass constructed to comply with Council's policy; or
 - Other agreed measures which satisfy all statutory requirements.

Deleted: or

Deleted: .

6 TERMINATION OF USE

A cattle grid shall be removed if any of the following apply:

Deleted: the landowner deriving benefit from its use

- If the cattle grid has no longer being used for its intended purpose;
- If the benefiting landowner transfers ownership of all the land or part of the land so that they no longer own land on both sides of the road if the cattle grid(s) are being used as a controlled crossing;
- If the benefiting landowner has no further rights to run cattle on both sides of the road so that the cattle grids are unable to be used for running stock; or
- The benefiting landowner no longer holds a valid local law permit if one is required for movement of stock on a road.

Deleted: landowner

Deleted: landowner

Where any of the above criteria are true, the user of the cattle grid(s) shall fully remove them and all associated works, including all signage, bypass gates, and wing fence associated with the cattle grids and reinstate the road at their own cost and to the satisfaction of Council. Removal and reinstatement shall be completed within a time frame specified by the Council.

Deleted: or reinstate

Deleted: ,

Deleted: c

Deleted: c

Should the cattle grids and associated works not be removed within this time frame, Council may remove them and seek reimbursement of the costs from the benefiting landowner.

Deleted: c

Deleted: landowner

7 RELATED LEGISLATION

Local Government Act (1989)
Road Management Act (2004)
Road Safety Act (1986)
Occupational Health & Safety Act (2004)
Road Management (Works and Infrastructure) Regulations 2005
Road Management (General) Regulations 2005
Road Management Code of Practice – Management of Infrastructure in Road Reserves

8 RELATED POLICIES/PROCEDURES/GUIDELINES

Cattle Grid Installation Procedure
A Guide to Working in the Road Reserve
Road Management Plan
Municipal Road Register
Cattle Grid Register

9 QUALITY RECORDS

| <i>Record</i> | <i>Retention/Disposal Responsibility</i> | <i>Retention Period</i> | <i>Location</i> |
|--|---|-------------------------|-----------------|
| Application Form (including construction and layout plans) | Infrastructure & Services Department (I&SD) | | |
| Planning Permit | Sustainable Planning & Development Department (SP&DD) | | |
| Approval Letter(s) | I&SD | | |
| Section 121 Agreement | I&SD | | |
| Annual Compliance Inspection Report | I&SD | | |

10 POLICY IMPLEMENTATION

The General Manager Infrastructure & Services is responsible for ensuring that all existing and new cattle grids comply with this policy.

11 ATTACHMENTS

Cattle Grid Installation Procedure
Standard Cattle Grid Layout Plan
Annual Compliance Inspection Report

Please note: This policy is current as at date of adoption. Refer to Council's Intranet or Teamware Library to ensure policy is the latest version.

COLAC OTWAY SHIRE COUNCIL PROCEDURE



| | |
|---------------------------------------|--|
| Procedure Title: | Cattle Grid Installation Procedure |
| Related Policy Title: | Installation and Usage of Cattle Grids |
| Related Policy No: | 13.10 |
| Date Procedure Approved by Executive: | |
| Responsible Officer: | Manager Sustainable Assets |

PROCEDURE OBJECTIVES

This procedure provides a systematic approach to the evaluation, approval, and construction of all cattle grids to ensure that ~~that the adjoining landowner who is deriving benefit from their use and Council's exposure to risk is managed adequately.~~

Deleted: landowners

Deleted: and Councils exposure to risk is managed adequately.¶

PROCEDURE

The following procedure provides a guide to the documents and information to be tracked and recorded in relation to the issuing of approval for cattle grids on local roads. This procedure should be read in conjunction with Council Policy No. 13.10 - Installation and Usage of Cattle Grids.

1. Upon Application

- a. Lodgement of application form ensuring that all information is completed as required
- b. Lodgement of associated design details, construction and site plans as required by the application form.
- c. Payment of fees

2. Initial Assessment of Application

- a. Preliminary assessment of application to ensure consistency with approval criteria.
- b. The location of the proposed cattle grid is inspected by Council Officer.
- c. The officer prepares a report which may include photos or sketches made during the inspection and supporting information in relation to site suitability (e.g. site distance measurements, road width, location of existing features, etc)
- d. If application is assessed as being unsuitable, a letter is sent to the applicant advising of their unsuccessful application.

3. Community Consultation

- a. Direct consultation with other landowners along the road which it is proposed to install the cattle grid via written notification.
- b. Any submissions may be received by Council in response to the proposal within 28 days.
- c. Council officer to provide a written or verbal response to any submissions as appropriate.
- d. Council officer to review submission and determine application. Written notification is to be provided to applicant if proposal is deemed inappropriate after community consultation process.

4. Approval of Cattle Grid

- a. Written notification provided to applicant detailing any special requirements.
- b. Section ~~121~~ Agreement prepared for signing and forwarded to ~~the proponent.~~

Deleted: 173

Deleted: landowner

- c. Section 121 Agreement signed by the proponent and returned to Council for signing and sealing.

Deleted: 173

Deleted: landowner

Deleted: Agreement to be lodged on title by Council's solicitors.

5. Construction Approval

- a. Works on Roads Application Form to be completed by applicant.
- b. Documentation to be submitted with Works on Roads Application must include:
 - i. Design and layout of proposed cattle grid;
 - ii. Works Manager or Contractors insurance details;
 - iii. Traffic Management Plan; and
 - iv. Certificate of Currency for Public Liability Insurance for the proposed cattle grid with a minimum cover of \$10 million

- c. Provided all the submitted documentation is satisfactory and the Section 121 Agreement has been finalised, Council provides the applicant with consent to works and acknowledgement of receipt of insurance details.

Deleted: 173

6. Construction Inspection(s)

- a. Once the cattle grid has been constructed, the applicant advises Council and a Council Officer inspects site.
- b. If construction is found to be below standards or not to specification, the Council officer is to liaise with the applicant and provides:
 - i. Detailed list of defects identified during inspection;
 - ii. Written or verbal advice to the applicant or Works Manager/construction contractor; and
 - iii. Follow up inspection details

7. Final Approval

- a. Written advice provided to applicant upon satisfactory completion of works.
- b. Council Cattle Grid Register to be updated with the following minimum information:
 - i. Cattle Grid ID Number
 - ii. Applicants name
 - iii. Date of application
 - iv. Date of community consultation
 - v. Date of determination
 - vi. Special construction requirements
 - vii. Location of cattle grid
 - Road name and chainage from start datum or nearest cross road
 - Description of properties adjoining cattle grid
 - viii. Description of responsible land parcel(s)

ATTACHMENTS

Cattle Grid Installation Process Map
Cattle Grid Application Form
Cattle Grids – Standard Agreement

Please note: This policy is current as at date of adoption. Refer to Council's Intranet or Teamware Library to ensure policy is the latest version.

Reference Number -
(Council Use Only)

Cattle Grid Installation Application Form



Have you spoken previously to a Council Officer regarding the proposed installation of a cattle grid? Yes No

If Yes, with whom? _____

Property Information

Property Address _____

Property Description _____

(i.e. the title description of the title(s) the cattle grid will be adjacent to)

Property Owner Information

Property Owner Name(s) _____

Property Owner Postal Address _____

Post Code _____

Proposal

Road Name *(where cattle grid is proposed)* _____ Locality _____

What type of cattle grid is proposed?
Construction drawings and computations to be submitted!

Reason for installing cattle grid(s)?
Have other options been considered (e.g. stock underpass, supervised crossing, etc)

Frequency of stock movements? Daily Weekly Monthly

Have you discussed the proposal with the owners of all properties with access to the road? Yes No

Is a Planning Permit required for the proposed works?
Contact Council's Planning Department on 5232 9412 Yes No

If Yes, has a planning permit been obtained?
Please attach a copy of the planning permit to this application. Yes No

What is the Conservation Status of the road reserve in the vicinity of the works? *(e.g. High, Medium or Low)*
Contact Council's Environmental Department on 5232 9400

Please complete and attach a LAYOUT PLAN. (Additional locality information is available from Council upon request e.g. aerial photography) *Layout Plans need to show details of the following:*

- Cattle grid position in the road reserve
- Distance (m) to the nearest intersection
- Existing roadside vegetation and any roadside vegetation proposed to be removed
- All services including Telstra, Power, Gas and Water where appropriate
- Existing road width and road reserve width
- Existing property entrances

Reference Number
(Council Use Only)

Cattle Grid Installation Application Form (continued)



Contractor/Works Manager Name _____

Company _____

Postal Address _____ Post Code _____

Proposed construction period _____ to _____
Contractor/Works Manager

Applicant Contact Information

Name _____

Organisation _____

Postal Address _____ Post Code _____

Contact Phone _____

Mobile Phone _____

Fax Number _____

Signed _____ Date _____

Note – The applicant is encouraged to contact Dial Before You Dig on 1100 for service locations.

DECLARATION:

The Colac Otway Shire Council collects personal information to levy rates, issue permits and licences and provide a variety of community services. The information collected in this form is used only for the purposes contemplated by the form (primary purpose) and is not passed onto third parties. In some instances however, disclosure is required by law or is necessary for the protection of persons or property. Where this occurs, Council will take every reasonable step to ensure your privacy is protected in accordance with the Information Privacy Act 2000 (Vic). Should you need to change or access your personal details or require further information about Council's Privacy Policy contact our Privacy Officer on 5232 9400

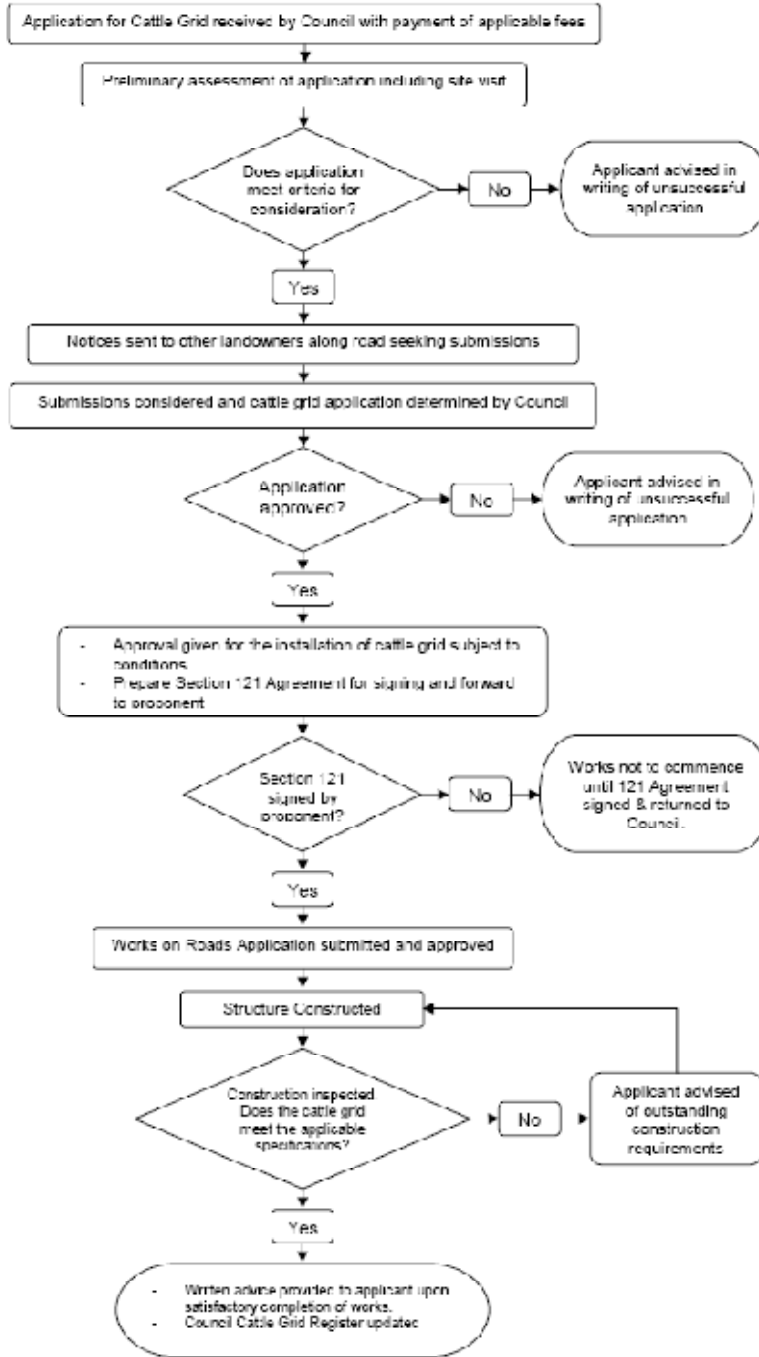
Office Use Only

Approval Given Yes No Date _____

Council Officer _____ Signature _____

Comments _____

Process Map for Application to Install a Cattle Grid



Reference Number –
(Council Use Only)

Cattle Grid Inspection Report



Inspected by: _____ Inspection Date: ___/___/___

Public Gate Permit No: _____ Road Name: _____

Distance From: _____ is _____ km

Area: _____ Location: _____

GRID FIELD INSPECTION

Grid Description: (materials used, rail spacing etc) _____

Grid Condition:

Is grid level with road surface? **YES / NO**

Are any rails missing? **YES / NO**

Is there excessive build up under grid? **YES / NO**

(List repairs required) _____

Guard Rails and Signage:

Are signs on approach in place? **YES / NO**

Is guard rail construction adequate? **YES / NO**

(List repairs required) _____

Gate/By-pass Condition:

Is gate construction adequate? **YES / NO**

Are "Public Gate" signs on gate? **YES / NO**

Is by-pass trafficable? **YES / NO**

(List repairs required) _____

Road Approach Condition:

**Owner is to maintain any damage caused to the road as a result of the crossing of stock*

(List repairs required) _____

Inspectors Comments: _____

Signed _____ Date ___/___/___

COLAC-OTWAY SHIRE COUNCIL

and

<User>

AGREEMENT MADE PURSUANT TO
SECTION 121 OF THE ROAD
MANAGEMENT ACT 2004

Property: *<Property Description>*

Level 12
469 La Trobe Street
Melbourne Victoria 3000 Australia

PO Box 5146AA
Melbourne Victoria 3001
DX 494 Melbourne

Tel 61 3 9609 1555
Fax 61 3 9609 1600

www.rk.com.au

AFFILIATED FIRMS PRACTISING SEPARATELY IN
SYDNEY · BRISBANE · ADELAIDE · PERTH

Ref ADC 301114

PARTIES

- 1 **COLAC-OTWAY SHIRE COUNCIL**
of 2-6 Rae Street, Colac in the State of Victoria
("Council")
- 2 **USER (as defined in item 1 of the Schedule)**

RECITALS

- A The Council is the coordinating and responsible road authority for the Road under the Act.
- B The User is registered or is entitled to be registered as proprietor of the Land.
- C The User desires to use the Cattle Grids, including the Associated Works, to enable the User's cattle to cross the Road to access the Land.
- D Council consents to the use and ongoing maintenance of the Cattle Grid and the Associated Works, subject to this Agreement.
- E This Agreement is made by the Council as the municipal council responsible for the management of the Road under the *Local Government Act 1989* and as the coordinating road authority and pursuant to section 121 of the Act. The Agreement sets out the arrangements for the use and ongoing maintenance and risk allocation of the Cattle Grids and Associated Works on the Road.

THE PARTIES AGREE THAT:

1 DEFINITIONS

In this Agreement,

- 1.1 "Act" means the *Road Management Act 2004*.
- 1.2 "Agreement" means this Agreement, including the recitals, Schedule and any annexures to this Agreement.
- 1.3 "Associated Works" means those works as detailed in item 2 of the Schedule.
- 1.4 "Cattle Grids" means the cattle grids as detailed in item 3 of the Schedule.
- 1.5 "Commencement Date" means the date the Agreement is to begin as set out item 4 of the Schedule.
- 1.6 "Inspections" means the inspections required pursuant to clause 6.1.1 of this Agreement in the time frame as set out in item 5 of the Schedule.
- 1.7 "Land" means the land owned by the User as detailed in item 6 of the Schedule.
- 1.8 "Plans" means the plans attached to this Agreement as "Annexure A".
- 1.9 "Repair Notice" means a notice served under clause 5.6.1 of this Agreement.
- 1.10 "Road" means the road as described in item 7 of the Schedule.

- 1.11 **“Road Management Plan”** means Council’s Road Management Plan as developed, published and in force in accordance with the Act.
- 1.12 **“Schedule”** means the schedule attached to this Agreement.
- 1.13 **“Term”** means the initial term of the Agreement as set out in item 8 of the Schedule and the further term (if any in accordance with clause 13).

2 COMMENCEMENT

This Agreement comes into force on the Commencement Date and is for the Term.

3 RISK

- 3.1 The User acknowledges that the Cattle Grids and Associated Works have already been constructed on the Road as the date of this Agreement but will be subject to ongoing works for maintenance, repair and possible upgrade works at the User’s expense, and that all these works on the Road are for the benefit of the User
- 3.2 The User accepts all risks in connection with the ongoing use and maintenance of the Cattle Grids and Associated Works, whether or not the risk was reasonably foreseeable by the User at the date of entering into this Agreement or at any other time
- 3.3 The User acknowledges Council’s ongoing rights to ensure that the Cattle Grids and the Associated Works must comply with any Council policies relating to cattle grids.

4 USE OF CATTLE GRIDS

The User agrees that:

- 4.1 the Cattle Grids and Associated Works will only be used by the User and by persons authorised by the User to assist with the passage of stock to and from the Land;
- 4.2 the Cattle Grids and Associated Works will not be used for the housing of animals, vehicles or farm machinery, or for the storage of produce or material at any time;
- 4.3 that the continued permission to use the Cattle Grids and Associated Works is subject at all times to compliance by the User with the terms of this Agreement and all relevant Council local laws and any current Council policies relating to cattle grids.

5 MAINTENANCE

5.1 Maintenance works by User

For the duration of the Term, the User agrees to:

- 5.1.1 maintain the Cattle Grids and Associated Works in accordance with the Plans;
- 5.1.2 maintain the Cattle Grids and Associated Works in a condition that:
 - (a) is consistent with the use and function of the Road; and
 - (b) provides sufficient structural capacity to cater for HS20-11 loading;

- 5.1.3 maintain or repair any damage caused to the Road as directed in writing by Council where the Council is of the reasonable opinion that the maintenance is required because of the use of the Road for the crossing of stock;
- 5.1.4 undertake all maintenance works in accordance with all reasonable requirements of the Council and in accordance with relevant occupational health and safety requirements, the Act, the *Road Safety Act 1986 (Vic)*, and applicable Australian laws, regulations and standards,

all to the satisfaction of Council and all at the User's own expense.

- 5.2 Notwithstanding the above, the User also agrees to undertake maintenance on the Cattle Grids and Associated Works from time to time as reasonably directed by Council in accordance with clause 5.6 of this Agreement.
- 5.3 Pursuant to Part 2 Section 16 of Act, Council grants consent to the User to carry out works on the Cattle Grids or Associated Works subject to the User complying with the standard conditions of consent to conduct works in road reserves as set out in Annexure B.
- 5.4 The User agrees not to carry out maintenance works on the Road unless such maintenance works have been approved in writing by Council.
- 5.5 The parties agree that the consent of the Council to the ongoing maintenance works referred to in this clause 5, is associated with the use of Road for the Cattle Grids and Associated Works and not for other works associated with the Road.

5.6 Maintenance by Council

- 5.6.1 If Council is of the opinion that the Cattle Grids or Associated Works are in need of cleaning or repair by either its own inspection or as a result of being informed by a third party, a notice may be served on the User directing that such cleaning and/or repairs as are specified in the notice must be carried out by the User within a period of 28 days after service of the notice ("**Repair Notice**").
- 5.6.2 Council may carry out the cleaning and/or repairs referred to in clause 5.6.1 and charge the cost thereof to the User where:
 - (a) the User is in default of the Repair Notice; or
 - (b) in the opinion of Council the cleaning and/or repairs required to the Cattle Grids or Associated Works is urgently required.
- 5.6.3 The User shall reimburse to Council within one month of receiving a demand for payment any reasonable costs and expenses incurred by Council in carrying out the works referred to in clauses 5.6.1 and 5.6.2.
- 5.6.4 The User acknowledges that Council may carry out maintenance of the Road as referred to in clause 5.1.3 at the User's expense if such works are a result of the use of the Road for the purposes of crossing of stock.

- 5.6.5 Council will accept liability for the cost of any repairs to the Road, Cattle Grids and Associated Works attributable to a specially authorised vehicle(s) (e.g. a b-double, an over dimensional vehicle, or vehicle operating at higher mass limits), or any other vehicle(s) involved in any extraordinary activity of which Council has prior knowledge of travelling over the Cattle Grids, notification of which will be given by Council to the User.
- 5.6.6 The User must notify Council of any damage caused to the Cattle Grid and Associated Works as a result of an authorised vehicle using the Road in accordance with clause 5.6.5 as soon as practicable after the use has occurred.

6 INSPECTIONS

6.1 Proactive Inspections

- 6.1.1 The User must carry out the Inspections of the Cattle Grids and Associated Works to ensure compliance with this Agreement in accordance with Council's relevant cattle grid policies.
- 6.1.2 The User must keep records of all Inspections and provide them to Council upon request.
- 6.1.3 If the User is aware of any damage to the grids which may present a hazard to other road users, the User must notify Council as soon as is practicable.
- 6.1.4 Council staff will inspect the Cattle Grids and Associated Works as part of its scheduled road network inspections and must advise the User in writing of any defects identified, such defects to be dealt with in accordance with this Agreement.

6.2 Reactive inspections

- 6.2.1 Council will respond to concerns in connection with the Cattle Grids and Associated Works raised by any person by inspecting the Cattle Grids and Associated Works as necessary.
- 6.2.2 The Council will advise the User in writing of any defects observed during the course of its inspection in accordance with this Agreement.
- 6.2.3 The User must rectify any defects reported to the User by Council to the Council's satisfaction in accordance with this Agreement.

7 REPLACEMENT

- 7.1 The User agrees to remove the Cattle Grids and/or Associated Works when they have been assessed by Council that they have reached the end of their serviceable life and are no longer able to be maintained to provide sufficient structural capacity to cater for HS20-T44 loading.
- 7.2 Subject to clause 7.3, if the User still requires Cattle Grids, following assessment by Council that the Cattle Grids and/or Associated Works be removed pursuant to clause 7.1 the parties agree that replacement Cattle Grids and associated works ("**New Works**") can be installed on the Road to the satisfaction of Council either:
- (a) in accordance with the Plans; or
 - (b) be designed by a suitably experienced and qualified building practitioner and certified by a qualified structural engineer and approved by Council.
- 7.3 The User must ensure that the New Works are:
- 7.3.1 designed and installed in accordance with the Act and all other relevant laws, regulations and standards; and
 - 7.3.2 provide for sufficient structural capacity to cater for HS20-T44 loading; and
 - 7.3.3 provide for adequate drainage of the Cattle Grids, the Road in the immediate vicinity of the cattle grids, and other adjacent areas.
- 7.4 The parties agree that unless a new arrangement has been entered into by the parties for the New Works, then the New Works will be subject to this Agreement.

8 ROAD WIDENING AND RELOCATION OF CATTLE GRIDS AND ASSOCIATED WORKS

If the Road is widened and/or realigned in the future, Council will bear the reasonable cost of any necessary extension or relocation of the Cattle Grids and Associated Works.

9 INSURANCE

The User must:

- 9.1 maintain in full force and effect during the Term, public liability insurance against claims for bodily injury, death or property damage and loss of earnings occurring as a result of or in connection with the maintenance works or use of the Cattle Grids and the Associated Works, with a combined single limit of A\$10 million; and
- 9.2 ensure, where possible, that Council is noted as an interested party on the insurance policy referred to in clause 9.1; and
- 9.3 provide a copy of the insurance policy to Council, together with annual certificates of currency following each insurance renewal period.

10 INDEMNITY

The User covenants and agrees:

- 10.1 to indemnify and keep the Council, its officers, employees, agents, workmen and contractors indemnified from and against all costs, expenses, losses or damages which they or any of them may sustain incur or suffer or be or become liable for or in respect of any suit action proceeding judgement or claim brought by any person arising directly or indirectly from the existence and use of the Cattle Grids and Associated Works undertaken by the User or its agent or contractors or employees on the Road.
- 10.2 The User agrees to be responsible for the costs of repair to the Cattle Grids and Associated Works where:
- 10.2.1 a third party has caused intentional or unintentional damage to the Cattle Grids as a result of an activity, whether negligent or not; and
 - 10.2.2 damage to the Cattle Grids or Associated Works has occurred as a result of an unknown cause.
- 10.3 The indemnity referred to in clause 10.1 cannot be revoked by the User.
- 10.4 The indemnity referred to in clause 10.1 is binding and enforceable against the User notwithstanding any neglect, delay or forbearance on the part of Council to exercise its right of indemnity.
- 10.5 Nothing in this clause 10 will prevent the User from seeking to recover damages or costs from a third party (other than Council) associated with damage caused to the Cattle Grids or Associated Works by that third party.

11 CONSEQUENCES OF BREACH

- 11.1 If the User is in breach of any term of this Agreement, Council may call upon the User by notice in writing to remedy such a breach within the time specified in the notice or show cause why the Agreement should not be terminated. If the User fails to either remedy the breach to the satisfaction of Council or show cause within the time stated then Council may without further notice to the User terminate this Agreement and the User shall be liable to pay to Council the reasonable costs of making good any repairs and/or reinstatement reasonably required to ensure the safety of the Cattle Grids and the Road.
- 11.2 If the User fails to comply with Clause 11.1 of this Agreement and Council is required to reinstate and make good the Cattle Grids, Associated Works or the Road, then the reasonable cost thereby incurred shall be a debt due from the User to Council.

12 TERMINATION

- 12.1 This Agreement will terminate if the User:
- 12.1.1 transfers ownership of all the Land or part of the Land so that the User no longer owns land on both sides of the Road; or
 - 12.1.2 has no further rights to run cattle on both sides of the Road so that the Cattle Grids cannot be used for running cattle; or
 - 12.1.3 the User no longer holds a valid local law permit if one is required for movement of stock on the Road; or

- 12.1.4 the User informs Council that the User is insolvent or financially unable to continue with this Agreement; or
 - 12.1.5 being a individual person or a partnership becomes bankrupt, enters into a scheme of arrangement; or
 - 12.1.6 being a corporation, enters into a deed of arrangement or company administration or a winding up order is applied for or made against it, or a mortgagee takes possession of its property or it is wound up.
- 12.2 In the event of termination of this Agreement by clause 11.1, 12 or otherwise, the User shall fully remove or reinstate the Cattle Grids and Associated Works and reinstate the Road at its own cost to the satisfaction of Council within a time frame specified by the Council. Should the Cattle Grids and Associated Works not be removed within this time frame, Council may remove them and seek reimbursement of the costs from the User.
- 12.3 No compensation shall be claimed from or be payable by Council upon termination of the usage of the Cattle Grids in accordance with the terms of this Agreement or by the mutual consent of Council and the User.

13 FURTHER TERM

Provided the User is not in breach of this Agreement, the User may elect by notice in writing to be delivered to Council no less than three months prior to the expiration of the initial term of the Agreement extend the period of this Agreement for up to a further (20) twenty years.

14 NOTICES

14.1 Service of notice

A notice or other communication required or permitted, under this Agreement, to be served on a person must be in writing and may be served:

- 14.1.1 personally on the person;
- 14.1.2 by leaving it at the person's address set out in this Agreement;
- 14.1.3 by posting it by prepaid post addressed to that person at the person's current address for service; or

14.2 Time of service

A notice or other communication is deemed served:

- 14.2.1 if served personally or left at the person's address, upon service;
- 14.2.2 if posted within Australia to an Australian address, two business days after posting; and
- 14.2.3 if received after 5.00pm in the place of receipt or on a day which is not a Business Day, at 9.00am on the next business day.

15 FUTURE PURCHASERS

- 15.1 The User shall advise any future purchaser or occupier of the Land or any part thereof in writing of the existence and contents of this Agreement.
- 15.2 The User shall advise Council in writing of any change of occupier of the Land or of any agreement to purchase the Land or any part thereof within 28 days of such change or agreement.
- 15.3 Subject to the User complying with the terms of this Agreement, Council shall agree to the transfer of rights under this Agreement conditional upon the incoming party and the User entering into with Council a novation of this Agreement or a new agreement on the same terms and conditions as this Agreement.
- 15.4 Should the new purchaser of the Land not agree to enter into this Agreement or a similar arrangement, the User must remove the Cattle Grids and Associated Works and clause 12.2 of this Agreement applies to this clause.

16 APPLICABLE LAW

This Agreement shall be governed by the laws of the State of Victoria and the parties hereby agree to submit to the jurisdiction of the Courts in the State of Victoria in relation to any question or dispute that may arise hereunder.

17 ENTIRE AGREEMENT

This document constitutes the sole and entire agreement between the parties and supersedes any and all prior arrangements, agreements or undertakings and shall be binding notwithstanding any prior arrangements, agreements or undertakings made which may conflict with or be at variance with this Agreement or any correspondence or document relating to the subject matter of this Agreement which may have passed between the parties hereto.

18 SEVERABILITY

If any provision of this Agreement shall be invalid and not enforceable in accordance with its terms, all other provisions which are self sustaining and capable of separate enforcement without regard to the invalid provisions shall be and continue to be valid and enforceable in accordance with those terms.

EXECUTED as a deed.

THE COMMON SEAL of the)
COLAC-OTWAY SHIRE COUNCIL was)
affixed hereto on)
in accordance with Local Law No. 4:)

Councillor

Councillor

Chief Executive Officer

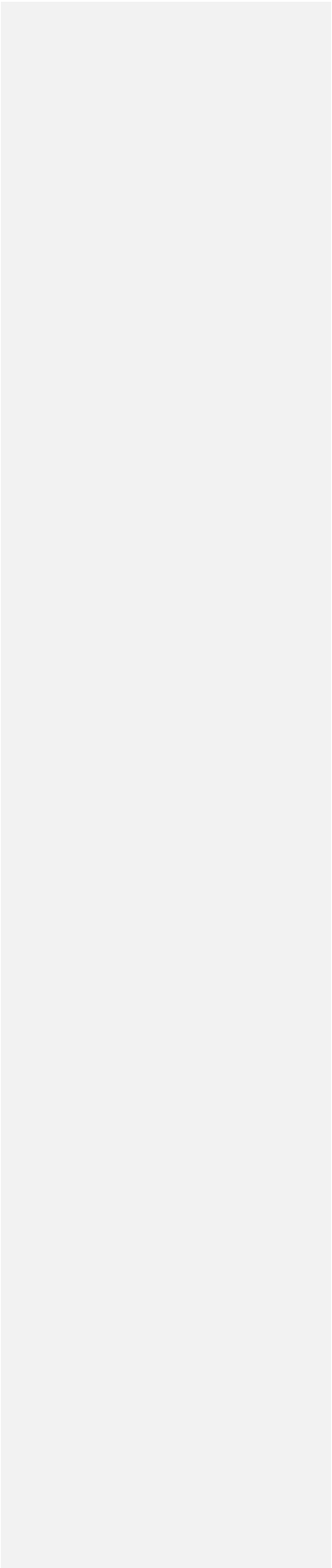
Note: In the absence of the Chief Executive Officer, affixing of seal can be witnessed by two Councillors and any other member of staff authorised by the Chief Executive Officer.

SIGNED SEALED AND DELIVERED)
by <USER> in the presence of.)
_____)

Witness

SIGNED SEALED AND DELIVERED)
by <USER> in the presence of.)
_____)

Witness



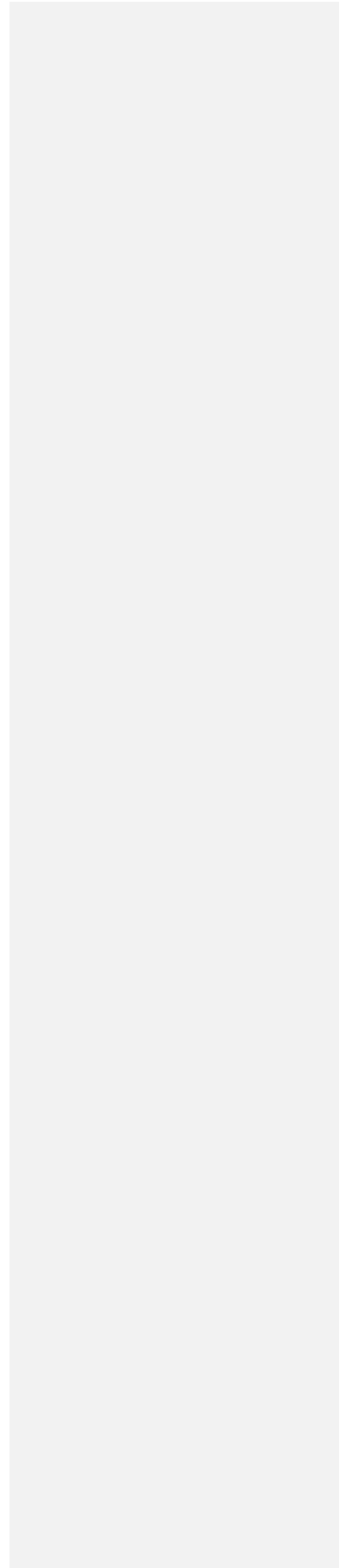
SCHEDULE

- 1 **USER** <USER>
- 2 **ASSOCIATED WORKS** All signage, bypass gates, wing fences and cattle lanes associated with the Cattle Grids
- 3 **CATTLE GRIDS** <CATTLE GRID DESCRIPTION>
- 4 **COMMENCEMENT DATE**
- 5 **INSPECTIONS** Time frame: <TIME FRAME>
- 6 **LAND** <LAND DESCRIPTION>
- 7 **ROAD** <ROAD DESCRIPTION>
- 8 **TERM** Initial term: <TERM>

SAMPLE

**ANNEXURE A
(Plans)**

SAMPLE

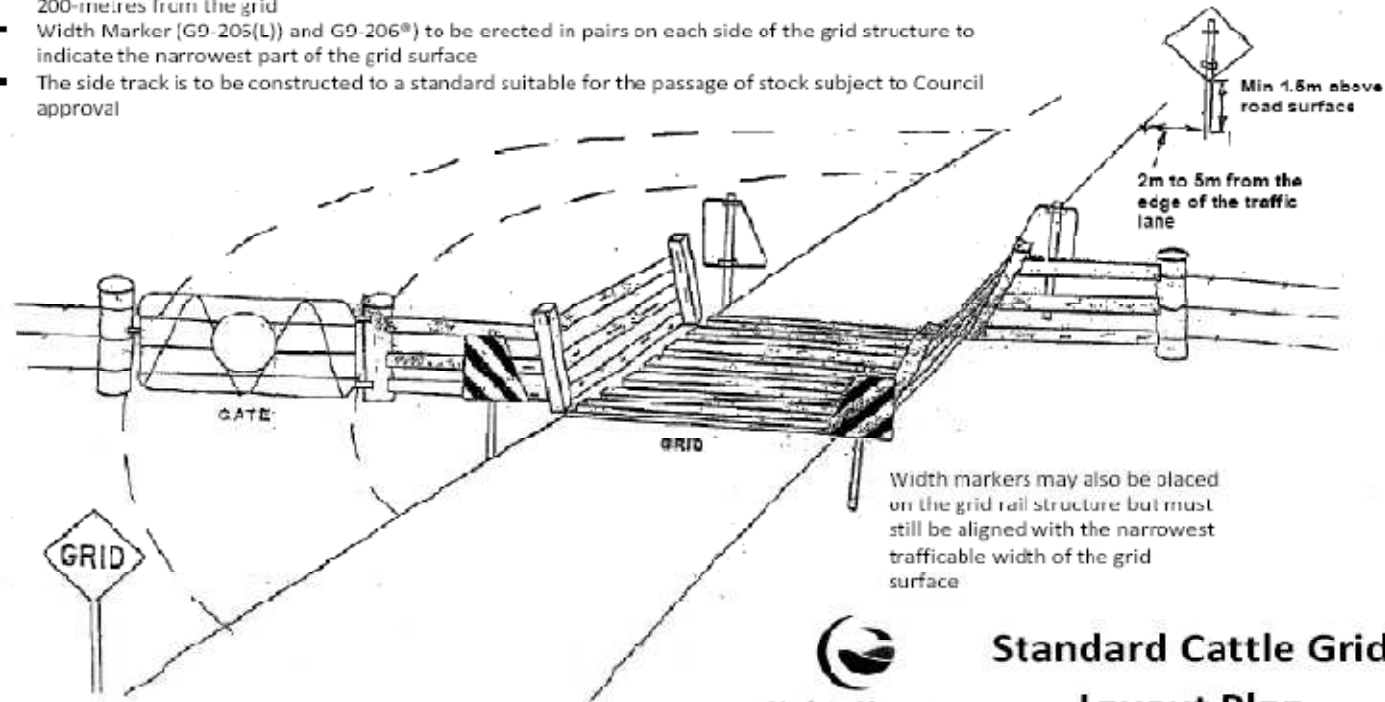


ANNEXURE B
(Standard Conditions of Consent to Conduct Works)

SAMPLE

Notes:

- Grid surface to be at a width specified by Council and a minimum of 2.1-metres along road
- Grid to have at least 300mm clearance underneath the entire grid
- Where possible, the roadside drainage should be directed under the grid to aid in self cleaning
- 'GRID' (W5-16) 750mm x 750mm signs to be erected on both approaches to the grid 50-metres to 200-metres from the grid
- Width Marker (G9-205(L)) and G9-206®) to be erected in pairs on each side of the grid structure to indicate the narrowest part of the grid surface
- The side track is to be constructed to a standard suitable for the passage of stock subject to Council approval



Standard Cattle Grid Layout Plan

Colac Otway Shire
Infrastructure and Services

Not to Scale
Size A4

OM092605-15 CONTRACT APPROVAL**CONTRACT 0901 - SUPPLY & DELIVERY OF BACKHOE / LOADER****CONTRACT 0903 - SUPPLY & DELIVERY OF THREE 3 TONNE TIP TRUCKS****CONTRACT 0904 - SUPPLY & DELIVERY OF 5 CUBIC METRE CAPACITY TIP TRUCK**

| | | | |
|-------------|----------------|-----------|----------------------|
| AUTHOR: | Roger Fox | ENDORSED: | Neil Allen |
| DEPARTMENT: | Infrastructure | FILE REF: | Con 0901, 0903, 0904 |

Purpose

Council approval is required in the awarding of Contract 0901 - Supply and delivery of backhoe/loader, Contract 0903 - Supply and delivery of three 3 tonne tip trucks and Contract 0904 - Supply and delivery of 5 cubic metre capacity tip truck as part of Council's Major Plant Replacement Program.

Background

The following items of plant are proposed to be traded for new replacement vehicles:-

JCB 4CX backhoe/loader registered FMM 676 and purchased in 1994 (Contract 0901)
 Mitsubishi FV647 3 tonne truck registered QHI 754 and purchased in 2000 (Contract 0903)
 Mitsubishi FV647 3 tonne truck registered PTO 451 and purchased in 1999 (Contract 0903)
 Mitsubishi FV647 3 tonne truck registered PTO 474 and purchased in 1999 (Contract 0903)
 Mitsubishi FM557 5 metre truck registered NIC 323 and purchased in 1995 (Contract 0905)

Tenders closed on 4 March, 2009, for the supply and delivery of all listed plant for tenders 0901, 0903 and 0904.

All tenders were evaluated and scored using selection criteria specified which includes:-

- Suitability of vehicle tendered
- Tendered price
- Performance of vehicle tendered
- Authorised distributor of product
- Vehicle availability
- Spare parts - availability and support
- Warranty offered
- Financial Benefits to Council for trade-in

Evaluation decisions were supported by plant operators, team leaders and workshop supervisor who assessed the suitability, performance and reliability of the machines.

Contract 0901 - Supply and delivery of backhoe/loader

The following tenders were received :-

| Tenderer | Make/Model | Tendered Price \$ | Trade-in Purchase \$ | Total Cost Change-over \$ |
|--------------------------------------|-------------------|--------------------------|-----------------------------|----------------------------------|
| William Adams | Caterpillar 444E | 196,077 | 23,000 | 173,077 |
| Komatsu Australia | WB97S-5 | 180,387 | 12,000 | 168,387 |
| JCB Construction Equipment Australia | JCB 4CX | 166,000 | 25,000 | 141,000 |

Above prices do not include GST, stamp duty and registration costs

The preferred tender is the JCB 4CX unit from **JCB Construction Equipment Australia** for a change-over price of **\$141,000** (excluding GST) plus stamp duty and registration costs. The trade-in offer of **\$25,000** is recommended for acceptance.

The JCB Construction Equipment Australia submission provided the best value and is the lowest priced tender for purchase of the new machine with trade-in offer included.

Contract 0903 - Supply and delivery of three 3 tonne tip trucks

The following tenders were received :-

| Tenderer | Make/Model | Tendered Price \$ | Trade-in Purchases \$ | Total Cost Change-over \$ |
|-------------------------|---------------------------------|--------------------------|-------------------------------------|----------------------------------|
| CMI Hino | Hino 300 Series
716 Medium | 187,905 | a) 7,273
b) 5,455
c) 6,818 | 168,359 |
| ISR Truck City Geelong | Hino 300 Series
716 Medium | 182,400 | a) 10,909
b) 10,909
c) 10,909 | 149,673 |
| Adtrans Australia | Mitsubishi Fuso
(Canter 3.5) | 178,500 | No trade-in prices submitted | na |
| Mercedes Benz Australia | Mitsubishi Fuso
(Canter 3.5) | 183,270 | a) 10,909
b) 10,909
c) 10,909 | 150,543 |
| Westar Trucks | Isuzu NPR300
Medium | 194,832 | a) 10,909
b) 10,909
c) 10,909 | 162,105 |
| Winter & Taylor | Isuzu NPR300
Medium | 190,817 | a) 10,909
b) 11,591
c) 11,364 | 156,953 |
| | | | | |

| Purchase trade-in only | | | | |
|-------------------------------|--|--|-------------------------------------|----|
| Graeme Smith Trucks* | | | a) 11,250
b) 11,700
c) 11,500 | na |

Above prices do not include GST, stamp duty and registration costs

* Graeme Smith Trucks is unable to hold their price until the end of July, 2009 when delivery of the new vehicles occurs and withdrew their tender.

The preferred tender is the Isuzu NPR300 vehicles from **Winter & Taylor** for a change-over price of **\$156,953** (excluding GST) plus stamp duty and registration costs. All the three trade-in offers from Winter & Taylor totalling **\$33,864** are recommended to be accepted.

The Winter & Taylor submission scored highest on evaluation, provided the best value and although it is not the lowest priced tender the type of vehicle offered was considered worthy of the slightly higher change-over cost.

Reasons for selecting the Isuzu NPR300 trucks were:-

- slightly higher power ratings for Isuzu NPR300 vehicles
- standardisation of the fleet giving Council the benefit of carrying less stock of spare parts, oil, etc., and reducing overall maintenance costs (the current fleet includes three 3 tonne Isuzu vehicles similar to the proposed new vehicles)
- Council received excellent reliability with previous Isuzu model trucks in the three tonne class when compared to the other previous models

Contract 0904 - Supply and delivery of 5 cubic metre capacity tip truck

The following tenders were received :-

| Tenderer | Make/Model | Tendered Price
\$ | Trade-in Purchase
\$ | Total Cost Change-over
\$ |
|----------------------------|---------------------------------|----------------------|-------------------------|------------------------------|
| CMI Hino | Hino 500 Series
1737 Medium | 109,472 | 20,000 | 89,472 |
| ISR Truck City
Geelong | Hino 500 Series
1737 Medium | 105,630 | 22,955 | 82,675 |
| Adtrans Australia | Mitsubishi Fuso
(Fighter 10) | 111,550 | No prices
submitted | na |
| Mercedes Benz
Australia | Mitsubishi Fuso
(Fighter 10) | 111,364 | 22,955 | 88,409 |
| Westar Trucks | Isuzu FVD 1000 | 117,841 | 22,955 | 94,886 |
| Winter & Taylor | Isuzu FVD 1000 | 118,823 | 22,636 | 96,187 |

| Purchase trade-in only | | | | |
|--------------------------|--|--|--------|--|
| Graeme Smith
Trucks * | | | 24,000 | |

Above prices do not include GST, stamp duty and registration costs

* Graeme Smith Trucks is unable to hold their price until the end of July, 2009 when delivery of the new vehicles occurs and withdrew their tender.

The preferred tender is the Hino 500 Series 1737 Medium vehicle from **ISR Truck City Geelong** for a change-over price of **\$82,675** (excluding GST) plus stamp duty and registration costs.

The trade-in offer of **\$22,955** is recommended to be accepted.

The ISR Truck City Geelong tender with trade-in provided the best value and is the lowest priced tender.

Corporate Plan/Other Strategies/Policy

The submitted tenders were evaluated in accordance with Council's *Tendering and Contracts Policy*.

The purchase of the new plant is in accordance with Cosworks' plant replacement program. It is necessary to purchase all listed plant for tenders 0901, 0903 and 0904 to ensure continued reliability and efficiency of the vehicles undertaking maintenance and construction works.

Issues/Options

Options are :-

1. Proceed with the purchase of new vehicles and award the contracts, or
2. Review the purchase of the items of plant and proceed accordingly

The existing plant needs to be replaced due to the age and condition of the units being tendered. Ongoing maintenance and reliability issues will become worse over time. This will impact on the operations of Cosworks and effective maintenance and construction works.

Proposal

It is proposed that Council trade all the existing listed plant and purchase suitable replacements as recommended.

Financial and other Resource Implications

Total plant replacement program includes allowance for replacement plant and income from plant traded or sold at auction.

The purchase cost of all new proposed items of plant is within and is in line with the plant replacement budget requirements considering costs included for all heavy plant currently awaiting purchase approval (backhoe/loader, three 3 tonne trucks and a 5 cubic metre truck) and plant committed (4wd out front mower purchased under CEO delegation).

Auction valuations obtained for the trade-in plant indicate lower prices would result in selling at auction.

| | |
|--|------------------|
| Current remaining budget for plant replacement 2008/09 | \$160,082 |
| <u>Plant replacement reserve fund</u> | <u>\$504,000</u> |
| Total funds available | \$664,082 |
|
 | |
| 0901 Backhoe/loader change-over cost | \$142,000 |
| 0903 Three 3 tonne trucks change-over cost | \$156,953 |
| 0904 5 cubic metre truck change-over cost | \$ 82,675 |
|
 | |
| 0902 4WD out front mower
(previously approved under CEO delegation) | \$ 30,996
- |
| <u>Total funds required for new plant</u> | <u>\$412,624</u> |

(The above prices exclude GST, and registration costs. Total stamp duty costs have been estimated at \$13,720)

The change-over costs including stamp duty and registration of proposed new plant will be within the available budget.

Risk Management & Compliance Issues

Purchase of the new plant is in accordance with Council's occupational health and safety requirements where equipment has been specified and reviewed. Necessary documentation is to be provided with the new vehicles on delivery.

Environmental Considerations

Selection of the replacement unit has taken into account environmental aspects of operation of the vehicle including fuel efficiency and operating noise.

Communication Strategy/Consultation

The tender was advertised in the Colac Herald on 9 February, 2009, and the Geelong Advertiser and The Age on 7 February. The tender was also listed on the Colac Otway Shire website.

Implementation

Upon Council's approval the Contract will be awarded and new plant purchased. Delivery can be expected within four weeks for the backhoe/loader and eight to ten weeks for the trucks after placing an order.

Conclusion

Recommendations are made to award Contract 0901 - Supply and delivery of backhoe/loader to JCB Construction Equipment Australia, Contract 0903 - Supply and delivery of three 3 tonne tip trucks to Winter & Taylor and Contract 0904 - Supply and delivery of 5 cubic metre capacity tip truck to ISR Truck City Geelong. Plant to be replaced is recommended to be traded to the respective new vehicle suppliers.

The change-over costs including stamp duty and registration of proposed new plant will be within the available budget.

Attachments

Nil

Recommendation(s)

- 1. That Council awards Contract 0901 for Supply and Delivery of Backhoe/Loader as specified to JCB Construction Equipment Australia at the tender price of \$166,000 (excluding GST, stamp duty and registration) together with their trade-in offer of \$25,000.**
- 2. That Council awards Contract 0903 for Supply and Delivery of Three 3 Tonne Tip Trucks as specified to Winter & Taylor at the tender price of \$190,817 (excluding GST, stamp duty and registration) together with their trade-in offers of \$10,909, \$11,591 and \$11,364.**
- 3. That Council awards Contract 0904 for Supply and Delivery of 5 Cubic Metre Capacity Tip Truck as specified to ISR Truck City Geelong at the tender price of \$105,630 (excluding GST, stamp duty and registration) together with their trade-in offer of \$22,955.**
- 4. That Council delegates to the Chief Executive Officer authority to sign and place under Council seal the contract documents following award of Contracts 0901, 0903 and 0904.**



~~~~~\ ~~~~~

## CONSENT CALENDAR

### OFFICERS' REPORT

D = Discussion

W = Withdrawal

| ITEM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | D | W |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|
| <p><b><u>SUSTAINABLE PLANNING AND DEVELOPMENT</u></b></p> <p><b><u>OM092605-16 2009/2010 SMALL TOWN IMPROVEMENT PROGRAM ALLOCATIONS</u></b></p> <p>Department: Sustainable Planning and Development</p> <p><b><u>Recommendation(s)</u></b></p> <ol style="list-style-type: none"> <li>1. <i>That Council endorse the recommended funding allocations for the 2009/10 STIP Program subject to funding being allocated through the 2009/10 Budget process.</i></li> <li>2. <i>That Council approve an amendment to the STIP Guidelines to change the maximum limit available to \$25,000.</i></li> </ol> |   |   |
| <p><b><u>OM092605-17 COLAC OTWAY SHIRE TOURISM SIGNING POLICY</u></b></p> <p>Department: Sustainable Planning and Development</p> <p><b><u>Recommendation(s)</u></b></p> <p><i>That Council endorse the Draft Tourism Signing Policy and release it for a public consultation period of 6 weeks</i></p>                                                                                                                                                                                                                                                                                                |   |   |
| <p><b><u>OM092605-18 DRAFT ECONOMIC DEVELOPMENT ACTION AGENDA 2009-2013</u></b></p> <p>Department: Sustainable Planning and Development</p> <p><b><u>Recommendation(s)</u></b></p> <p><b>That Council endorse the release of the draft Economic Development Action Agenda 2009/10 for a six week consultation period for public comment.</b></p>                                                                                                                                                                                                                                                       |   |   |

**Recommendation**

***That recommendations to items listed in the Consent Calendar, with the exception of items ....., be adopted.***

**MOVED** .....

**SECONDED** .....

**OM092605-16 2009/2010 SMALL TOWN IMPROVEMENT PROGRAM ALLOCATIONS**

|             |                                      |           |            |
|-------------|--------------------------------------|-----------|------------|
| AUTHOR:     | Mick Cosgriff                        | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning and Development | FILE REF: | GEN1662    |

**Purpose**

The purpose of this report is to seek Council's endorsement of the proposed Small Town Improvement Program (STIP) allocations of \$80,000 proposed by the STIP committee.

**Background**

Since 1999, Council has allocated funds annually towards the STIP. Small Town Progress Associations/Community Groups in the Shire are invited to submit applications for projects so that Council can decide on how best to allocate the \$80,000.

In 2005, a STIP Advisory Committee was established to decide on the allocation of the funds from the STIP budget. A new STIP Advisory Committee was appointed following the 2008 Council elections. Funding has been allocated for community infrastructure projects that would not be funded as a priority through Councils Capital Works program or for community development projects such as master plans. The Economic Development Unit in conjunction with the Infrastructure Department implements the selected projects. Other Council departments are consulted when appropriate.

For the 2009/2010 STIP, applications were sought from our small town community groups from August to November 2008. The Economic Development Unit, in conjunction with other Council departments, assessed each application and developed a suggested allocation list which was recommended to the STIP Advisory Committee at their meeting on 5 May 2009 for implementation in the 2009/2010 financial year.

The attached projects were subsequently endorsed by the STIP Advisory Committee based on a number of criteria including:

- Ability to obtain external State and/or Federal Government funding;
- Assessment of previous STIP funding allocated to that community;
- Level of local priority based on the rankings in the individual township master plans;
- Assessment against other Council priorities including the potential for funding through Council's Capital Works Program; and,
- Level of community contribution (both in-kind and cash).

The attached allocation of projects to be completed under the STIP will commence following endorsement of this report and subject to adoption of the 2009/2010 Council budget.

**Corporate Plan/Other Strategies/Policy**

This program is identified in the Council Plan 2005 – 2009 as CP14:

*Continue implementation of Small Town Improvement Program in partnership with community groups.*

**Issues/Options**

Given the commitment of Council expenditure throughout the Shire, the STIP offers the opportunity for community infrastructure and community development projects to be undertaken in small communities which would otherwise have to compete for Council Capital Works funding. Historically these projects may not have been funded as a priority through Council's Capital Works program or other Council budgets.

STIP projects have improved economic development in these small communities and engendered significant community enthusiasm and civic pride.

The guidelines set out the parameters for projects, including the maximum funding allocation of \$15,000. In previous years however, this has been exceeded, primarily to maximise any potential funding from the State Government.

The Committee has again decided to exceed the maximum limit to \$25,000 this year on the Birregurra park project due to the increased cost of purchase and installation of playground equipment. It is anticipated that this funding will be added to by \$15,000 from the Colac Otway Shire Recreation Unit 2009/10 budget so that the project may be successfully completed.

This year's recommendations are summarised in the following table.

|            |                                                                        |
|------------|------------------------------------------------------------------------|
| Group      | <b>Birregurra Community Group</b>                                      |
| Project    | Supply and Installation of Playground Equipment at the Birregurra Park |
| Allocation | <b>\$25,000</b>                                                        |

|            |                                     |
|------------|-------------------------------------|
| Group      | <b>Barwon Downs Community Group</b> |
| Project    | Demolition of Old Tennis Shed       |
| Allocation | <b>\$15,000</b>                     |

|            |                                         |
|------------|-----------------------------------------|
| Group      | <b>Cressy and District Action Group</b> |
| Project    | Town Entry Sign                         |
| Allocation | <b>\$5,000</b>                          |

|            |                                         |
|------------|-----------------------------------------|
| Group      | <b>Lavers Hill Progress Association</b> |
| Project    | Lavers Hill Hall Kitchen Upgrade        |
| Allocation | <b>\$15,000</b>                         |

|            |                                          |
|------------|------------------------------------------|
| Group      | <b>Skenes Creek Progress Association</b> |
| Project    | Master Plan                              |
| Allocation | <b>\$10,000</b>                          |

|            |                           |
|------------|---------------------------|
| Group      | <b>Various Localities</b> |
| Project    | Locality Signage          |
| Allocation | <b>\$10,000</b>           |

In this context and given the history of STIP allocations in recent years, it is proposed that an amendment be made to the STIP guidelines to change the maximum funding limit to \$25,000.

There are three options for Council to consider:

*Option 1*

That Council endorse the allocations recommended by the STIP Advisory Committee on the attached document and those projects will commence subject to and upon adoption of the 2009/2010 Council budget.

In addition to this, it is proposed that Council approve an amendment to the STIP guidelines allowing for an increase of the maximum amount available to \$25,000.



*Option 2*

That Council ask that the STIP Advisory Committee meet again to re-evaluate the applications and put forward alternative suggested allocations.

*Option 3*

That Council asks the small town community groups to resubmit alternative applications which would then be reassessed by the STIP Advisory Committee.

Option 1 is the preferred option as there has already been a thorough process of application, assessment and recommendation. It is unlikely that new or different projects would emerge from a repeated process and endorsement of the recommendations would allow projects to commence following the adoption of the Council 2009/10 budget.

**Proposal**

That Council endorse the allocation of the funds recommended by the STIP committee and that Council approve an amendment to the STIP guidelines to increase the maximum funding available to \$25,000.

**Financial Implications**

There is an allocation of \$80,000 for STIP projects in the draft 2009/2010 Council budget. This is the same amount allocated in 2008/2009. The recommended allocations will be used where possible to leverage State and Federal Government funding.

**Risk Management Implications**

All projects undertaken as part of the STIP follow Council's Risk Management processes, including preparation of a Risk Assessment Form and a completed and signed Job Safety Analysis from suitable qualified contractors engaged to complete the work on Council's behalf. Planning requirements and Cultural Heritage issues are considered and where required, appropriate permits are sought prior to implementation.

**Environmental Considerations**

All works to be undertaken will be completed following discussions with Council's Environment and Community Safety and Planning Departments to ensure all issues are assessed.

**Communication Strategy/Consultation**

Following adoption of the Council budget, the STIP allocations will be communicated to the Small Town Progress Associations/Community Groups via mail. In addition, press releases will be developed and issued to the relevant community newsheets detailing projects to be undertaken in their respective small towns.

The Economic Development Unit will also liaise personally with the individual small town community groups to discuss the projects, in particular how the proposed in-kind contribution for the project can be completed and how Council will manage any cash contribution from the community group.

**Implementation**

Following Council endorsement of the attached 2009/2010 STIP allocations and subject to the approval of the 2009/2010 Council budget, the Economic Development Unit will coordinate the projects in consultation with other applicable Council departments and State and Federal Government agencies.

The Small Town Progress Associations/Community Groups will also be notified of the change to the limit of funding available.

**Conclusion**

The STIP has allowed for additional projects to be completed in our smaller townships based on the priorities of local communities. The 2009/2010 STIP projects recommended by the STIP committee will assist in improving economic and community development in the respective small towns.

The proposed changes to the STIP guidelines will ensure that all groups will have greater opportunities to undertake successful projects with the extra funding, and will also create greater leverage for external funding.

**Attachment**

2009/2010 Small Town Improvement Program Guidelines

**Recommendation(s)**

1. ***That Council endorse the recommended funding allocations for the 2009/10 STIP Program subject to funding being allocated through the 2009/10 Budget process.***
2. ***That Council approve an amendment to the STIP Guidelines to change the maximum limit available to \$25,000.***

~~~~~\) ~~~~~



SMALL TOWN IMPROVEMENT PROGRAM

GUIDELINES NOV 2003

Objective

The objective of the fund is to assist Council in prioritising the allocation of its Small Town Improvement Program budget which aims to assist in improving infrastructure on public owned land in the small towns¹ of the Colac Otway Shire.

Council currently allocates \$80,000 per year towards this Program.

Council is now calling for applications from Small Town Community Groups/ Associations/ Organisations to assist in allocating this fund. This program does not allocate funding directly to community groups. Council will manage the successful projects.

Groups eligible to apply for consideration of allocation of this fund

Groups eligible to apply for consideration of allocation of this fund are Action Groups, Advancement Associations, Community Groups or Progress Associations² within the small towns of the Colac Otway Shire. These groups are community based, not for profit organisations that wish to assist Council in developing infrastructure projects. These projects must result from a township master plan and be of a priority to the community.

Criteria of what will be considered for allocation

As stated above, projects **must result from the recommendations of a Small Town Master Plan**. We recognise the development of these master plans has involved the broader community and has prioritised projects according to community preference. However, in determining allocations of the Small Town Improvement Program the following factors will also be taken into account:

- That the project has broad community support,
- The community benefits (short and long term) provided by the project,
- Whether the project provides new or increased opportunities for residents of the Colac Otway Community,
- The amount of funding the town has received in the past from Local, State & Federal Governments,
- Whether the project has the ability to attract additional external funding,
- The track record of the group in the past in assisting and supporting community infrastructure projects and planning,

1 Small Town is defined as any town consisting of less than 800 residents

2 Barwon Downs Community Group, Beeac Progress Association, Beech Forest Progress Association, Birregurra Community Group, Carlisle River Community Group, Cressy Community Action Group, Forrest and District Community Group, Gellibrand/Kawarren Progress Association, Kennett River Association Inc, Lavers Hill Progress Association, Skenes Creek Progress Association, Swan Marsh Community & Neighbourhood Association, Wye River & Separation Creek Progress Association.

- The provision of sufficient documentation on the proposal including letters of support and relevance to the township master plan,
- Whether the project is able to be completed for the amount requested to be allocated and
- Its priority rating for funding compared to other suitable applications
- **That Master Plans can be reviewed after a period of five years**

Criteria for what will not be considered for allocation

- Requests for an allocation which does not fit within the recommendations of a Township Master Plan,
- Requests for a project which is not capital works,
- Request for allocations for general ongoing administration costs or project management costs,
- Projects which are on privately owned land and
- Projects which fit under the Council's Community Projects Fund and Recreational Facilities Fund
- Projects that would normally be considered as a part of normal Council business, such as curb and channel works. These projects will be placed in the Council's Capital Works Program.
- **The review of Master Plans if they have not been in existence for five (5) years or more**

NB. Applicants should note that the submission of an application does not necessarily guarantee funding of the proposal.

Grant Amounts

Allocations once approved will not be paid to the applicant but will be allocated in Council's budget. Council will manage the project.

Allocations up to \$15,000 (Council contribution) will be considered and preference will be given to projects where a 50% subsidy is available ie. A dollar for dollar basis.

Preference will also be given to:

- Organisations which have demonstrated a "self-help" attitude, a desire to raise funding through their own means and documentation to support the organisation's 50% matching contribution.
- Projects which have the ability to attract additional external funding or grants

If more than \$15,000 is required from Council to complete the infrastructure project the community has identified as a priority, a letter should be written to the Chief Executive Officer, Colac Otway Shire PO Box 283, Colac by the community group requesting special consideration.

Consideration of Allocations

Allocation proposals should be made on the attached Small Town Improvement Program Allocation Proposal Form. Incomplete applications will not be considered. Groups experiencing difficulty completing this form should contact Mick Cosgriff, Economic Development Officer on 5232 9444 for assistance.

Applications should be sent to:

**Mick Cosgriff
Economic Development Officer
Colac Otway Shire
PO Box 283
Colac 3250**

**SMALL TOWN IMPROVEMENT PROGRAM
Proposal for Allocation Consideration Form**

1. ORGANISATION DETAILS:

| | |
|---|--|
| Name of applicant organisation | |
| Postal Address | |
| Organisation Contact | |
| Address | |
| Contact telephone | |
| (work) | |
| (home) | |
| (mob) | |
| (fax) | |
| (email) | |
| Membership number in group/ organisation | |
| Aims of the Organisation | |

2. PROJECT DETAILS:

2.1 Description of project/proposal.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |

2.2 Please give details of how this project/proposal fits into the priorities of your Township Master Plan.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |

2.3 Please give details of the community benefits (short and long term) provided by the project.

| |
|--|
| |
| |
| |
| |
| |
| |
| |

2.4 Please provide details of community need for this proposal (ie community consultation) and what discussions have you held with related groups in the area about this project (please attach support letters if possible).

| |
|--|
| |
| |
| |
| |
| |
| |
| |

3. FINANCIAL DETAILS:

3.1 Please provide details of any funding your town has received in the past five years for community infrastructure projects from Federal, State or Local Government sources.

| |
|--|
| |
| |
| |
| |
| |

3.2 Please provide details of any other sources of income that you feel may be available for this project.

| |
|--|
| |
| |
| |
| |
| |

3.3 Has funding for this project been sought from any other body?

Yes No

If yes, please list:

| |
|--|
| |
| |
| |
| |

3.4 Total cost of project.

| |
|----|
| \$ |
|----|

3.5 Is there the ability for the community group/organisation to contribute to the project either in cash or in-kind?

Yes No

If yes, please indicate the amount and the details of the in-kind contribution

In Cash \$ _____ In Kind \$ _____

Details of the in-kind contribution. Please outline what the in-kind contribution will be:

| |
|--|
| |
| |
| |
| |
| |

3.6 Funds requested for allocation in the Colac Otway Shire's Small Town Improvement Program 2007/08 Budget

\$ _____

3.7 Are you willing to accept partial allocation?

Yes No

If yes, indicate priorities:

| |
|--|
| |
| |
| |

CHECK LIST:

Please ensure the following items are attached to this form. Failure to include the below may inhibit assessment of your submission

| | Attached
Yes | Attached
No |
|---|--------------------------|--------------------------|
| <input type="checkbox"/> Budget Table | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Relevance to Township Master Plan | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Support Letters | <input type="checkbox"/> | <input type="checkbox"/> |

Please complete following Budget Table

SMALL TOWN IMPROVEMENT PROGRAM BUDGET

FINANCIAL INFORMATION

Project Cost Breakdown -

| ITEM | AMOUNT \$ |
|---------------------------|-----------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| TOTAL PROJECT COST | |

FUNDING SOURCE

| | Anticipated | Confirmed |
|---|-------------|-----------|
| Group/organisation cash contribution | | |
| Fundraising | | |
| Unskilled In kind labour @ \$15 per hour | | |
| Skilled In-kind labour @ \$25 per hour | | |
| Other | | |
| Sponsorship | | |
| Amount requested from Council | | |
| Total Anticipated | \$ | \$ |
| Total Confirmed | \$ | \$ |

OM092605-17 COLAC OTWAY SHIRE TOURISM SIGNING POLICY

| | | | |
|-------------|--------------------------------------|-----------|------------|
| AUTHOR: | Mick Cosgriff | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning and Development | FILE REF: | GEN00184 |

Purpose

The purpose of this report is to provide the draft Colac Otway Shire Tourism Signing Policy to Council for endorsement and to seek consent to present the draft policy for public consultation.

Background

Colac Otway Shire is required to manage the installation and control of tourist directional signage under its obligations as a coordinating road authority pursuant to Section 66 of the Road Management Act 2004 (the 'Act'). VicRoads is the relevant coordinating authority for all freeways and declared arterial roads whilst Council is the relevant coordinating authority for municipal roads.

VicRoads released the third edition of the Tourism Signing Guidelines in February 2009. These guidelines provide a comprehensive guide to the roles and responsibilities, requirements and obligations, rules and processes that relate to signing to tourism attractions and services. These guidelines were produced following an extensive period of public consultation with the tourism industry and other key stakeholders while ensuring that the basic principles of traffic management and road safety were taken into consideration.

It is in the interest of both Colac Otway Shire and VicRoads that a consistent approach is taken in relation to the management and installation of tourism signing.

Corporate Plan/Other Strategies/Policy

This policy relates to the Economic Development and Tourism Strategy 2004 – 2009 action 4.1.6 to implement the recommendations from the Colac Municipal Precinct Signage Access report.

It also relates directly to Council's requirements under the Road Management Act 2004.

Issues/Options

The Colac Otway Shire does not currently have a Policy in relation to the management and installation of tourist directional signage. Historically, applications for signing have been processed using the VicRoads guidelines as an informal guide, however nothing formal has been initiated. This policy will ensure a formal and consistent process is adopted.

The third edition of the VicRoads Tourism Signing Guidelines was released in February 2009 following considerable consultation with a large range of stakeholders from the tourism industry including Tourism Victoria, Regional and Local Tourism Associations and tourism operators. The guidelines ensure that, where possible, the interests of the tourism industry are met whilst at the same time upholding the basic principles of traffic management and road safety.

Whilst both VicRoads and Colac Otway Shire act as coordinating authorities for various different roads within the Shire boundaries, it would be reasonable to assume that motorists are unable to recognise the difference. With this in mind, it should be seen as a priority that a consistent approach to all roads and the management and installation of tourist directional signage be adopted.

Proposal

It is proposed that the draft Policy be endorsed and released for a period of public comment to provide opportunity for tourism operators and the general public to review the Policy. A six (6) week consultation period would enable a final draft Policy to be submitted to the July Meeting of Council for adoption.

Financial and other Resource Implications

There is no cost to Council arising from the endorsement, or ultimately the adoption of this Policy

Risk Management & Compliance Issues

All signs are required to be produced in accordance with the VicRoads Tourism Signing Guidelines February 2009 with reference made to Australian Standard AS1742.6 and the VicRoads Traffic Engineering Manual Vol 2 for detailed guidance on sign design.

Environmental Considerations

There are no environmental considerations for this policy.

Communication Strategy/Consultation

The draft policy will be displayed for a period of six (6) weeks with communication to be undertaken through the local print media. Consultation will also be carried out with Otways Tourism and the 4 Sub-Local Tourism Associations within the Shire.

The draft Policy will be available for viewing at both Colac and Apollo Bay customer service centres, both Colac and Apollo Bay Visitor Information Centres as well as on the Colac Otway Shire website.

Implementation

The Tourism Signing Policy will be used to assess any new applications for directional tourism signage within the Shire. It will also provide the basis for future audits and possible rationalisation of current signage.

Conclusion

Council is required to manage tourist directional signage under its obligations pursuant to the Act and currently does not have a policy to guide this management. A policy relating to the installation and management of tourist directional signage which utilises the current VicRoads guidelines will provide clear and consistent guidance to the tourism industry.

Attachments

Tourist Signage Guidelines

Recommendation(s)

That Council endorse the Draft Tourism Signing Policy and release it for a public consultation period of 6 weeks

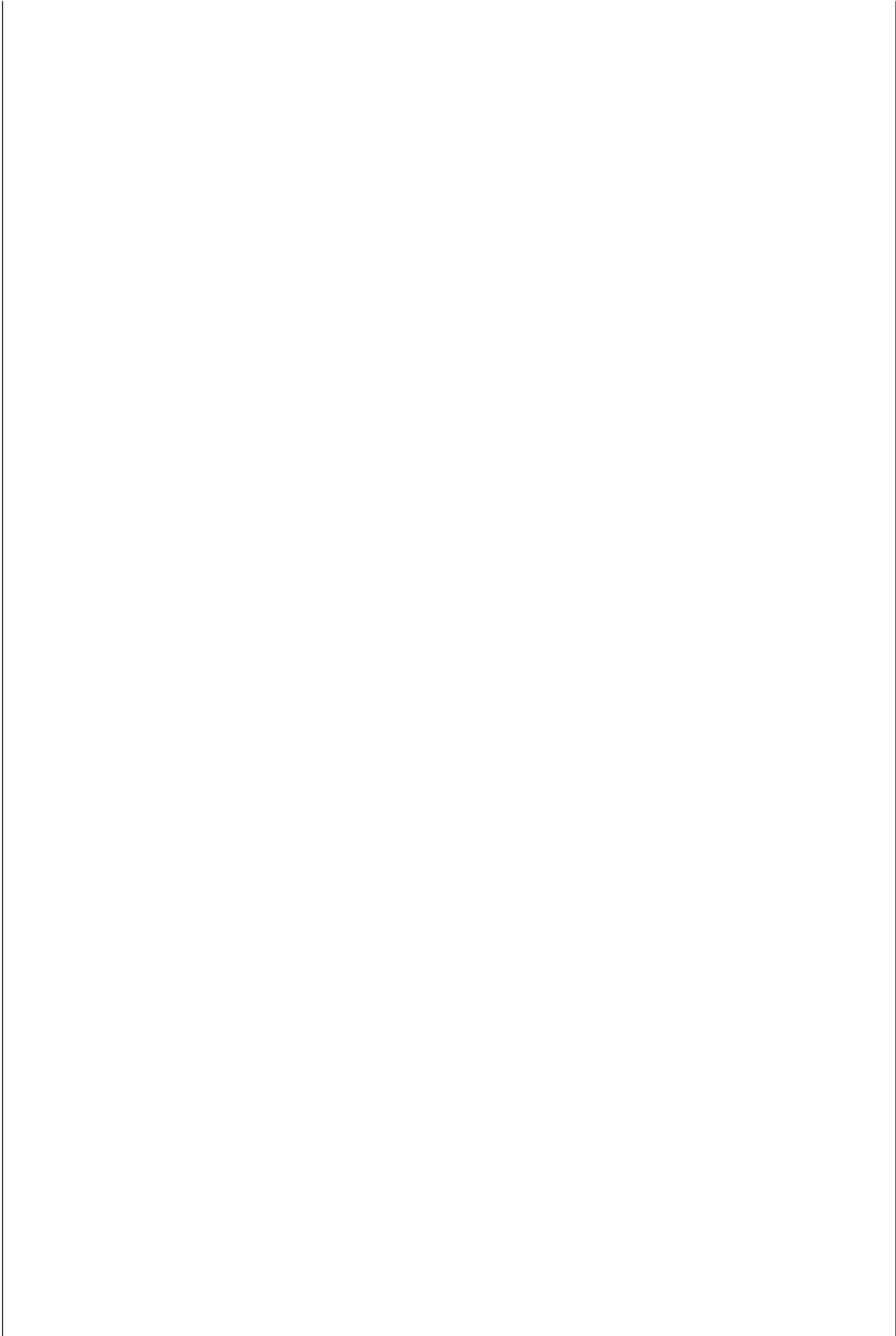
~~~~~\)



# Tourist Signing Guidelines







## Contents

### Part A – Overview

#### 1 Introduction

- 1.1 Aims and Objectives of the Guidelines
- 1.2 Application

#### 2 Why Have Guidelines?

- 2.1 The Need for Tourist Signing Guidelines
- 2.2 Outcomes and Benefits

#### 3 Signing Roles and Administration

- 3.1 Role of Road Authorities
- 3.2 Role of Tourism Victoria
- 3.3 Role of Tourism Managers/Officers
- 3.4 Role of Regional/Local Tourism Signing Committees

### Part B – Principles and Design Standards

#### 4 Roads Signs in Use

- 4.1 Direction Signs
- 4.2 Tourist Attraction Signs
- 4.3 Types of Tourist Attraction Signs
- 4.4 Services Signs
- 4.5 Types of Services Signs
- 4.6 Community Facility Signs

#### 5 Design, Construction and Installation of Signs

- 5.1 General
- 5.2 Sign Design
- 5.3 Indication of Distance
- 5.4 Symbol and Logos
- 5.5 Construction Materials
- 5.6 Location

#### 6 Local Tourist Drives and Touring Routes

- 6.1 Local Tourist Drives
- 6.2 Touring Routes of National/State Significance
- 6.3 Illustration of an Integrated Tourist Signing Scheme

#### 7 Key Destinations and Services

- 7.1 Signing to Victoria's Geographic Tourism Destinations of National and International Significance
- 7.2 Signs for Attractions of State Significance
- 7.3 Visitor Information Centres
- 7.4 Information Bays/Interpretive Signs
- 7.5 Visitor Radio

**8 Extent of Signing and Rationalisation**

- 8.1 Extent of Signing
- 8.2 Number of Signs
- 8.3 Limit to Tourist and Services Signs at Intersections
- 8.4 Rationalising Signs at Specific Locations
- 8.5 Additions to Tourist Signs
- 8.6 Business or Community Facility signs
- 8.7 Unauthorised Signs
- 8.8 Examples

**Part C – Application Process and Administration****9 Eligibility for Tourist Signing**

- 9.1 General
- 9.2 Criteria for Tourist Attraction Signing
- 9.3 Criteria for Tourist Accommodation Signing

**10 How to Apply for a Sign Permit**

- 10.1 General
- 10.2 Preparation of Application
- 10.3 Lodgement of Application
- 10.4 Consideration of Application
- 10.5 Approval or Refusal of Application
- 10.6 Sign Installation
- 10.7 Ongoing Responsibilities
- 10.8 Non Compliance
- 10.9 Flow chart for application process

**11 Administrative Arrangements**

- 11.1 Costs
- 11.2 Ownership of Signs
- 11.3 Permits Periods
- 11.4 Alterations to Signs
- 11.5 Maintenance/Installation of Signs

**Appendices**

- A. Glossary of Terms
- B. References and Specifications
- C. Approved Symbols for Services Signs
- D. Tourist Attraction Symbols
- E. Sample Sign Permit





DRAFT

*Part A*

*Overview*

# 1. Introduction

## 1.1 Aims and Objectives of the Guidelines

The primary objective of these guidelines is to provide guidance on the application and assessment process for the installation of tourist signs on roads throughout Victoria. The objective includes:

- a high standard of direction signing, including support to a network of accredited visitor information centres; and
- co-ordinated and complementary tourist and service signs.

The guidelines apply to signs in a road reserve which give direction or guidance about a tourist attraction, service or facility of interest to road users. They do not apply to signs which are subject to a planning permit, such as advertising signs.

Authorisation for tourist signage is provided by the relevant coordinating road authority under the Road Management Act 2004. The process is separate from planning requirements and only applies to signs for which a planning permit is not required.

Applicants must also obtain the consent of the coordinating road authority under the Road Management Act 2004 for the installation and maintenance of signs on a road.

The guidelines aim to:

- emphasise that the purpose of tourist signing is to give direction or guidance about a tourist attraction, service or facility and is not promotional or for advertising purposes;
- recognise the State's tourism strategies (including those generated by Regional/Local Tourism Signing Committees) as principal points of reference in developing and enhancing signing schemes;
- ensure ease of visitor navigation by using the most effective combination of direction signs, tourist and services signs, marketing/promotional material and accredited visitor information centres;
- adopt technical standards which not only facilitate motorist recognition and comprehension of signs but also meet road safety objectives and requirements;
- reduce roadside clutter and visual pollution created by uncontrolled and inappropriate signs; and
- provide consistent application and administration of tourist signing across the State.

## 1.2 Application

The guidelines apply to all tourist signs erected within road reserves in regional Victoria.

While the principles can be applied in many urban situations, it is acknowledged that these guidelines do not cover the detailed and specific signing considerations often required in built-up areas.

The guidelines are for the use of applicants, VicRoads, Municipal Councils, as well as Regional/Local Tourism Signing Committees. While there is a comprehensive Australian Standard (AS 1742.6) dealing with tourist and services signing, it does not cover the wide range of situations which occur in practice. More comprehensive guidelines are contained in VicRoads' Traffic Engineering Manual Vol. 2, Chapter 11, which require interpretation by experienced road authority officers.

VicRoads works co-operatively with Councils to ensure a consistent and seamless approach to tourist signing.

Councils may apply additional conditions related to planning considerations, particularly in areas of high commercial or tourist activity, or relating to residential and/or heritage amenity. This will especially apply within metropolitan Melbourne and provincial cities.

Clause 52.05 of the Victoria Planning Provisions (VPPs) states that a sign in a road reserve which gives direction or guidance about a tourist attraction, service or facility of interest to road users does not require a planning permit. However, the sign must be displayed to the satisfaction of the road authority.

## **2. Why Have Guidelines?**

### **2.1 The Need for Tourist Signing Guidelines**

Tourist and services signs are primarily provided for the guidance of motorists and to facilitate safe, efficient and orderly travel.

Road signs are the final directional link in a communication process between the tourism operator and the consumer—a process which must also include motivational and other support marketing material, such as brochures and advertising. Road signs are a means of reinforcing precise locations and reassuring motorists that they are travelling in the right direction.

The specific role of tourist and services signs is to:

- give advance notice of attractions and services, particularly where a change in direction is required;
- reassure motorists that they are travelling in the right direction;
- give immediate notice of an attraction or service and facilitate safe access; and
- direct motorists to sources of tourist information, such as visitor information centres, information bays, interpretation centres, or visitor radio.

### **2.2 Outcomes and Benefits**

The expected outcomes and benefits of these guidelines include:

- a signing system which adds value to tourism development and promotion strategies and, in particular, contributes to enhanced visitor experiences, longer stays and greater tourism activity in regional areas;
- a signing system which meets the needs of road users and avoids clutter of roadside signs;
- the adoption and implementation of high quality, uniform tourist and services signing practices throughout the state; and
- a clear definition of the roles and responsibilities of all stakeholders, including administrative and financial, implementation and maintenance responsibilities.

### 3. Signing Roles and Administration

*Tourist attraction and services signing throughout Victoria involves many stakeholders: road authorities (Municipal Councils and VicRoads); government agencies; tourism organisations and tourism operators. Under the guidelines, each group or organisation has specific responsibilities in relation to signing, making the process easier to understand and more relevant for those with signing needs.*

#### 3.1 Role of Road Authorities

Road authorities (such as Municipal Councils and VicRoads) must ensure that the standard of direction, tourist and services road signing enables motorists, and in particular tourists, to find their way on the principal road network without the need for an excessive number of signs.

VicRoads is the relevant coordinating road authority for Victoria's freeways and declared arterial roads and Councils are the relevant coordinating road authority for municipal roads under the Road Management Act 2004.

**Under Section 66 of the Road Management Act 2004, written consent (a sign permit) from the relevant coordinating road authority is required for the placing of a sign on a road.**

In considering whether to give consent for the purposes of section 66, Regulation 508 of the Road Management (General) Regulations 2005 provides that the relevant coordinating road authority must consider whether a sign would be likely to:

- obscure the field of view of a user of the road;
- cause a hazard by distracting the attention of a user of the road;
- obscure or distract attention of a user of the road from a traffic control device; or
- in any other way be detrimental to the safe or efficient use of the road.

A sign permit from the road authority also serves as consent for works, for the purposes of section 63 of the Road Management Act 2004, with respect to the installation of the sign

A sign in a road reserve which gives direction or guidance about a tourist attraction, service or facility of interest to road users does not require a planning permit (Clause 52.05-3 of the Victoria Planning Provisions). However, *the sign must be displayed to the satisfaction of the road authority.*

Signs that require a planning permit are the responsibility of Council. Councils will generally refer such applications to VicRoads as a referral authority under the Planning and Environment Act 1997.

In relation to tourist and services signs, road authorities need to ensure that all signing conforms to design, construction and safety standards. In addition to these standards, road authorities can also impose other conditions relating to sign design and installation.

### **3.2 Role of Tourism Victoria**

Tourism Victoria is the State Government authority responsible for developing and marketing Victoria as a premium tourist destination for both Australian and international travellers.

The role of Tourism Victoria in terms of signing is to provide strategic policy advice to tourism industry stakeholders on state or regional signing matters. This includes regularly reviewing the *Tourist Signing Guidelines*, in partnership with VicRoads and managing the State's suite of pictorial signs.

### **3.3 Role of Tourism Manager/Officer**

The Tourism Manager/Officer is a professional officer typically employed by a Municipal Council or Regional Tourism Association to co-ordinate tourism planning and marketing for a municipality or region.

The role of the Tourism Manager/Officer in relation to signing is to be a point of reference for road authorities establishing whether a business qualifies for tourist or services signing. Tourism Managers/Officers should know and understand the requirements of tourist signing within Victoria, especially in relation to the eligibility criteria.

### **3.4 Role of Regional/Local Tourism Signing Committees**

Tourist and services signing is a complex issue involving a multiplicity of stakeholders with different needs and expectations. The formation of local and regional tourism signing committees is seen as an appropriate and increasingly effective partnership approach to addressing these issues.

Representation on the committee from the regional/local tourism industry is essential, together with representatives from local government, VicRoads and where appropriate, Parks Victoria/Department of Sustainability and Environment (DSE).

The role of a local or regional tourism signing committee is to:

- determine areas and attractions of regional significance;
- provide assistance in assessing applications for signing to regionally significant facilities;
- provide assistance in assessing more complex applications for tourist and services signing;
- provide assistance in assessing applications for tourist drives;
- assist in the development of appropriate signing practices by tourism operators;
- provide advice to the road authorities regarding the development of tourism signing policies and procedures;
- consider signing rationalisation and aggregation strategies developed by the road authority; and
- inform VicRoads of specific regional signing issues and projects.

**In the absence of a regional tourism signing committee, these matters should be referred to relevant VicRoads regions and Tourism Victoria for consideration.**





DRAFT

*Part B*

*Principles and  
Design Standards*

## 4. Road Signs in Use

There are **four major types** of road signs used by visitors to find tourist attractions and facilities in Victoria. These are **Direction signs, Tourist Attraction signs, Services signs, and Community Facility signs**. Each is denoted by a particular colour scheme (conforming to Australian Standards) which indicates to the travelling public their different function.

### 4.1 Direction Signs

#### White lettering on a green background

Green signs provide directions to towns and cities, facilitating traffic movement in the safest and most direct way. Most include reference to the Statewide Route Numbering System (SRNS), which makes it easier for visitors to navigate to destinations and attractions.

**Purpose:** Direction signs direct the travelling public to towns, cities and particular locations. They are the primary means of directional signing for visitors and are generally used in conjunction with maps. These signs are considered as reinforcement tools, reassuring motorists that they are travelling in the desired direction.

Where a major attraction is of State significance and is almost entirely of a tourist character, such as a national park, alpine resort or large tourist precinct or establishment (e.g. Sovereign Hill), conventional direction signing modified to include the tourist sign format may be used. The sign should be used in accordance with design principles for normal direction signs.

**Cost:** Direction signs are provided by the relevant road authority (VicRoads or Municipal Councils).



## 4.2 Tourist Attraction Signs

### White lettering on a brown background

Brown Tourist Attraction signs indicate features and tourist attractions of significant recreational and cultural interest. These signs also make use of tourist attraction symbols (see details in section 5.4). Tourist Attraction signs include:

- commercial/non-commercial tourist operations, e.g. wineries;
- national parks;
- natural features;
- conservation parks/botanic gardens;
- historic sites/buildings/towns;
- scenic lookouts; and
- tourist drives and trails (see details in section 6).

**Establishment/Attraction Name on Sign:** Generally, the name of the establishment or attraction is permitted on signs unless generic names are required to meet Section 8 of these guidelines.

The name should be restricted to the minimum number of additional words to distinguish the attraction – generally 2 or 3 words maximum plus any relevant symbol. For example, Green Hill Estate Winery would be signed as “Green Hill” plus the wineries symbol.

**Purpose:** Tourist Attraction signs indicate commercial and non-commercial tourist establishments and features of tourist interest which meet the criteria in section 9.2. In order to qualify for tourist signing, the core business must be tourism based, with a strong commitment to servicing visitors. VicRoads and Tourism Victoria have established the criteria that determine whether a business qualifies for tourist attraction signing.

**Cost:** With the exception of signs to natural and geographic features, which may be provided by the relevant road authority, Tourist Attraction signs are paid for by the applicant.



## 4.3 Types of Tourist Attraction Signs

Tourist Attraction signs (white on brown) come in a number of forms. These signs can refer to one or a number of tourist attractions.

### 4.3.1 Gateway/Introductory Signs

**Purpose:** Gateway signs, erected at or near the entry points of a city, town or geographic region, can provide motorists with information about key local tourist themes, tourist attractions and tourist drives. A Gateway sign can also include white on blue symbols (on a supplementary panel underneath the attraction sign) to denote the availability of services, including visitor information. Services symbols are displayed as **white on a blue** background, while tourist attraction symbols are displayed as **white on a brown** background.



### 4.3.2 Advance Signs

**Purpose:** Advance signs are used to provide advance notice of a turnoff at an intersection or into the entrance to a tourist attraction.

Where the entrance to a tourist attraction is directly from an arterial road in a rural area, advance signs may be placed 180 to 300 m before the entrance, unless motorists can identify the entrance from a distance of 250 m.

Where a tourist attraction is on a municipal road in a rural area, advance signs may be placed:

- 180 to 300 m in advance of the turnoff from the nearest arterial road to the municipal road network leading to the attraction, provided the distance from the intersection to the attraction does not exceed **10 km**; (special provision for more distant signing may apply in remote areas); and
- in advance of any turns on the municipal road network where traffic speeds are generally 80 km/h or more.

Advance signs are **not permitted in built-up areas** except in cases where road safety is a concern or there are exceptional navigational difficulties, such as on a divided road where a U-turn is required and the attraction is obscured from the approaching motorist.

The words ON LEFT or ON RIGHT should be used if the entrance to the attraction is from the road with the advance signs. The words TURN LEFT or TURN RIGHT should be used if the attraction is on a side road.

The description of the attraction on advance signs must match the description on intersection or position signs, if any, for the same attraction.



### 4.3.3 Intersection Signs

**Purpose:** Intersection signs are placed at road intersections to indicate the turnoff to a tourist attraction.

Where a tourist attraction is on a municipal road, intersection signs may be placed:

- at the turnoff from the nearest arterial road to the municipal road network leading to the attraction, provided the distance to the attraction is less than **2 km in built-up areas** or is less than **10 km in rural areas**; (special provision for more distant signing may apply in remote areas); and
- at any turns on the municipal road network.

**Chevron-ended** signs are generally used at major intersections. The chevron should be replaced with an arrow if the turn is 45 degrees or less. At minor intersections and in built-up areas, **streetblade** signs mounted on a single pole are used.

Intersection signs should include a distance to the attraction if the distance is more than 1 km, unless a reassurance sign is placed after the intersection. Distance numerals should be placed at the end of the sign with the chevron or arrow, unless this could cause confusion. For instance, “23 Wineries” could be interpreted as the number of wineries rather than the distance to the wineries.

The description of the tourist attraction on intersection signs must match the description on any advance or position signs for the same attraction.



#### 4.3.4 Position Signs

**Purpose:** Position signs are used to indicate the point of entry to a tourist attraction.

Position signs may be placed at the entrance to the parking area for the attraction, unless motorists can identify the entrance from a distance of 150 m in rural areas or 80 m on arterial roads in built-up areas. Where necessary, position signs may be placed at the entrance to a service road or at a U-turn location on a divided road.

The description of the tourist attraction on position signs must match the description on any previous signs for the same attraction.



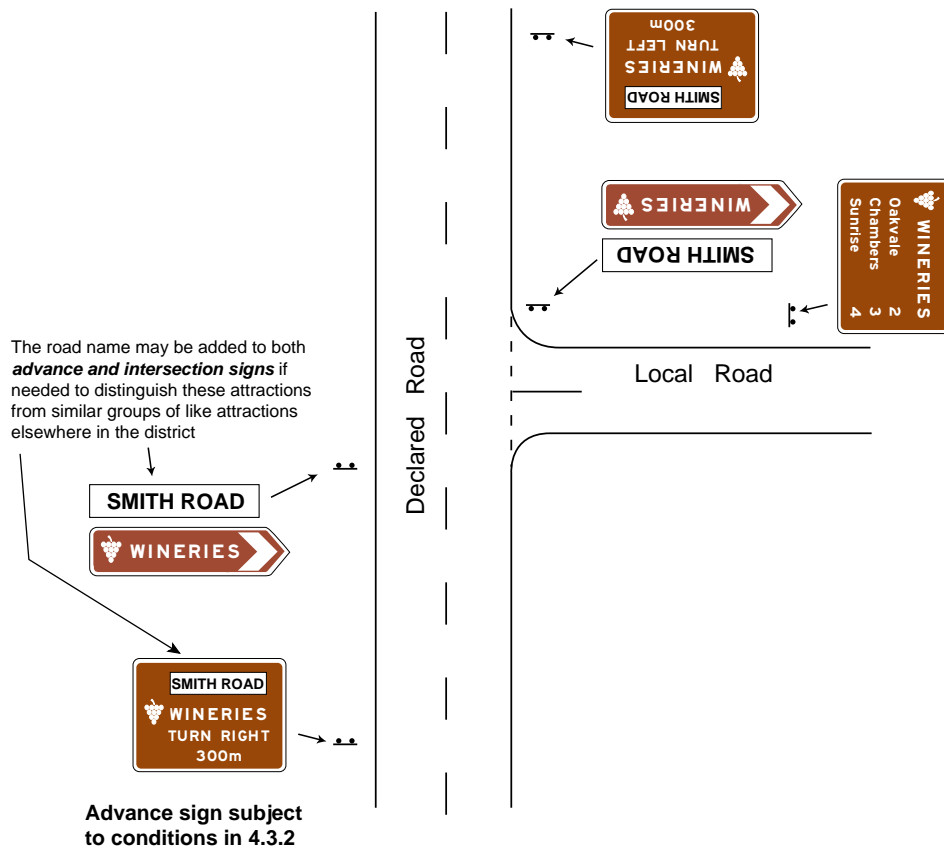
### 4.3.5 Reassurance Signs

**Purpose:** If areas and attractions of regional significance (determined by the Regional/Local Tourism Signing Committee) are signed from a considerable distance away, reassurance signs are placed after major intersections so motorists can be confident that they are still travelling in the right direction.

Other than for major attractions, reassurance signs are discouraged on declared roads. A reassurance sign must not display more than four destination names. If more than four are required, then an information bay should be provided.

| Alpine Resorts |     |
|----------------|-----|
| Mt Buffalo     | 85  |
| Mt Hotham      | 105 |
| Dinner Plain   | 120 |
| Falls Creek    | 120 |

Figure 4.1 shows the signing of multiple establishments of similar attractions along a side road (using advance signs, position signs and reassurance sign where appropriate)



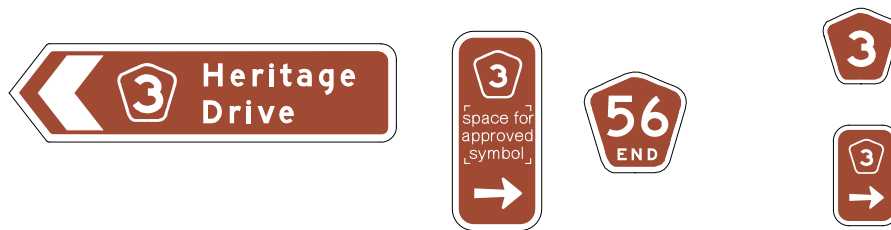
**Figure 4.1 Multiple Establishments of Similar Attractions Along a Side Road**



### 4.3.6 Route Markers

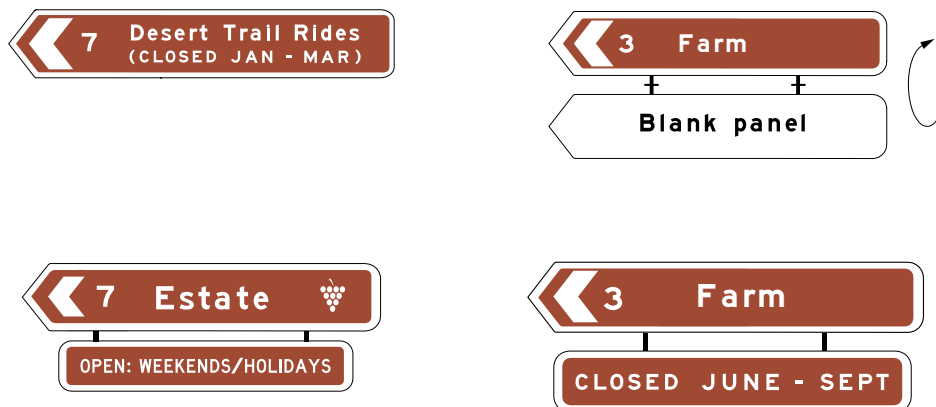
**Purpose:** Route markers and route shields may be used along tourist drives to indicate turning points and provide reassurance. Tourist drives link attractions and should be supported by marketing and promotional material.

The conditions relating to the development of tourist drives are covered in section 6.



### 4.3.7 Temporary Signs

**Purpose:** Temporary signs may be appropriate where a tourist attraction or service has limited or seasonal opening times. Conditions relating to temporary signing and signing to seasonal attractions are included in section 9.2.9 and temporary signing conditions to wineries are included in section 9.2.8.



## 4.4 Services Signs

### White lettering on a blue background

Services signs, with white lettering on a blue background, direct motorists to **facilities and services** that may benefit them.

Signs to most services use Australian Standard symbols which are shown in Appendix C.

Services signs include those for:

- accommodation facilities;
- caravan and camping parks/areas;
- visitor information centres;
- tourist information bays;
- visitor radio services;
- service stations;
- public toilets;
- rest areas; and
- parking areas.



Restaurants and cafés are not eligible for signing in their own right. However, they may be signed as a service facility (through display of the Australian Standard symbol) outside built-up areas if the business is attached or associated with a tourist attraction (e.g. a winery or motel).

**Accommodation or Brand Name on Signs:** Generally, the name of the service is not permitted on signs if there are multiple services signed at one location. Otherwise, the name used on the sign should be restricted to the minimum number of words to distinguish the accommodation or service – generally no more than 3 words plus any relevant symbol.

To keep the amount of text used on a sign to a minimum, symbols should be used instead of words, where practicable. For example, the caravan park symbol should always be used instead of the words “caravan park”, and the tent symbol instead of “Camping Ground”. The bed symbol may be accompanied by the words “Hotel”, “Motel”, “B&B” or other appropriate generic descriptor. As an example, ‘Smiths Beachside Family Caravan Park – Placeville’ would be signed as ‘Smiths Beachside’ with the caravan symbol.

**Purpose:** Services signs direct the travelling public to essential and desirable facilities and service businesses (as endorsed by road authorities, often in consultation with tourism managers).

**Cost:** Signing to roadside and public facilities such as parking areas, picnic facilities, toilets, telephones and emergency medical services is the responsibility of the relevant road authority. This signing may be combined with tourist attraction signing, with an appropriate funding contribution by the road authority.

The cost of signing to commercial service businesses and facilities is paid for by the applicant.

## 4.5 Types of Services Signs

Signing to service establishments can take the form of advance, intersection and position signing—whichever is most appropriate.

### 4.5.1 Advance Signs

**Purpose:** Advance signs are used to provide advance notice of a turnoff at an intersection or into the entrance to a tourist accommodation or service.

Where the entrance to a service is directly from an arterial road in a rural area, advance signs may be placed 180 to 300 m before the entrance, unless motorists can identify the entrance from a distance of 250 m.

Where a service establishment is on a municipal road in a rural area, advance signs may be placed:

- 180 to 300 m in advance of the turnoff from the nearest arterial road to the municipal road network leading to the service, provided the distance from the intersection to the service does not exceed **5 km**; (special provision for more distant signing may apply in remote areas); and
- in advance of any turns on the municipal road network where traffic speeds are generally 80 km/h or more.

Advance signs are **not permitted in built-up areas** except in cases where road safety is a concern or there are exceptional navigational difficulties, such as on a divided road where a U-turn is required and the service is obscured from the approaching motorist, and in the case of caravan parks where the manoeuvring of caravans could cause a traffic hazard.

The words ON LEFT or ON RIGHT should be used if the entrance to the service is from the road with the advance signs. The words TURN LEFT or TURN RIGHT should be used if the service is on a side road.

The description of the service on advance signs must match the description on intersection or position signs, if any, for the same service.



#### 4.5.2 Intersection Signs

Purpose: Intersection signs are placed at road intersections to indicate the turnoff to a tourist accommodation or service.

Where a service establishment is on a municipal road, intersection signs may be placed:

- at the turnoff from the nearest arterial road to the municipal road network leading to the service, provided the distance to the service is less than **2 km in built-up areas** or is less than **5 km in rural areas**; (special provision for more distant signing may apply in remote areas); and
- at any turns on the municipal road network.

**Chevron-ended** signs are generally used at major intersections. The chevron should be replaced with an arrow if the turn is 45 degrees or less. At minor intersections and in built-up areas, **streetblade** signs mounted on a single pole are used.

Intersection signs should include a distance to the service if the distance is more than 1 km, unless a reassurance sign is placed after the intersection. Distance numerals should be placed at the end of the sign with the chevron or arrow, and the bed, tent or caravan symbol at the other end of the sign, unless this could cause confusion. For instance, “23 Motels” could be interpreted as the number of motels rather than the distance to the motels.

The description of the service on intersection signs must match the description on any advance or position signs for the same service.



### 4.5.3 Position Signs

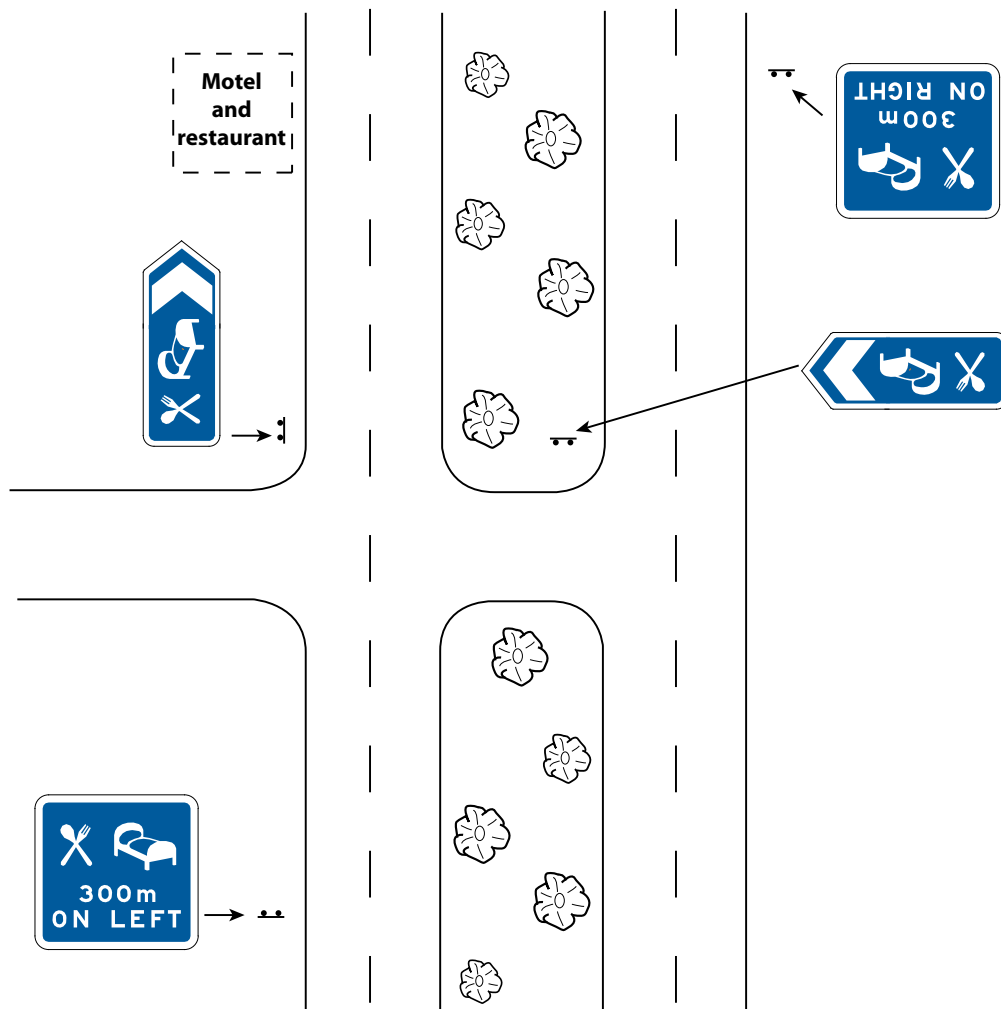
**Purpose:** Position signs are used to indicate the point of entry to a tourist accommodation or service.

Position signs may be placed at the entrance to the parking area for the service, unless motorists can identify the entrance from a distance of 150 m in rural areas or 80 m in built-up areas. Where necessary, position signs may be placed at the entrance to a service road or at a U-turn location on a divided road.

The description of the service on position signs must match the description on any previous signs for the same service.



A typical treatment illustrating the special use of position signs on divided roads is shown in **Figure 4.2**.



**Figure 4.2** Signing of Services on a Divided Road

#### 4.5.4 Built-up Areas

Notwithstanding any special conditions which the road authority may apply to signing in built-up areas, Municipal Councils may apply additional conditions related to planning considerations, particularly in areas of high commercial or tourist activity, or relating to residential and/or heritage amenity.

#### 4.5.5 Property Signing

Commercial signing for a tourism or tourism-related business within its property boundary may have town planning and road safety implications (particularly if the sign is lit). Contact regarding a planning permit should be made with the planning department of the relevant Council which, if necessary, may refer the matter to VicRoads in its capacity as a referral authority under the Planning and Environment Act 1999.

### 4.6 Community Facility Signs

#### White lettering on a blue background

**Purpose:** Community Facility signing is used for facilities that are essentially community-based even though they may be used by visitors and, in some cases, attract visitors in their own right. Community facilities signs include:

- arts centres;
- churches;
- recreation centres;
- golf courses;
- swimming pools;
- sports facilities;
- parks;
- railway stations;
- hospitals;
- police stations;
- civic centres and town halls;
- non-profit institutions;
- shopping centres;
- educational institutions;
- post offices; and
- minor airports/aerodromes.



In built-up areas, community facility signs are generally a streetblade sign of either 150mm or 200 mm deep extruded construction, featuring only capital letters with a maximum legend height of 120mm.

**Cost:** Paid for by the applicant or by the requesting Council.

## 5. Design, Construction and Installation of Signs

### 5.1 General

The application of technical standards for design, manufacture and installation of signs is necessary to ensure:

- signs are of a consistent colour and shape for ease of recognition;
- legend size is the most appropriate for motorist readability at the prevailing traffic speed;
- the use and number of words and symbols is limited to facilitate maximum comprehension; and
- signs do not present a safety hazard.

As a general principle, the preferred legend height for tourist signs is one size less than the equivalent directional signs for the road in question.

Tourist signing, especially advance and intersection signing, is normally not permitted in a built-up urban area.

For Gateway signs, message length should be limited to the extent necessary to allow drivers to read the sign under the prevailing traffic speed (generally from 5 to 12 words, depending on the legend size and traffic speed).

Larger, more complex signs must be located where off-road parking is available to enable drivers to pull off the road to read the information.

Generally, no more than 15 characters per line are acceptable.

The principal legend on a tourist or services sign in Victoria may be in upper or lower case (although the Australian Standard generally recommends upper case) as this enhances the readability of the text. However, directional traffic instructions are always in upper case (e.g. TURN LEFT 300m).

## 5.2 Sign Design

Good sign design principles are based upon extensive research. Reference should be made to Australian Standard AS 1742.6 and VicRoads Traffic Engineering Manual Vol 2 for detailed guidance on sign design. The following information, however, provides a useful overview.

Primary consideration in sign design is motorist comprehension and safety. The optimum size of a sign is dependent upon the motorist's ability to interpret the sign from a distance. Generally the size of a sign will be determined by:

- the size of the lettering required (according to Table 5.1 below); and
- the words, symbols and arrows to be included.

**Table 5.1 Legend Size and Type for Tourist and Service Signs**

| Sign Type/Location<br>Drive Name                                                                                                                                                                                                                                                                                                | Location                  | Principal Legend Height<br>(mm) (1) |                                  | Max Number<br>of Lines of<br>Text<br>(2) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|----------------------------------|------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                 |                           | Town/Area<br>Drive<br>Name          | Feature/Attrac-<br>tion/<br>Name |                                          |
| <b>Gateway</b>                                                                                                                                                                                                                                                                                                                  | Freeway                   | 320                                 | 240                              | 3                                        |
|                                                                                                                                                                                                                                                                                                                                 | Non-Freeway 90 - 100 km/h | 180                                 | 140                              | 5                                        |
|                                                                                                                                                                                                                                                                                                                                 | Non-Freeway 60 - 80 km/h  | 160                                 | 120                              | 5                                        |
| <b>Advance Signs</b>                                                                                                                                                                                                                                                                                                            | Major 90 - 100 km/h       | N/A                                 | 140 to 160                       | 3                                        |
|                                                                                                                                                                                                                                                                                                                                 | Minor 60 - 80 km/h        | N/A                                 | 120 to 140                       | 3                                        |
| <b>Intersection Signs</b>                                                                                                                                                                                                                                                                                                       | Major 90 - 100 km/h       | N/A                                 | 140 to 160                       | 3                                        |
|                                                                                                                                                                                                                                                                                                                                 | Minor 60 - 80 km/h        | N/A                                 | 120 to 140                       | 3                                        |
|                                                                                                                                                                                                                                                                                                                                 | Fingerboard               | N/A                                 | 100 to 120                       | 1                                        |
| <b>Position Signs</b>                                                                                                                                                                                                                                                                                                           | Major 90 - 100 km/h       | N/A                                 | 140 to 160                       | 3                                        |
|                                                                                                                                                                                                                                                                                                                                 | Minor 60 - 80 km/h        | N/A                                 | 120 to 140                       | 3                                        |
|                                                                                                                                                                                                                                                                                                                                 | Fingerboard               | N/A                                 | 100 to 120                       | 1                                        |
| <b>Streetblade Signs</b>                                                                                                                                                                                                                                                                                                        | 40 - 60 km/h              | N/A                                 | 70 to 120 (3)                    | 2                                        |
| <b>Reassurance Signs</b>                                                                                                                                                                                                                                                                                                        | Non-Freeway               | N/A                                 | 140 to 180                       | 1 heading + 4 destinations               |
| <b>Route Marker Signs</b>                                                                                                                                                                                                                                                                                                       |                           | N/A                                 | 140 to 180 (4)                   | N/A                                      |
| <p>N/A-Not Applicable</p> <p><b>Notes:</b></p> <p>(1) Principal letter height refers to the height of upper-case letters</p> <p>(2) Excluding arrows and directional instructions, such as TURN LEFT 300 m</p> <p>(3) Streetblade signs only use upper case letters</p> <p>(4) Number height may vary to suit circumstances</p> |                           |                                     |                                  |                                          |

Where a range of legend heights is given in Table 5.1, the larger size should be adopted for attractions of national or State significance.



Council and VicRoads signing officers, as well as VicRoads' recommended signface designers and sign manufacturers, are familiar with Australian Standard design principles and should be consulted as early as possible to determine the appropriate size and format of a sign.

While special conditions may apply in some situations, Table 5.1 outlines the guidelines for legend height and maximum number of lines of legend for various sign types.

All tourist and services signs should feature white borders, with the exception of streetblade signs.

### 5.3 Indication of Distance

Reassurance signs show the distance to each attraction or destination. Intersection signs may also show the distance to the attraction unless there is a reassurance sign on the departure side of the intersection.

In the context of reassurance signing, distances of less than 1km **should not be shown**. Distances should always be expressed in whole numbers (for example, 3km not 2.9km, and 8km not 7.5km).

### 5.4 Symbols and Logos

#### 5.4.1 Symbols

Only symbols which have been approved by Standards Australia or VicRoads are permitted on tourist and services signs. Appendix C illustrates the approved symbols for tourist signs.

Symbols which have been properly tested and are used consistently will be readily understood by domestic tourists and are likely to be easily understood by visitors from other countries. Any proposed new symbol would need to meet the requirements of AS 2342.

Where there is an approved symbol, it should be used in preference to using the corresponding word or words on the signs, e.g. "Sour Grapes Winery" could be shown as "Sour Grapes" plus the official wineries symbol.

Services symbols are 'white on blue' and tourist symbols are 'white on brown'. When services symbols and tourist attraction symbols are combined on a sign these colours are retained.

#### 5.4.2 Logos

Logos are generally unsuitable for use on road signs because they cannot be clearly distinguished from a moving vehicle.

Logos may only be used for tourist drives determined by Tourism Victoria and VicRoads as being of 'State significance' and when supported by strategic and sustainable marketing programs to maximise recognition. These logos must conform to the Australian Standard 1742.6 guidelines on logo design.

Restaurant and accommodation classification ratings and/or chain logos, or any other form of business logo or trademark, are not permitted on any road signs.

## **5.5 Construction Materials**

Good construction and installation of signs is necessary to avoid danger to road users and pedestrians, particularly from signs that are too low, have sharp edges or are not designed to collapse on vehicle impact.

VicRoads and Council signing officers can provide advice on recommended signface designers, manufacturers and installers who understand and subscribe to the relevant standards.

Sign manufacture and installation must be carried out in accordance with VicRoads' specifications (see specifications in Appendix B).

## **5.6 Location**

The location of a tourist attraction or service facility should be a primary consideration at the time of initial business planning. Roadside signing should not be expected to compensate for a poorly located business. Businesses located on declared arterial roads will not be eligible for signing on the road reserve unless access to the site is complex or it is impractical for operators to provide suitably visible signs on or within the establishment.

It is important that tourist and services signs which are located within road reserves do not interfere with the safety of road users. Signs should be carefully positioned so that:

- they do not obstruct a driver's view of the road or intersections or other signs;
- they do not obstruct traffic or pedestrians;
- they do not form a confusing background to normal regulatory traffic signs and signals;
- they are not mounted with direction signs (unless specifically permitted in these guidelines); and
- they do not heavily impact on visual amenity, particularly in environmentally and visually sensitive locations.

In areas where there are significant numbers of tourist attractions and services, it may be more appropriate to provide information bays in strategic locations (see section 7.4 of these guidelines).

## 6. Local Tourist Drives and Touring Routes

The available research on drive tourism indicates that beyond good general directional signing, there is a degree of consumer resistance to being 'led around' a defined trail, particularly by tourism signs. Today's touring visitor wants the reassurance of safety and good navigation, but likes to retain a sense of free-wheeling and a degree of self-discovery.

For these reasons, the preferred navigational aids for local tourist drives or regional touring routes are high quality maps which clearly identify the main roads (with reference to the state route numbering system), key towns, villages and tourism sites. As information on the associated tourism products changes regularly, defined signed or collateral-based touring routes linking product rather than experiences can soon become outdated and thus generally are not practical.

Tourism Victoria and VicRoads would not support the establishment of a specific touring route or trail without demonstrated consumer demand for such a product.

### 6.1 Local Tourist Drives

Most applications for Tourist Attraction signs are made by individual operators. However, a tourism region or cluster of tourist attractions may apply to the relevant road authority to establish a broader-based tourist drive.

Proposals for local tourist drives should consider the existing SRNS route numbers, and should include interpretive signs and signing for Visitor Information Centres (VICs). Such drives help to present an integrated approach to tourist signing and reinforce market branding or product positioning of a local area, as well as providing an opportunity to rationalise existing signing.

Any proposal for the creation of a local tourist drive must be submitted to the Regional/Local Tourism Signing Committee, or in the absence of such a group, Tourism Victoria and VicRoads, for consideration.

#### 6.1.1 Signing for Local Tourist Drives

Sign types applying to tourist drives/trails may include:

- gateway/introductory sign—often displaying a title/theme, route number and approved Australian Standard symbol for tourist attractions;
- route markers—shields or smaller signs erected at intersections in urban and lower speed localities to indicate turns and as route reassurance;

- advance direction signs—to indicate a major change of direction, particularly on higher speed and rural roads;
- intersection signs;
- position signs; and
- end marker/sign—to signify the end of the tourist drive.

### 6.1.2 Criteria for the Establishment of Local Tourist Drives

#### Essential:

- the route must have significant tourism and/or scenic appeal, including a reasonable frequency of quality tourist attractions to maintain the interest of the visitor;
- the route **MUST NOT** be based on attractions which are strictly seasonal or are not a permanent feature of the route;
- the route must allow for the safe passage of private passenger vehicles at all times (avoiding hazardous alignments or grades, or single lane roads);
- the route must use only suitably maintained roads, preferably sealed, which are also capable of handling the higher volumes of traffic attracted to the route; and
- collateral material (e.g. map, brochure and website) covering the drive and attractions **MUST** be developed and made available through visitor information centres and other outlets on an ongoing basis.

#### Desirable:

- effective linking of the drive to the major traffic corridor;
- the attractions should be related to a particular theme, providing some basis for visitors to follow the tourist drive;
- the drive should generally take the average tourist between half a day and two days to cover most attractions; and
- inclusion of the route's theme and any supplementary interpretative information in wayside tourist information bays.

### 6.1.3 Issues to be Considered When Developing Local Tourist Drives:

- use of the Statewide Route Numbering Scheme (SRNS) to provide principal navigation on the route and to limit the need for lower level signing;
- signing within urban areas may be subject to town planning provisions;
- the need to review all existing signing in the local area and, where possible, to rationalise signing;
- overlap with other themed routes should be avoided or at least well co-ordinated;
- the ability to sustain production of support promotional materials;
- the ability of the drive/signing scheme to function effectively without the need for support promotional material; and
- the synergy of the proposed drive/scheme with the State and regional tourism product strengths.

#### **6.1.4 How to Apply to Establish a Local Tourist Drive**

The application process is identical to that for individual signing, as outlined in section 10 of the guidelines, and the criteria applied to assess applications are those set out in section 6.1.2.

However, referral also needs to be made by the road authority to the Regional/Local Tourism Signing Committee to assess the application in relation to:

- the region's product strengths and themes;
- accordance with the product region marketing strategy; and
- consideration of the application in relation to other existing tourist drives operating within the region.

The process of referral to and consideration by the Regional/Local Tourism Signing Committee may take some time and applicants are encouraged to submit their concept for a signing scheme as early as possible, together with as much supporting material as possible.

#### **6.1.5 Allocation of a Local Tourist Drive Route Number**

Each approved tourist drive/scheme will be allocated a tourist drive route number, which should be featured on all relevant signs. The Tourist Drive Route Number register is maintained by Traffic Management Services, at VicRoads Head Office. Application for a tourist drive route number should be made through the appropriate VicRoads regional signing officer.

### **6.2 Touring Routes of National/State Significance**

Touring routes of State and/or National tourism significance may be developed by Tourism Victoria, in consultation with VicRoads.

The development of nationally significant routes must involve two or more States, in consultation with relevant Regional Tourism Associations and local government. Applications need to be referred to the National Tourism Signing Reference Group of the Australian Standing Committee on Tourism (ASCOT) for endorsement.

The development of State significant touring routes must involve Tourism Victoria and VicRoads, as well as relevant Regional Tourist Associations and local government. Where possible, such routes should make maximum use of the State Route Numbering Scheme (SRNS) for motorist guidance.

Routes of State and National tourism significance may adopt marketing-oriented names in supporting promotional materials, but to avoid traveller confusion, only the gazetted road name will be used on direction signs (if a road name is used at all).

Applications for the development of tourist routes of National and State significance need to be supported by consumer research. They should include comprehensive plans outlining the road signing requirements and integration with visitor information services, as well as business, marketing and sustainable development/management strategies (including financial) for the route.

### **6.2.1 Eligibility Criteria for Touring Routes of National Significance**

Requirements and guidelines for the establishment and signposting of a themed tourist way/routes of national significance are as follows:

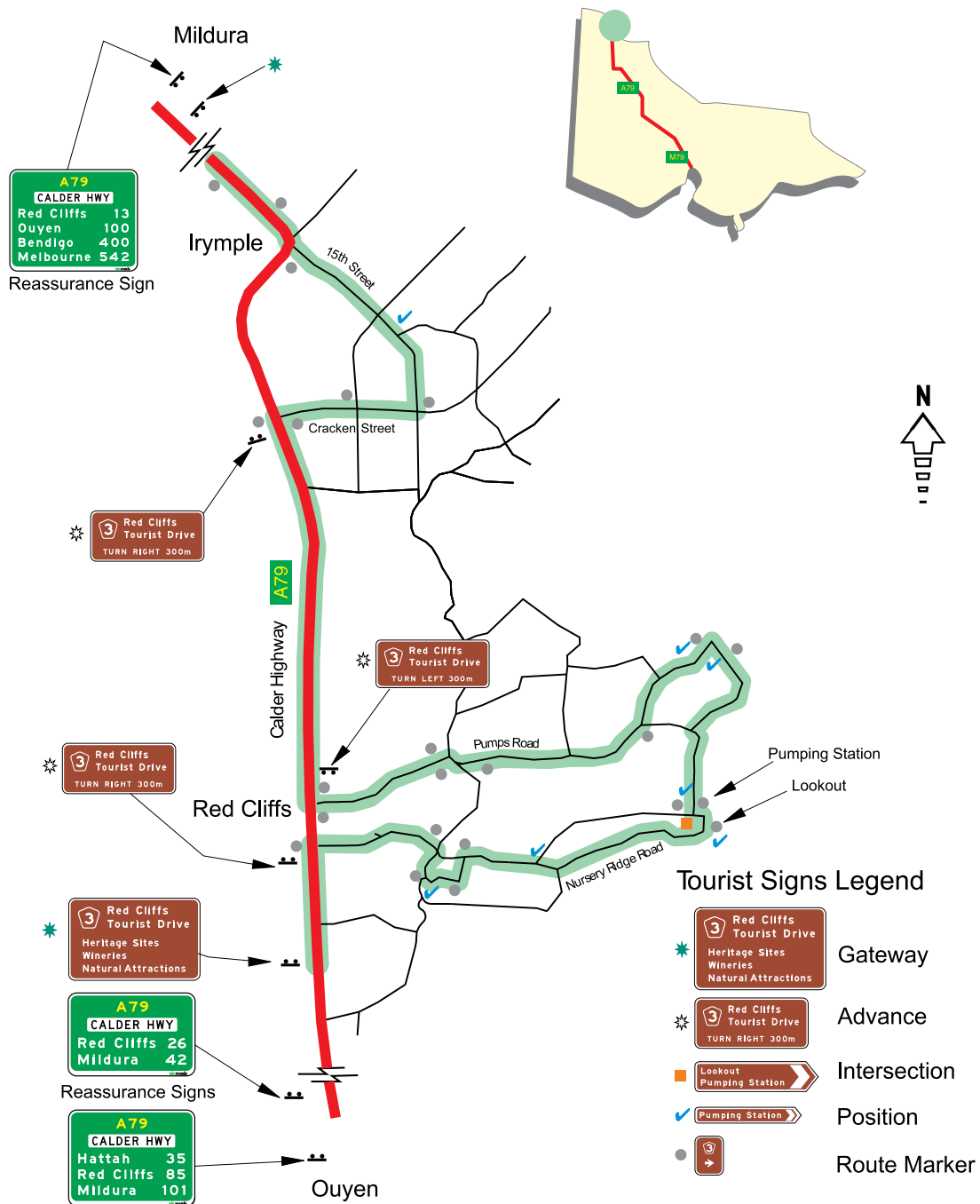
- it must be recognised and supported by the State Government tourism authorities and road authorities of the States or Territories through which it passes;
- it must use roads of a sufficient standard of construction and traffic safety on a year round basis to justify its promotion to the international travel and tourism industry;
- roads subject to seasonal closure (e.g. through flooding) may be used, provided that the closure and road conditions are adequately referenced in supporting marketing material and information bays;
- navigation by users should primarily be by means of maps or other promotional material provided by the relevant tourist authority;
- the theming and signing of the way does not supplant the gazetted names of roads which comprise the route;
- information bays along the route, which may be denoted by the theme logo, must be provided to support and enhance the theming of the way; and
- Gateway signs including a logo relating to the theme of the tourist way may be used. Such signs may be erected at significant points of entry and reinforced at state or territory borders. Logos must conform to the Australian Standard 1742.6 guidelines on logo design.

## 6.3 Illustration of an Integrated Tourist Signing Scheme

### Red Cliffs Tourist Drive

#### How to get there

Follow the green direction signs with route numbers to the nearest destination (Red Cliffs), then follow the brown tourist signs to the attractions...it's that easy!



## 7. Key Destinations and Services

### 7.1 Signing to Victoria's Geographic Tourism Destinations of National and International Significance

Tourism Victoria's acclaimed 'jigsaw' tourism branding continues to be experienced by motorists across the State.

To ensure the safe and effective navigation of Victoria by international and interstate visitors and enhancing the state's national and international touring status, Tourism Victoria adopts an integrated approach to signing geographic areas that are tourism destinations of interstate and international significance.

This approach involves the provision of special directional reassurance (way-finding) signing leading to a sense of arrival provided by strategically-located destination pictorial signs and supported by improved reassurance signing to Victoria's accredited visitor information centres.

Unlike the previous approach to pictorial gateway signing, this approach does not include signing of tourism regions, marketing concepts or townships and cities that are destinations of international and interstate significance. The latter are adequately covered by conventional directional signing and entrance/gateway signs that are typically erected at township boundaries.

Victoria's defined geographic regions which are current tourism destinations of national and international significance are as follows:

1. Great Ocean Road
2. Great Alpine Road
3. The Grampians
4. Phillip Island
5. Wilsons Promontory
6. Gippsland Lakes
7. Mornington Peninsula
8. Yarra Valley
9. The Dandenong Ranges

The current approaches of pictorial signs are

**State Gateway Signs** – erected at key border entry points, these promotional signs welcome interstate visitors with key pictorial images and direct them to nearest accredited visitor information centre.

**Major State Tourist Gateway Signs** – these pictorial signs mark the entry to major tourist destinations of state and national significance, such as "Welcome to the Mornington Peninsula" and "The Great Ocean Road".



**State Border Signs** – these signs are erected at border entry points into Victoria where State Gateway signs are not installed. The signs are funded by VicRoads.



## 7.2 Signs for Attractions of State Significance

A small number of tourist attractions within rural and regional Victoria may be considered for special road signing when it is the view of Tourism Victoria, in consultation with VicRoads, that the attraction:

- is considered to be of State and/or national tourism significance;
- attracts a paid visitation of at least 200,000 patrons per year;
- provides an interpretative and/or interactive experience considered to be of national and international standing;
- exemplifies one or more of the State's core tourism strengths; and
- is open for casual visitation for at least 360 days per year.

Fulfilment of all the above criteria should be generally acknowledged by the wider tourism industry, including industry associations such as Tourism Alliance Victoria.

Signing in this style applies to specific facilities/venues only. It is not appropriate for signing geographic areas of general tourism activity, such as coastal or ski resort areas.

**Signing to such attractions will generally be located along major routes heading to the attraction and is at the complete discretion of VicRoads and Tourism Victoria.** The full cost for sign design, manufacture, installation (including all permits) and maintenance is borne by the applicant.



## 7.3 Visitor Information centres

**Purpose:** Visitor Information Centres (VICs) should provide the major source of tourist information to a visitor in a city, town or region. Major VICs are generally operated and funded by the local council and/or tourist association. The principal tourist signing in any urban area should direct visitors to the nearest accredited visitor information centre.

**Criteria:** only those centres accredited by the Better Business Tourism Accreditation Program (BBTAP) can be provided with signs showing the trademarked yellow on blue italicised ‘i’ symbol.



The use of the white on blue serif ‘i’ symbol is not used for the signing of visitor information centres. It may be used for on-site property signing of non-accredited centres and signing to information bays.



As part of a statewide strategy to achieve a high quality network of visitor information services, Tourism Victoria and VicRoads will only support applications for the new format signing of accredited centres.

**Location:** Visitor Information Centres are most effective when located on an arterial road and preferably along an established touring route. VICs located within townships should be easily accessible and highly visible, and provide adequate on-site parking or parking near to the building.

Signing to VICs can take the form of advance, intersection and position signing, as appropriate. Detailed signing schemes should be developed with input from the relevant road authorities, particularly in cases where advance notice of the VIC needs to be provided from the through traffic route.

**Cost:** Funding and ongoing maintenance of signing to VICs is the responsibility of each signed centre.



## 7.4 Information Bays and Interpretive Signs



**Purpose:** Information bays are off-road areas established by or with the consent of the relevant road authority where visitor information displays are provided and maintained by the local council, tourist association or community group. Initially, applications to establish tourist information bays should be made to the officer in charge of tourist signing at the appropriate Council (see contact details on VicRoads website).

**Interpretive signing** is permitted on tourist routes/drives of significant cultural, geographic or heritage appeal. Such signing should succinctly explain and/or interpret pertinent information about the site or vista.

**Criteria:** When space does not permit the signing of several establishments, or where it would be visually intrusive, road authorities and applicants may consider the establishment of a roadside visitor information bay, with appropriate 'i' (serif) signing.

Installation of interpretative signing must be warranted by the significance of the attraction, natural feature or theme in question.

**Location:** Careful consideration should be given to the siting of information bays and should take into account:

- the size and visibility of the roadside reserve, safe entry to and access from the road;
- pedestrian safety;
- co-location with other facilities such as toilets, picnic facilities; and
- vulnerability to vandalism.

The location of information bays plays a major role in their level of use. Their location at points that naturally encourage visitors to stop is preferable and they should be well lit at night, either through dedicated lighting or general street lighting. Their co-location with other facilities, such as toilets, telephones, picnic areas, parks and play equipment, is an advantage. It may be possible, with approval, to establish information bays in existing VicRoads roadside stops. Locating information bays in more remote areas may render them vulnerable to vandalism.

The information display/board should have all-weather durability, with a minimum maintenance requirement and should provide the following information:

- introduction or welcome;
- location maps showing main attractions and accommodation providers (including contact details of these facilities);
- details of nearest accredited Visitor Information Centre;
- emergency information relating to the nearest hospital, police station, doctor, dentist and petrol;
- relevant driving and/or road safety advice pertinent to the region; and
- details of local natural and built attractions, leisure facilities and entertainment.

Signing to information bays/interpretive signs can take the form of advance and position signing, developed with input from the relevant road authorities. Signing will generally be restricted to the adjacent road. The white on blue 'i' symbol with the word 'BAY' is to be used for indicating information bays.



Information bays may take the form of a 'plank' sign, which can be easily removed and replaced, through to stand-alone, all-weather structures which provide a level of interpretive and motivation for visitors not available with normal road signing.

In both cases, a suitably large and visible roadside area is required which will allow safe access to and from the main road, provide pedestrian safety and have appropriate maintenance (adequate drainage, suitable road surface etc). In many cases, creation of a visitor information bay will also require funding for the necessary road construction.

**Cost:** Funding and ongoing maintenance of signing is the responsibility of the body which operates the information bay. Funding and ongoing maintenance of the off-road area must be agreed at the time of application between the relevant road authority and the body which operates the bay.

## 7.5 Visitor Radio

**Purpose:** Visitor radio is an information service, transmitting on the narrow cast FM band, which is largely of interest to visitors. Signing of a visitor radio service will indicate the transmission frequency of the service and may be supplemented by details of any special information provided. Applications for signing of visitor radio should be made to the officer in charge of tourist signing at the appropriate council (see contact details on VicRoads website).

**Criteria:** Visitor radio services must be licensed to operate by the Federal Government. In determining an application for signing a visitor radio service, the relevant road authority will consider the following issues:

- the transmission must operate solely as a visitor/motorist information service;
- the service and program content has been endorsed by the relevant Regional/Local Tourism Signing Committee;
- any other special information provided, for example, snow or surf reports, road conditions, etc; and
- any guidelines established by the Better Business Tourism Accreditation Program (BBTAP) in collaboration with road authorities for such services.

Signing for visitor radio will not be considered for services:

- that have a transmission range of less than three kilometres except for site-specific applications, for example, visitor information bays, natural attractions, etc;
- where the information is specific to one establishment or service; and
- that would be of interest to only a small section of the community.



**Location:** In determining the location and extent of visitor radio signing the following conditions apply:

- only one single standardised sign will be permitted on each major approach road to the town or area serviced;
- signs will only be erected in areas where a clear signal can be obtained (not subject to prolonged periods of distortion or fade); and
- signs are not permitted on freeways that bypass the town or area to which the service pertains.

**Cost:** Funding and ongoing maintenance of signing is the responsibility of the applicant or the operator of the services. In the event that the service no longer meets the permit conditions, or the service no longer operates, the signs must be removed at the sign owner's expense.

## 8. Extent of Signing and Rationalisation

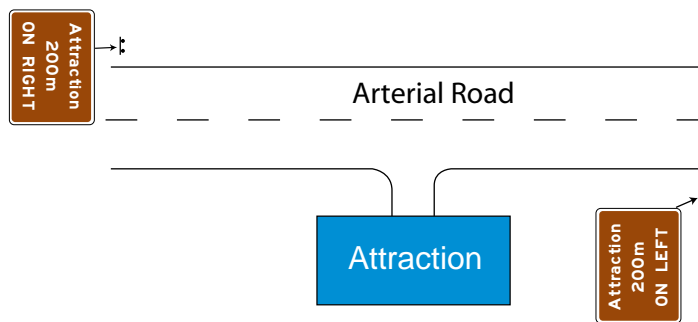
### 8.1 Extent of Signing

To reduce proliferation of signs and to ensure commercial equity, there is a limit to the number of tourist and services signs that will be permitted on road reserves.

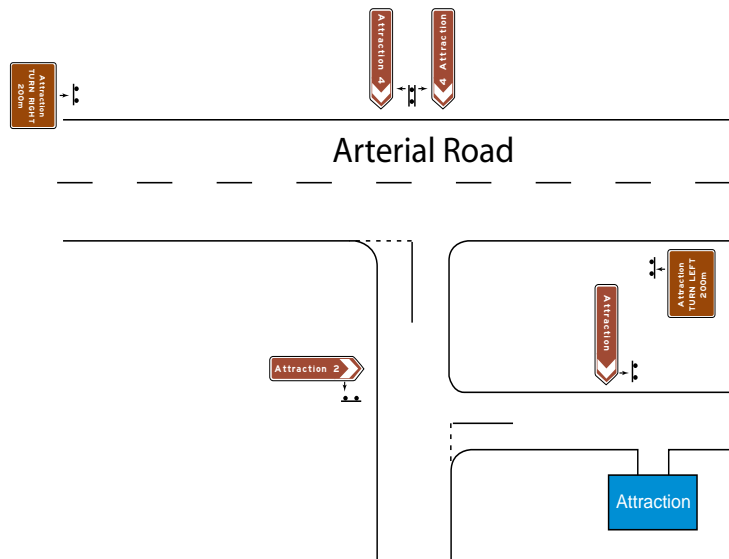
#### 8.1.1 Extent of Signing on Arterial Roads

Tourist attractions will only be signed from the nearest declared arterial road, except for major attractions of State significance where the extent of signing will be determined by VicRoads and Tourism Victoria.

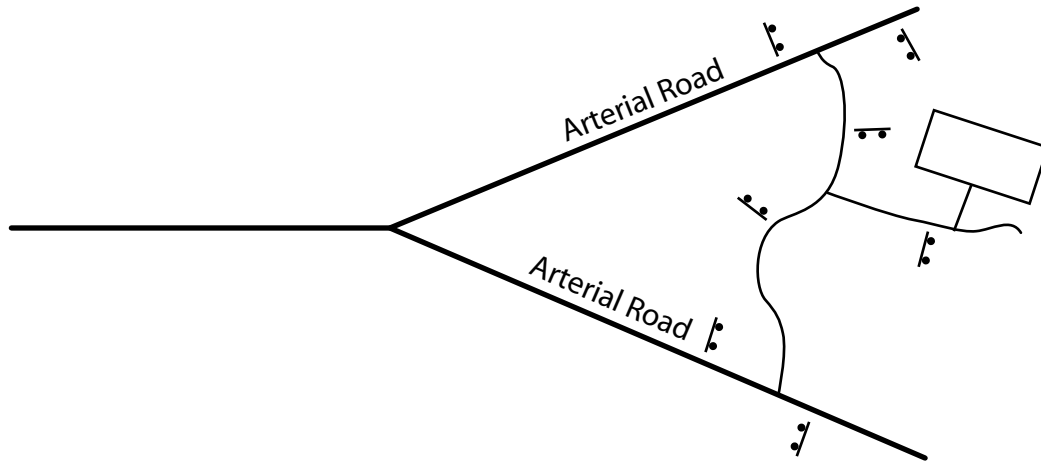
If the entrance to the attraction is on a declared arterial road, signs are permitted for both left and right turns into the entrance, but **only** if the signs within the property would not make the entrance obvious to drivers.



If the attraction is on a side road, signs are permitted for both left and right turns into the side road, and any subsequent turns on the local road network, by the most desirable route until the entrance is reached. Signing from the nearest arterial road is only permitted if the attraction is less than 10 km from the turnoff, or, in the case of accommodation, the establishment is less than 5 km from the turnoff.



An attraction may be signed from two declared arterial roads if it is equally accessible from both arterial roads, as shown in the example below.



### 8.1.2 Freeway Signing

Freeways require considerable directional signing and have limited intersecting roads along them. As such, tourist signing is not available on freeways, except in support of attractions or areas of State significance. Signing to major tourist attractions may be provided along off-ramps in accordance with 8.2.

## 8.2 Major Tourist Attractions

Where a major tourist attraction is of state significance, signing along arterial roads may be considered.

Section 7.2 sets out the criteria for major attractions of state significance.

Major tourist attractions may be signed at the junction of two declared arterial roads, subject to the following:

- the tourist attraction occurs within the maximum distance from the intersection in Table 8.1;
- the intersection is the major turn-off expected to be used by the majority of traffic wishing to visit the attraction from the particular direction; and
- signing in built-up areas being subject to the availability of a suitable location for the signs.

**Table 8.1: Major Tourist Attractions Extent of Signing**

| <b>Attraction</b>                                    | <b>Maximum Distance from Junction</b>    |
|------------------------------------------------------|------------------------------------------|
| <b>Tourist Establishment</b>                         | 30 km or 20 min travel time              |
| <b>National and State Parks</b>                      | 100 km or 90 min travel time to entrance |
| <b>Major Water Storages and Aquatic Resort Areas</b> | 80 km or 60 min travel time              |
| <b>Alpine Resorts</b>                                | 150 km                                   |
| <b>Historic Towns</b><br>(Note 1)                    | 30 km or 20 min travel time              |

**Note:** 1. The legend “Historic Town (...Name)” is used on such signs. Individual tourist attractions within or associated with the town are not separately signed at the intersection.



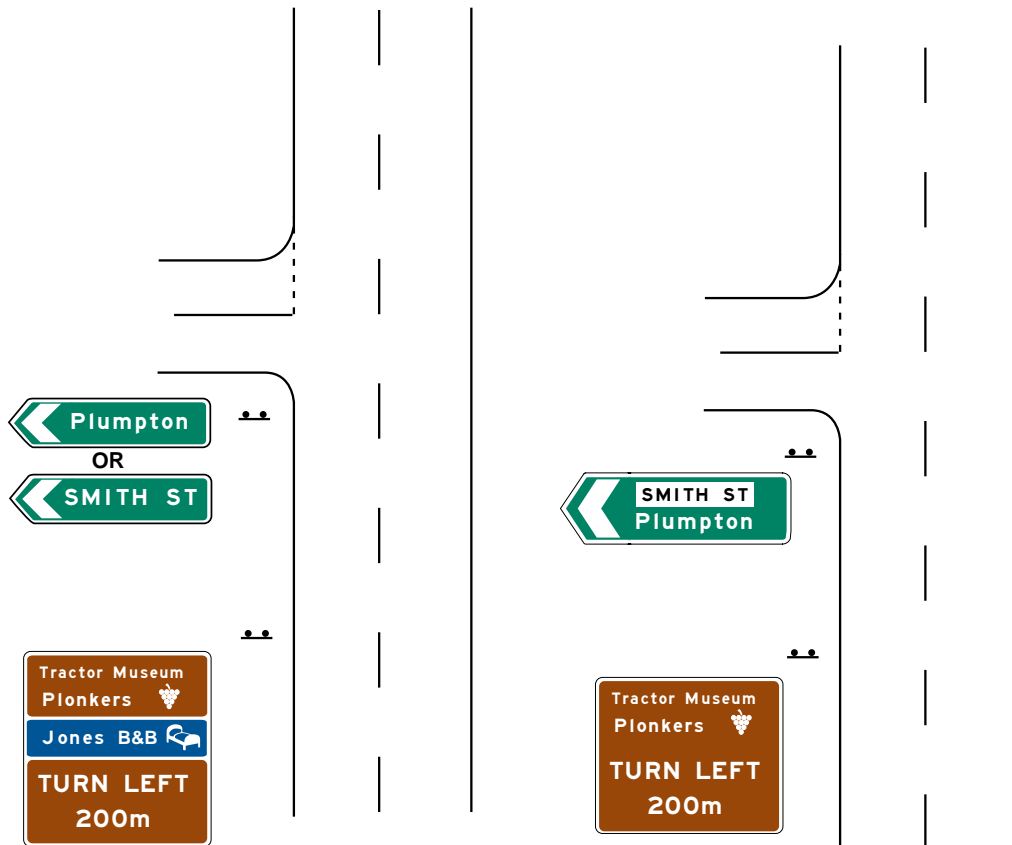
### 8.3 Limit to Tourist and Services Signs at Intersections

The number of tourist attractions or services listed on signs facing a motorist approaching an intersection from one direction is limited to:

- three, if the intersection is signed with one road name only or one destination only; or
- two, in all other cases.

The following examples show the maximum number of attractions that are permitted to be signed.

If an eligible attraction applies for a sign which would exceed these limits, rationalisation will be required. Refer to the next section.



## 8.4 Rationalising Signs at Specific Locations

Proliferation of signs, particularly at intersections, is not desirable. Too many signs create visual pollution, can be a safety hazard for motorists and are often ineffective because of the very limited amount of information that can be absorbed by a motorist at high speed.

Wherever possible, the rationalising of existing signs should be considered by the applicant and road authority when processing applications for new signs. Rationalising may include one or more of the following:

- removal of old or outdated signs;
- aggregation of existing signs under a generic reference;
- creation of a wayside information bay; (see Section 7.4);
- creation of a local tourist precinct.

Use of promotional materials (maps, guides, audio tapes, etc) should also be encouraged to reduce dependence on signing.

The road authority and/or applicant may consider the aggregation of smaller signs into one sign. This may often involve the replacement of references to individual attractions with a generic descriptor. For example, instead of signing to several individual wineries, galleries or accommodation properties, a larger general sign to 'Wineries' or 'Galleries' may be appropriate.

Another possibility may be to incorporate a series of related attractions into a signed tourist precinct. It is more likely that a precinct would be regarded as being of state significance and therefore eligible for some trailblazing along arterial roads. As an example, several attractions in the historic town of Placeville could be signed as 'Placeville Heritage Precinct'.

The need to rationalise signing will be made in consultation with existing stakeholders. However, the road authority is the final arbiter in decisions to rationalise and aggregate tourist and services signing. **Applications for new signing schemes will generally not be approved by road authorities without the removal and/or rationalising of some existing signs.**

## 8.5 Additions to Tourist Signs

While the aggregation of tourist attractions on one sign is encouraged, applicants need to strictly adhere to good design principles detailed in Section 5 regarding the number of lines and size of text.

Where possible, space should be allowed for the addition of further attractions.

When a new attraction can be added to an existing sign in accordance with good sign design principles, the applicant will usually be required to meet the cost of the re-manufacture of the sign in order to incorporate the addition.

## 8.6 Business or Community Facility Signs

Signs pointing to a business, community facility or activity which is not eligible for signing under the Tourist Signing Guidelines, or which is not a significant community facility, are regarded as forms of business promotion and are generally **NOT** permitted on declared arterial roads.

In most cases, clear street name signing designed and installed in accordance with the Australian Standard 1742 'Manual of uniform traffic control devices' Part 5 'Street name and community facility name signs', together with each property having a clear and visible property number, will provide adequate identification, direction and information to motorists.

## 8.7 Unauthorised Signs

Section 66 of the Road Management Act states that: *any person must not without written consent of the relevant coordinating road authority –*

- (a) place any structure, device or hoarding for the exhibition of an advertisement or place any advertisement for exhibition on or over a road; or*
- (b) place any sign or bill on or over a road or on a pole, bus shelter, traffic sign, tree or other object or infrastructure on a road reserve.*

The only circumstances where a sign permit will not be required is where the placement of the sign on or over the road reserve is authorised or permitted under the Road Management Act or another Act. This includes authorisation under a planning permit.

Placing a sign on or over a road or road reserve without the consent of the relevant road authority or any other authorisation under legislation is an offence. Failing to remove a sign upon being requested by an authorised officer is also an offence.

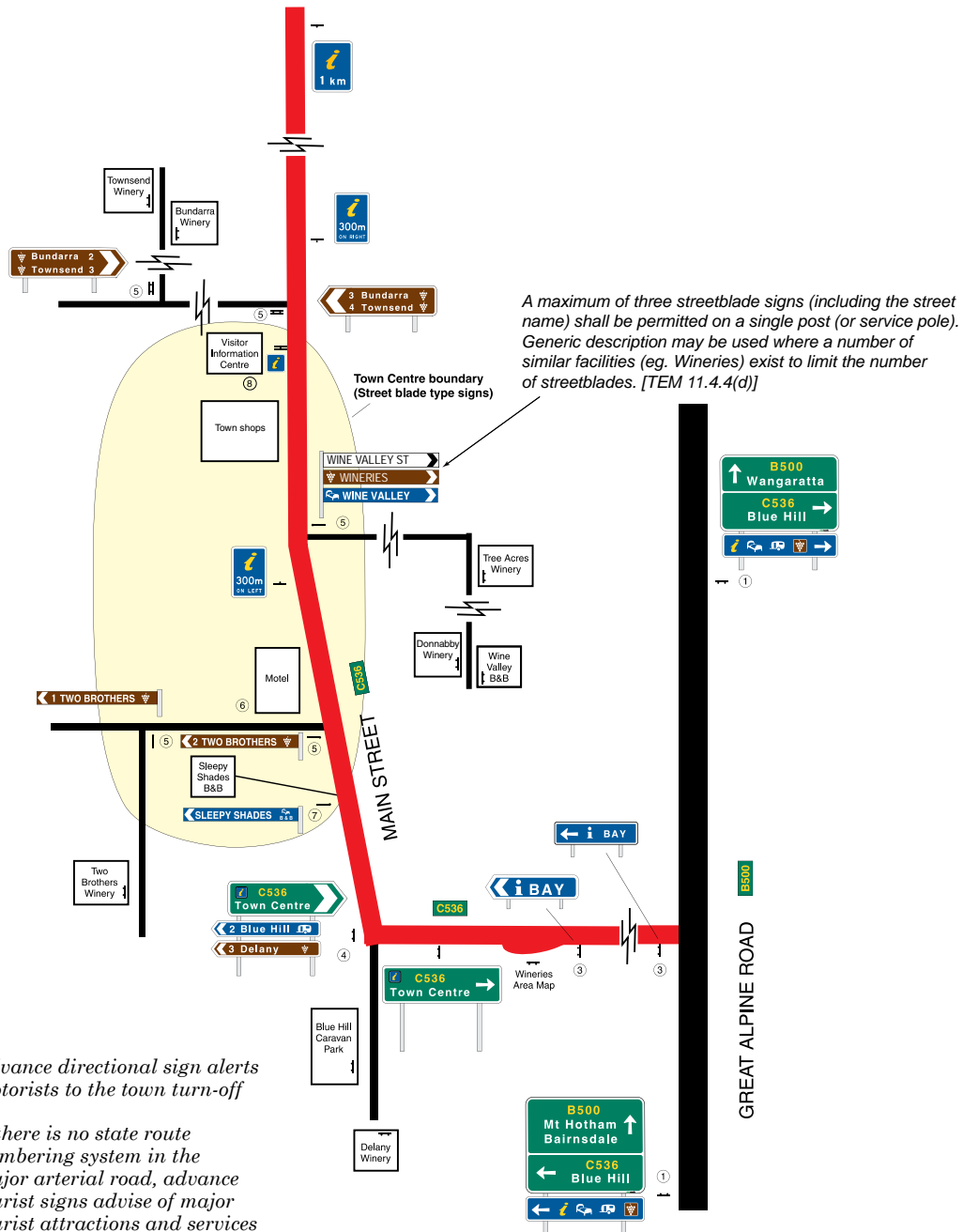
Proposed advertisements or hoardings outside the road reservation are generally considered by the Planning Authority under the Victorian Planning Provisions taking into account Road Safety Guidelines. If signs are considered to be a road safety hazard, VicRoads will require them to be removed or modified.

## 8.8 Examples

**The illustrations on the following pages demonstrate sample intersection treatments and a range of poor signs currently existing in Victoria and a possible approach to improve and rationalise those signs.**

## Sample of Signing Scheme

### Wine and Art Township of Blue Hill (fictitious)



1. Advance directional sign alerts motorists to the town turn-off
2. If there is no state route numbering system in the major arterial road, advance tourist signs advise of major tourist attractions and services available in Blue Hill, using generic words and symbols.
3. Signing for information bay, where the names and locations of Blue Hill wineries are displayed. It is located where motorists can pull off the road to read it.
4. Major intersection sign. Smaller signs erected underneath are the final direction indicators for properties located to the left of the intersection.
5. Blue Hill's wineries and B&Bs are signed at the final point of direction using streetblades within the township and on larger chevron signs elsewhere.
6. The Blue Hill Motel is not eligible for a specific name sign because the motel is signed generically (ie. bed symbol) from the highway and because its property signing is adequate once motorists have entered the main street.
7. Although also located on the main street, Sleepy Shades B&B is eligible for a small streetblade sign because it is not obvious to the passing motorist.
8. The accredited Visitor Information Centre has been signed generically from the highway and is highly visible from the main street.

## Existing



### Existing Condition

- Overload of information
- Too many signs on one pole
- Tourist, services and direction signage mixed
- Highly visually intrusive

## Simplified



### Simplified Approach

- Remove the streetblade pole
- Directional sign structure has maximum of three signs
- As there are a number of tourist attractions and services, direct motorists to visitor information centre in town centre
- Separate tourist attraction sign from major directional signs



### Existing Condition

- Overload of similar tourist attractions and services information
- Difficult to read from moving vehicles
- Highly visually intrusive



### Simplified Approach

- Use Winery symbol for attractions and Bed symbol for accommodation
- Combine tourist and services information onto one sign
- Erect below directional sign



### Existing Condition

- Services information not clearly visible from moving vehicles
- Some services do not qualify for signing from declared roads
- Visual clutter



### Simplified Approach

- Use only Australian Standard services symbols
- Clearly presented and well balanced information
- Size and height of the sign is appropriate for driver's eye



## Tourist Signing Guidelines

### Existing



#### Existing Condition

- Too many tourist attractions signed for prevailing traffic speed
- Not all wineries may be eligible for naming the establishment
- Visual clutter

### Simplified



#### Simplified Approach

- Use only symbol and generic word to navigate to wineries
- Use same panel size for services symbols below the attraction sign



#### Existing Condition

- Number of services and attractions can be minimised
- Directional sign should have prominence



#### Simplified Approach

- Combine attractions and services in one panel using only symbols



#### Existing Condition

- Too many service signs on one pole
- Difficult to read from moving vehicles;
- Some accommodation signing does not conform to standard
- Inappropriate background colour for town centre



#### Simplified Approach

- Direct motorists towards town centre where information bay is located
- Services which do not qualify for signing can be navigated via collateral materials such as brochures

## Existing



### Existing Condition

- Major overload of information
- Most of the accommodation and attractions signs do not conform to eligibility criteria
- Visual clutter

## Simplified



### Simplified Approach

- Use only accommodation and refreshments symbols to navigate to services
- As there are a number of tourist attractions and services, direct motorists to information bay



### Existing Condition

- Overload of information;
- Naming of the B&B does not conform with signing guidelines
- Visual clutter



### Simplified Approach

- Use only 'Bed' symbols with street name sign
- Use refreshment symbol with attractions which are in the same proximity
- Provide appropriate distance to navigate the attraction
- Remove 'A' frame from VicRoads road reserve



### Existing Condition

- 'Motel' and 'Restaurant' can be replaced with symbols



### Simplified Approach

- Use symbols instead of words



## Existing



### Existing Condition

- Use of 'BP' symbol and name of the café contravenes signing guidelines for services signs

## Simplified



### Simplified Approach

- Eliminate unnecessary symbols
- Drivers expect to find petrol, information and a cafe at a service centre



### Existing Condition

- Overload of information
- Two sign poles are close together
- Can be simplified as generic sign for attractions and services



### Simplified Approach

- Use symbols for services and tourist attraction
- Reduce to one pole



### Existing Condition

- Town centre should be white on green background



### Simplified Approach

- Directional sign has prominence and sign clearance from ground level standardised
- All services information directed to information bay in town centre



DRAFT

*Part C*

# *Application Process and Administration*



## 9. Eligibility for Tourist Signing

### 9.1 General

The following criteria enable a Council to determine whether a tourist attraction or establishment is eligible for tourist signing. Applications for signs are assessed for eligibility under the Road Management Act 2004. **It should be noted that eligibility for tourist attraction signing does not determine entitlement to the placement of a sign on the road.** The sign must be assessed against the following criteria which have road safety and road efficiency implications.

### 9.2 Criteria for Tourist Attraction Signing

#### 9.2.1 Essential Criteria

In order to qualify for tourist attraction signing, as set out in sections 4.2 and 4.3, a tourist attraction (other than a natural feature) must satisfy all of the following essential criteria. The attraction must:

- (a) have tourism as a Core Business Activity (see Glossary of Terms—Appendix A).
- (b) provide a substantive tourism experience in addition to, or as part of, any commercial/retail activity (see Glossary of Terms—Appendix A);
- (c) have all relevant State and local government licences and approvals to operate as a tourist attraction, including health, planning and parking requirements;
- (d) be open to the public without prior booking during the attraction's normal opening hours;
- (e) be open on weekends and at least three other days of the week, plus public and school holidays;
- (f) be open for a minimum of 7 hours per day on the days the attraction is open;
- (g) be listed on the database of the nearest accredited Visitor Information Centre (with opening hours, admission prices, location and directions);
- (h) promote the location and clear directions to the attraction to visitors from outside the local area ;
- (i) be appropriately signed within the property line so that it is easily identifiable by passing motorists;
- (j) have appropriately trained visitor contact staff; and
- (k) maintain a record of visitor numbers and comments.

**9.2.2 Desirable Criteria**

It is also desirable that the attraction:

- be a member of a recognised Local/Regional Tourist Association and/or be accredited under a scheme approved by the Tourism Accreditation Board of Victoria;
- provides parking for coaches and other large vehicles; and
- provides parking for disabled visitors.

**Specific Criteria****9.2.3 Nurseries and Garden Centres**

To be eligible for tourist signing, nurseries and garden centres must:

- meet all of the essential criteria, particularly items (a) and (b).

**9.2.4 Art Galleries and Craft Outlets**

To be eligible for tourist signing, art and craft outlets must:

- meet all of the essential criteria; and
- fulfil any two of the following specific criteria:
  - (a) feature a resident artist/craftsperson;
  - (b) display a production process, together with associated explanatory information;
  - (c) provide exhibition space of more than 50 square metres; and
  - (d) more than 30% of the art/craft works on permanent display are from local and/or regional artists/craftspeople.

**9.2.5 Antique Galleries/Stores**

To be eligible for tourist signing, antique galleries or stores must:

- meet all of the essential criteria, particularly items (a) and (b).

**9.2.6 Museums and Historic Properties**

To be eligible for tourist signing, museums and historic properties must:

- meet all of the essential criteria except item (e);
- be open on weekends, public holidays and school holidays;
- provide supporting literature and interpretive materials for visitors; and
- be owned or operated by the National Trust of Australia, or demonstrate equivalent tourism significance.

**9.2.7 Primary and Secondary Industry Based Attractions**

To be eligible for tourist signing, factories, manufacturing plants and agricultural operations must:

- meet all of the essential criteria except item (e);
- open during normal business hours 5 days per week, and preferably on weekends;
- provide guided tours to the general public at advertised times;
- display high quality interpretative material of the relevant agricultural or industrial process; and
- where appropriate, provide sampling of the product available as part of the visitor experience.

**9.2.8 Wineries**

To be eligible for tourist signing, wineries must:

- meet all of the essential criteria;
- hold a Vignerons Licence or a licence which permits sales direct to the public; and
- have a purpose-built facility for wine tasting (cellar door).

Wineries meeting all requirements other than 9.2.1 (e) that are open on weekends, public and school holidays may apply for temporary signing in accordance with section 4.3.7.

**9.2.9 Seasonal Attractions**

Attractions that close for part of the year may be eligible for tourist signing where they meet the following conditions:

- a significant tourism experience is provided to visitors, such as fruit picking, tours, etc;
- must be open for a minimum nine months of the year to gain permanent signing; however, such signing must include the period of closure, for example, Desert Trail Rides (closed Jan–March);
- attractions operating for less than nine months but for more than three months of the year may make limited use of temporary signing. Examples of such signing are featured in section 4.3.7; and
- the attraction communicates its location and opening hours to the nearest Visitor Information Centres, through brochures and local advertising.

### **9.3 Criteria for Tourist Accommodation Signing**

Wherever possible, signing to accommodation establishments will make use of the Australian Standard symbols (see Appendix C), either on their own or combined with word legends (for example, Motel, B&B). Signing for services from freeways will only be permitted by way of symbols, which are often combined with direction signs.

Facilities located on declared arterial roads, with adequate sight distances for traffic and with the ability to erect property signs, will not be eligible for services signing.

#### **9.3.1 Tourist Accommodation Signing in Urban Areas**

Signing to accommodation establishments within major urban areas or within the urban limits of rural towns is generally in the form of a streetblade from the nearest declared arterial road, subject to the following conditions:

- the establishment must be located within two kilometres of the intersection;
- reassurance signs will be considered only in cases of extreme directional hardship; and
- special provisions may apply for establishments located off divided roads.

Accommodation establishments with an entrance directly from a declared arterial road are not eligible for signing. However, if the entrance is from a service road, a position sign may be required at the point at which vehicles leave the through carriageway.

#### **9.3.2 Tourist Accommodation Signing in Rural Areas**

Signing to accommodation establishments in rural areas is generally by way of chevron-ended signs, the size of which should be determined by the prevailing traffic speed (see Table 5.1).

Chevron-ended signs are normally positioned at the intersection or entrance to the property, but can be placed up to 100 metres in advance of the intersection to give adequate notice of the impending turn. When located well in advance of the intersection (180 to 250 m), square-ended advance signs should be used.

Facilities located more than 10 kilometres from a declared arterial road are not eligible for signing, except in remote areas of the State.

### 9.3.3 Criteria for Tourist Accommodation Signing

To be eligible for tourist accommodation signing, accommodation facilities must:

**Essential:**

- (a) hold all relevant State and Local Government licences and any other appropriate consents;
- (b) be open daily;
- (c) be available for casual accommodation (prior booking not required);
- (d) be open to the general public (i.e. not exclusively for coach tours or other organised groups);
- (e) be listed on the database of the nearest accredited Visitor Information Centre (with opening hours, admission prices, location and directions);
- (f) promote the location and clear directions to the facility to visitors from outside the local area;
- (g) be appropriately signed within the property line so that the facility is easily identifiable by passing motorists; and
- (h) have appropriately trained visitor contact staff.

**Desirable:**

- (i) be a member of a recognised Local/Regional Tourist Association and/or be accredited under a scheme approved by the Tourism Accreditation Board of Victoria.

### 9.3.4 Specific Criteria

In addition to the general criteria listed in 9.3.3, the following accommodation facilities must satisfy the criteria set out below.

**Caravan Parks**

Caravan parks must:

- provide a mixture of accommodation, powered caravan sites and camping sites; and
- be operated and maintained by an on-site manager 7 days per week.

**Camping Areas**

Camping areas must be serviced by fresh water for drinking purposes and toilets.

**Bed and Breakfast Establishments**

Bed and breakfast establishments:

- must provide on-site management;
- to avoid signing proliferation in areas featuring a high number of B&Bs, if two or more B&Bs are to be signed in the same direction, a generic sign should be used. This would comprise the bed symbol and 'B&Bs';
- B&B operators no longer operating or closing for more than three months must remove all signing to the property.

**Farmstays/Host Farms**

Farmstays and host farms must provide a legitimate farm experience for visitors.

**Resorts**

The terminology 'resort' will only be used on services signs when the following conditions are met:

- a variety of accommodation options is provided;
- dining or self contained cooking facilities are provided;
- essential guest services are provided on-site;
- a reception area is staffed for a minimum of 14 hours per day;
- a range of recreational facilities is provided; and
- a range of activities conducted by suitably experienced staff is provided in order to enhance the holiday experience.

**Holiday Houses**

Tourist signing is not permitted to provide direction to holiday homes, even if they are used for commercial purposes.

**Self-Contained Accommodation**

Self-contained accommodation facilities must be operated and maintained by an on-site manager 7 days a week.

## 10. How to Apply for a Sign Permit

### 10.1 General

Applications seeking approval to place tourist attraction and/or services signs within road reserves should be lodged with the officer in charge of tourist signing at the relevant Municipal Council.

A permit for a tourist sign is issued pursuant to sections 63 and 66 of the Road Management Act 2004.

The relevant road authority will, within 14 days, notify the applicant whether:

- the application has been approved;
- the application has been rejected;
- the application has been referred to other authorities for consideration;
- additional information is required; or
- a co-operative signing scheme should be considered.

The application and approval process for tourist attraction and services signs is set out below.

### 10.2 Preparation of Application

All applications should be on the standard form which is available:

- on the VicRoads website ([www.roads.vic.gov.au](http://www.roads.vic.gov.au)); or
- from a VicRoads Regional Signing Officer; or
- from the offices of a Municipal Council.

Applicants should first discuss their proposal with the road authority signing officer and relevant Tourism Manager/Officer (*contact details are also available in the VicRoads Website*) to discuss entitlement, design, wording and, where appropriate, the possibility of including 'like attractions' in a co-operative scheme.

### 10.3 Lodgement of Application

Applications should be submitted to the officer in charge of signing at the relevant Council. Some Councils charge an administrative fee for processing applications.



#### **10.4 Consideration of Application**

The relevant road authority will assess each application, taking consideration of the following factors:

- the eligibility criteria;
- road safety issues;
- extent of signing; and
- appropriate sign design and location.

The road authority may also seek input from, and consult with, the Tourism Manager and any other relevant person.

#### **10.5 Approval or Refusal of an Application**

Written consent or approval of an application for a tourist or services sign will take the form of a sign permit. The permit contains general conditions that must be met by the applicant, including the technical and physical standards of the design, installation standards and maintenance requirements. In addition, the relevant road authority may impose special conditions on a permit. A sample permit is shown in Appendix E.

#### **10.6 Sign Installation**

Where signs are located on arterial roads, VicRoads will specify conditions relating to the installation of the signs, as well as those services which can be provided by VicRoads or by a VicRoads approved contractor.

Councils may provide an in-house sign manufacturing/installation service, with full cost recovery from applicants, or they may outsource some or all elements of the work. Council signing officers will be able to provide details of their Council's process and cost recovery policy.

#### **10.7 Ongoing Responsibilities**

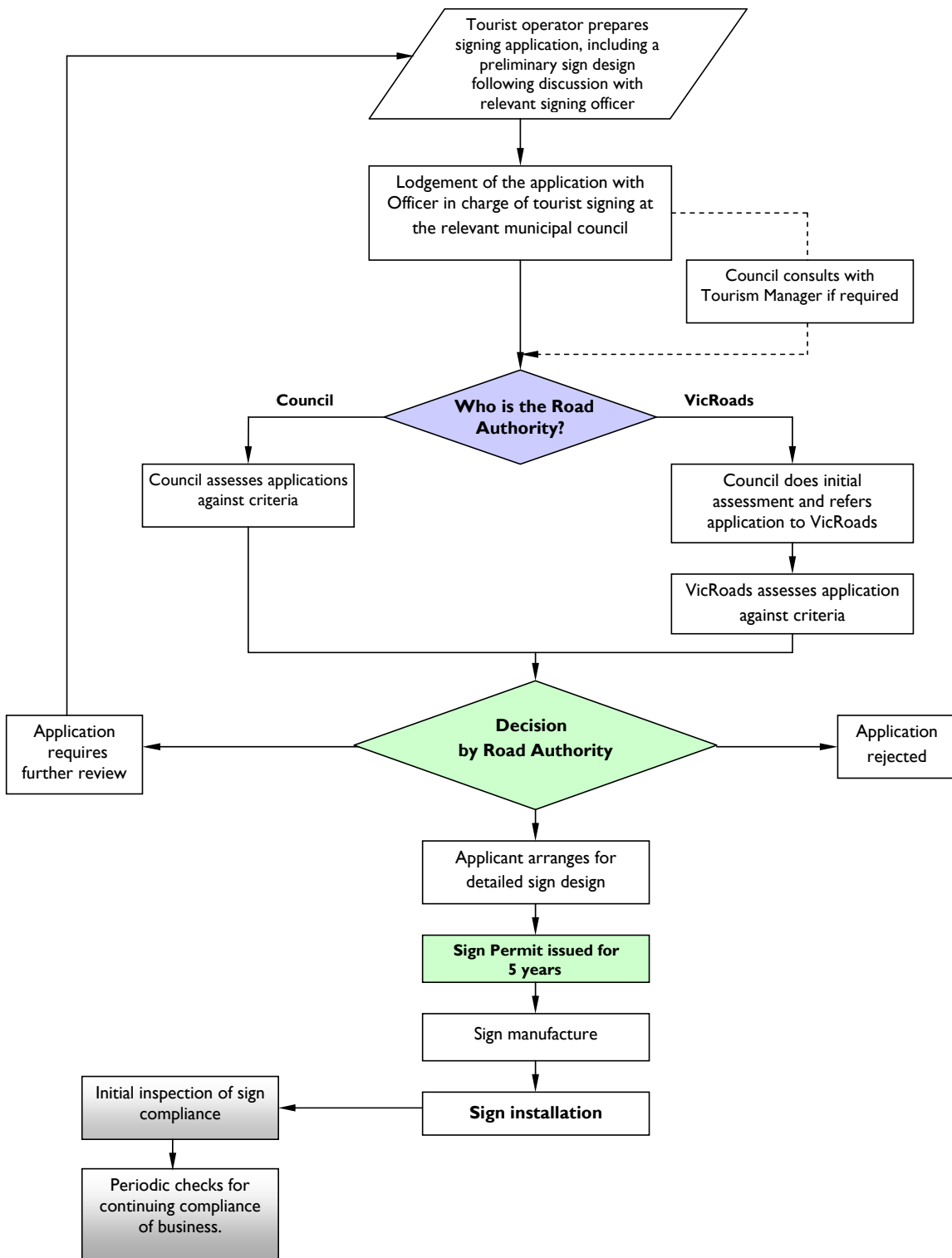
The applicant must comply with the conditions of the permit in relation to maintenance of the sign, and any special conditions contained in the permit.

#### **10.8 Non-compliance**

The relevant road authority periodically checks for compliance with the sign approval permit. Failure to comply with any condition of the permit is an offence under section 65 of the Road Management Act 2004 and may result in the termination of the permit and the removal of the sign by the relevant road authority.

## 10.9 Flow chart for application process

A flow chart of the application and approval process for tourist signs follows.



## 11 Administrative Arrangements

### 11.1 Costs

The financial responsibility for all tourist attraction and services signing rests with the applicant, subject to the following qualifications:

- signing of natural attractions and road authority assets, such as rest areas, are funded by the relevant road authority;
- public facility signs (e.g. toilets, emergency medical services, public telephone etc) are funded by the relevant road authority.

Special situations, such as the signing required because of the bypassing of towns, are subject to separate negotiation at the time of occurrence.

### 11.2 Ownership of Signs

The applicant who has paid for the provision of a tourist attraction or services sign remains responsible for the maintenance and upkeep of the sign, subject to, and in accordance with, the sign permit.

A sign permit will detail a number of conditions, including:

- standards and specifications relating to sign construction, installation and maintenance;
- responsibilities in relation to cost, maintenance and removal;
- conditions under which the road authority may remove any sign; and
- conditions relating to the continuing operation of the tourist or services establishment.

It is the applicant's responsibility to immediately notify the relevant road authority to arrange for the removal of all road signing to the property in the event of the business closing or if it is no longer an eligible tourism business. Costs for undertaking this work will be charged to the business owner.

### 11.3 Permit Period

The sign permit issued by the relevant road authority grants to the applicant the right to place a sign in the roadside reserve for a period of **5 years**, after which time the appropriateness and efficacy of the sign may be reassessed. However, the road authority maintains the right to replace or remove any signs installed on roads under its control when any of the following occurs:

- the applicant no longer conforms to the conditions of the sign permit;
- there is a demonstrated need for aggregating signs in a particular location; or
- the road authority needs to resume the land.

Costs for removing the signs in the first instance above will be charged to the business owner.

### 11.4 Alterations to Signs

A sign permit is granted for the original sign face design. The sign face must not be altered unless written consent has been obtained from the relevant road authority. Any alteration to a sign design is subject to a new application and may require a new sign permit.

An unauthorised alteration to a VicRoads sign to include commercial information or the unauthorised addition of private/commercial signing to a VicRoads' structure is strictly prohibited.

### 11.5 Maintenance/Installation of Signs

The need for sign repairs or replacement, for any reason, shall be at the discretion of the relevant road authority. The cost for maintaining signs—including due to damage or vandalism—replacement and reinstatement is the responsibility of the applicant.

Only approved VicRoads' contractors are permitted to install, maintain, replace or re-erect signs on VicRoads road reserve.

Council's approved contractors who install or maintain signs on municipal roads should be pre-qualified and also should have required public liability insurance. Written consent from the Council must be obtained before any sign installation or maintenance works are undertaken.

# *Appendices*

## Appendix A – Glossary of Terms

### Arterial Road

A road which is declared to be an arterial road under Section 14 of the Road Management Act 2004.

### 'M' Roads

'M' Roads (duplicated roadways) are the primary road links and connect Melbourne and other capital cities and major provincial centres. They link major centres and production and manufacturing with Victoria's ports.

### 'A' Roads

'A' roads serve the same role as 'M' roads but carry less traffic. These roads are primary road links with single carriageways.

### 'B' Roads

'B' roads are the primary links between significant tourist regions and major regions not served by 'A' roads

### 'C' Roads

'C' roads are the more important links between other centres and between these centres and primary road networks.

### Australian Standards (AS)

Australian Standards are prepared by committees made up of experts from industry, governments, user groups and other sectors. The requirements or recommendations contained in published Standards are the consensus of the views of representative interests and also take account of comments received from other sources. They reflect latest scientific and industry experience. Australian Standards are kept under continuous review after publication and are updated regularly to take account of changing technology.

### Better Business Tourism Accreditation Program

The Better Business Tourism Accreditation Program (BBTAP) is a generic accreditation program that caters to Victorian accommodation providers, tour operators, attractions, visitor information centres, wineries, restaurants, transport operators, retail outlets, booking services and tourism associations. BBTAP establishes industry standards for operating a tourism business and provides a framework for the continuous improvement of tourism businesses.

### Built-up Area

An area with substantial development, generally defined by the limits of a speed limit other than the relevant open road limit (100 or 110 km/h), except where such a limit may be imposed for road safety reasons other than abutting development.

**Community Facilities**

Facilities which are essentially community-based and operated, even though they may be used by visitors and, in some cases, may attract visitors in their own right. These include public golf courses, swimming pools and aerodromes.

**Coordinating Road Authority**

The coordinating road authority in relation to a road means the road authority which has coordination function as determined in accordance with Section 36 of the Road Management Act 2004. This is:

- (a) if the road is a freeway or arterial road, VicRoads;
- (b) if the road is a non-arterial State road, the relevant responsible road authority;
- (c) if the road is a municipal road, the municipal council of the municipal district in which the road or part of the road is situated.

**Core Business Activity (Tourism)**

Refers to a business operation where the principal motivation, or one of the major motivations, is the provision of an experience and/or service to meet the needs of tourists (i.e. the business earns more than 50% of its annual revenue from tourism activities). A demonstrated commitment to high standards of customer service should be central to the business philosophy. Membership of, and active participation in, the marketing programs of local and regional tourism organisations may also be taken into consideration when assessing the 'core' business of a tourism operation in order to determine its eligibility for tourist signing.

**Declared Road**

An arterial road or freeway.

**Daytripper**

A Victorian resident travelling within Victoria and at least 50 kilometres away from home.

**Freeway**

A road declared to be a freeway under Section 14 of the Road Management Act 2004.

**Information Bay**

A facility provided for the free use of travellers and containing tourist information on display boards provided and maintained by the council or local tourism association.

**Interpretative Centre/Shelter**

A purpose built building, shelter or display board generally located on tourist routes/drives of significant cultural, geographic or heritage appeal which succinctly explains and/or interprets pertinent information about the site or vista.

## **Marketing/Promotional Material**

Any material, including maps, guides and promotional brochures, which provides visitor information in relation to tourist attractions and facilities on a state, regional, local or individual basis.

## **Municipal road**

means a road under the care and management of a municipal council, - ie a road other than a freeway, declared arterial road or a road under the responsibility of a state authority.

## **Natural Feature**

A geographic or other natural feature of interest to the tourist, for example, lookouts, waterfalls, lakes, wetlands, waterways, national and State parks.

## **Planning Scheme**

A statutory document provided for by the Planning and Environment Act 1987 (Clause 36.04 Road Zone & Clause 52.05 Advertising signs) which sets out policies and provisions for the use, development, protection or conservation of any land in an area.

## **Roadside Establishment**

A commercially operated facility catering for travellers in terms of meals, refreshments, fuel, toilets or accommodation.

## **Roadside and Public Facilities**

Facilities other than roadside establishments, including rest areas or truck stop areas and associated facilities (picnic, fire place, toilets, etc), or other facilities such as telephone or emergency medical services.

## **Remote Area**

An area of Victoria where the distance from nearest State Highway (M or A class only which carries significant amount of traffic) is more than 100 km.

## **Services Sign**

A sign of the type described in section 4.4 of the Guidelines and covered by the services sign provisions of AS 1742.6.

Services signs can be used to sign visitor information centres, information bays, roadside establishments and roadside and public facilities in accordance with the guidelines.



**Signing Officer**

A person employed by a Council or by VicRoads who has the role of ensuring high standards of sign design, manufacture and installation throughout the region, including the management of applications from businesses. VicRoads employs a signing officer in each of its seven regions throughout Victoria. Councils may combine the role of signing officer with other tasks. Typically, a Council may nominate a member of its traffic engineering, statutory planning, economic development or tourism departments to provide the initial point of contact for tourist signing applications.

**Substantive Tourism Experience**

In some cases it may be difficult to decide whether a particular establishment is primarily a tourist attraction or a retail outlet (for example, craft workshops and potteries). Consideration is given to the following:

- the experience must be for the purpose of education, or demonstration of the manufacture of goods, or demonstration of crafts, as distinct from retail sales or other major use of the premises (e.g. if the public can watch a demonstration or display without necessarily making any purchases of the products or goods on offer;
- the experience must be available on a regular basis so as to enable advertising of the experience on brochures without risk of disappointment to visitors; and
- the experience must be available during school holidays, public holidays and weekends.

**Statewide Route Numbering Scheme (SRNS)**

Victoria's route numbering system for rural arterial roads. Each road is given a letter (M, A, B or C) to reflect the quality and function of the route and an identifying number (M31, B500, etc). This allows drivers to anticipate the driving conditions they are likely to encounter and to plan their trip in advance.

**Tourism Manager/Officer**

A professional officer typically employed by a Council or Regional Tourism Association to co-ordinate tourism planning and marketing for a Council or region.

**Tourism Victoria**

The organisation through which the State Government seeks to be an active participant in the tourism and travel sectors to optimise the economic benefit to Victoria.

**Tourist Attraction Sign**

A sign of the type described in section 4.2 of the Guidelines and covered by the tourist sign provisions of AS 1742.6. Tourist Attraction signs can be used to sign tourist regions and areas, tourist attractions, natural attractions, tourist routes and tourist drives in accordance with the guidelines.

**Tourist Attraction**

A commercial or non-commercial attraction or establishment, or an attraction which is actively managed by a government agency or committee of management, catering primarily for tourists and for which a charge may or may not be made (criteria in section 9.2 also apply).

**Tourist Drive**

A tourist drive may be:

- geographically based;
- tourist attraction based, for example, 'Family Fun Trail';
- theme based, for example, 'Wine Trail'; or
- a combination of geographic and thematic.

**VicRoads Traffic Engineering Manual Vol. 2**

A source document which provides detailed treatment of technical aspects associated with road signs and markings. A copy of this manual is available on VicRoads website.

**Visitor Information Centre**

An information centre for visitors carrying a level of accreditation from the Country Victoria Tourism Council.

**Visitor (overnight)**

An Australian resident or international visitor undertaking a trip within Victoria, involving a stay away from home of more than one night, but less than 90 days, and requiring a journey of at least 40 kilometres away from home.

## Appendix B – References and Specifications

### References:

Australian Standard – AS 1742.6 Manual of Uniform Traffic Control Devices Part 6: Tourist and Services Signs

Australian Standard – AS 1742.15 Manual of Uniform Traffic Control Devices Part 15: Direction signs, information signs and route numbering

Australian Standard – AS 1743 Road Signs Specifications

Australian Standard – AS 1744 Standard Alphabets for Road Signs

Australian Standard – AS 2342 Development, Testing and Implementation of Information and Safety Symbols and Symbolic Signs

### VicRoads' Standard Specifications for Roadworks

Worksite Safety Traffic Management Code of Practice (WSTM)

VicRoads' Traffic Engineering Manual (TEM) Volume 2 – Signs and Markings

























### General Specifications:

Any tourist or services sign needs to conform strictly with the following standards:

- colour, type, size and legend – AS 1743 & AS 1744;
- symbols – AS 1742.6, AS 2342;
- placement, supports and fittings – TEM Vol 2, Sections 6 and 7;
- erection of signs – VicRoads standard specifications, Section 714, WSTM; and
- manufacture of road signs – VicRoads standard specifications, Section 860.

## Appendix C – Approved Symbols for Services Signs

Extract from AS1742.6-2004 and National Tourism Signing Reference Group Approved Symbols.

| No | Symbol                                                                                                                          | No   | Symbol                                                                                                    | No    | Symbol                                                                                                                         |
|----|---------------------------------------------------------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------------------------------------------------------------------------------------|
| S1 | <br>First aid, casualty service, hospital      | S9   | <br>Caravan park or site |       | S19 has been deleted                                                                                                           |
|    |                                                                                                                                 |      |                                                                                                           | S20   | <br>Drinking water                          |
| S2 | <br>Public phone                               |      | S10 has been deleted                                                                                      | S21   | <br>Boat ramp                               |
|    |                                                                                                                                 | S11  | <br>Airport              |       |                                                                                                                                |
| S3 | <br>Motor fuel                                | S12  | <br>Rest area           | S22   | <br>Symbol of access                       |
| S4 | <br>Information                              | S13  | <br>Truck parking area | S23   | <br>Unsuitable for trucks                 |
| S5 | <br>Restaurant, licensed restaurant          | S14  | <br>Parking area       | S24   | <br>Police station                        |
| S6 | <br>Accommodation, hotel, motel, guest house |      | S15 has been deleted                                                                                      | S25   | <br>Help phone                            |
|    |                                                                                                                                 | S16  | <br>Toilets            |       |                                                                                                                                |
| S7 | <br>Refreshments                             | S16A | <br>Accessible toilets | SV350 | <br>Public golf course                    |
| S8 | <br>Camping area                             |      | S17 has been deleted                                                                                      | SV351 | <br>Caravan/motorhome effluent dump point |
|    |                                                                                                                                 | S18  | <br>Fireplace          |       |                                                                                                                                |

*Reproduced with the permission of Standards Australia*

## Appendix D – Tourist Attraction Symbols

(as endorsed by the National Tourism Signing Reference Group, November 2006)

Note: The criteria for the following symbols have been written to ensure consistent and equitable application on road signing throughout Australia. However, use of each symbol is subject to the approval of each State/Territory road and tourism authority, which may also apply additional, detailed criteria.



### Heritage

Denotes the location of attractions, display/interpretive centres, sites, monuments and other objects of historical interest.

This symbol is not used to denote towns of historic interest as the words 'historic town' or 'historic village' are considered more appropriate on road signs.



### Museum

Denotes a building used as a museum regularly open to the public, which displays items of a general or thematic nature and features a high level of interpretation.

It does not include small historical centres or interpretive displays attached to visitor information outlets, in which case the heritage symbol may be more appropriate.

Use of this symbol will generally be subject to the approval of and/or accreditation by Museums Australia.



### Whales

Denotes an area designated for the seasonal viewing of whale migratory activity, although it may also feature other marine life.

The area must incorporate adequate car parking, and safe viewing areas that meet State and Local Government requirements.

The area should feature high level interpretive information, which will be of interest to the public during periods when whales are not visible.



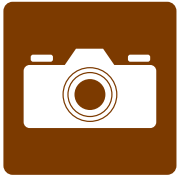
### Winery

Denotes a winery that holds a Vignerons Licence or a licence which permits direct sales to the general public and which features a purpose-built facility (cellar door) for the tasting and interpretation of wine.

Note: this symbol denotes all variations of wine production and sales, including fruit wines.

**Walking trail**

Denotes a trail designed for the safe passage of pedestrians and which complies with all safety requirements of State and Local Government authorities. Generally trails using this symbol will also provide some level of interpretation.

**Lookout point**

Denotes a lookout point readily accessible to vehicular traffic and which complies with all safety and traffic management requirements of State and Local Government authorities.

**Aboriginal heritage**

Denotes an attraction, cultural centre or a site of Aboriginal significance, which has been approved for general visitation by relevant traditional owners and/or other authorised authority.

Such sites should feature interpretative material, unless for cultural reasons this is not appropriate.

It is not to be used to denote purely retail attractions, nor for commercial galleries.

## Appendix E Sample Sign Permit

### Sign Permit example

Permit No.

Date

The coordinating road authority, pursuant to sections 66 and 63 of the Road Management Act 2004, consents to the applicant named below to supply, install and maintain a sign or signs at the location(s) specified in this permit, for a period of 5 years from the date of this permit, in accordance with the conditions of this permit.

Applicant:

Brief Description of Sign(s) (attach sign design):

Location of Sign(s):

### General Conditions

- All signs must comply with VicRoads standard specification sections 714 and 860 for construction and installation and must satisfy VicRoads technical requirements for legend style and size and other signface elements.
- Signs must be installed at the above location(s) in accordance with VicRoads Worksite Traffic Management Code of Practice and normal safe working practices having regard at all times for the safety of road users and property.
- The applicant must bear all costs for the design, manufacture, installation and maintenance of the signs.
- The applicant must maintain the sign(s) in a safe and clean condition to the satisfaction of the coordinating road authority.
- The coordinating road authority reserves the right to cancel this permit, and remove without compensation, the sign(s) authorised under this permit if:
  - o any sign is not installed or maintained to the coordinating road authority's satisfaction; or
  - o any sign is considered by the coordinating road authority to be a safety hazard; or
  - o any condition of this permit is breached; or
  - o the tourist attraction or service for which this permit was granted closes or changes in character or operation significantly from the time of approval of this permit.
- The applicant must not alter the approved signface design, without the written approval of the authorised officer of the coordinating road authority.
- The applicant must immediately notify the relevant road authority to arrange for the removal of the signs, at the sign owners expense, if the tourist attraction or service closes or ceases to be involved in the tourism industry.
- Failure to install any sign to the coordinating road authority's satisfaction within 90 days of the date of this permit shall cause the approval to lapse.

## Special Conditions

## Consent for Works on a Road

## Applicant Agreement

Applicant to complete, sign and forward this application to the relevant tourist signing officer listed below.

I agree to the conditions listed above and all other conditions outlined in the Tourist Signing Guidelines.

I understand that this permit is valid for 5 years from the date above and that, at the expiration of that time, the sign design and/or location may be reassessed to determine its suitability and the ongoing eligibility/compliance of this business. I also understand that at any time the coordinating road authority reserves the right to replace or remove the sign when any of the following occurs:

- the applicant no longer conforms with the conditions of the sign approval;
- the sign is in a poor state of repair;
- the business no longer operates as an eligible tourist attraction;
- the business ceases to operate;
- there is a demonstrated need for aggregating signs in a particular location; or
- the road authority needs to resume the land.

Applicant to sign:

Date:

Please note, this permit is not valid until signed by the applicant and returned to the contact below:

Signing Officer:

Organisation:

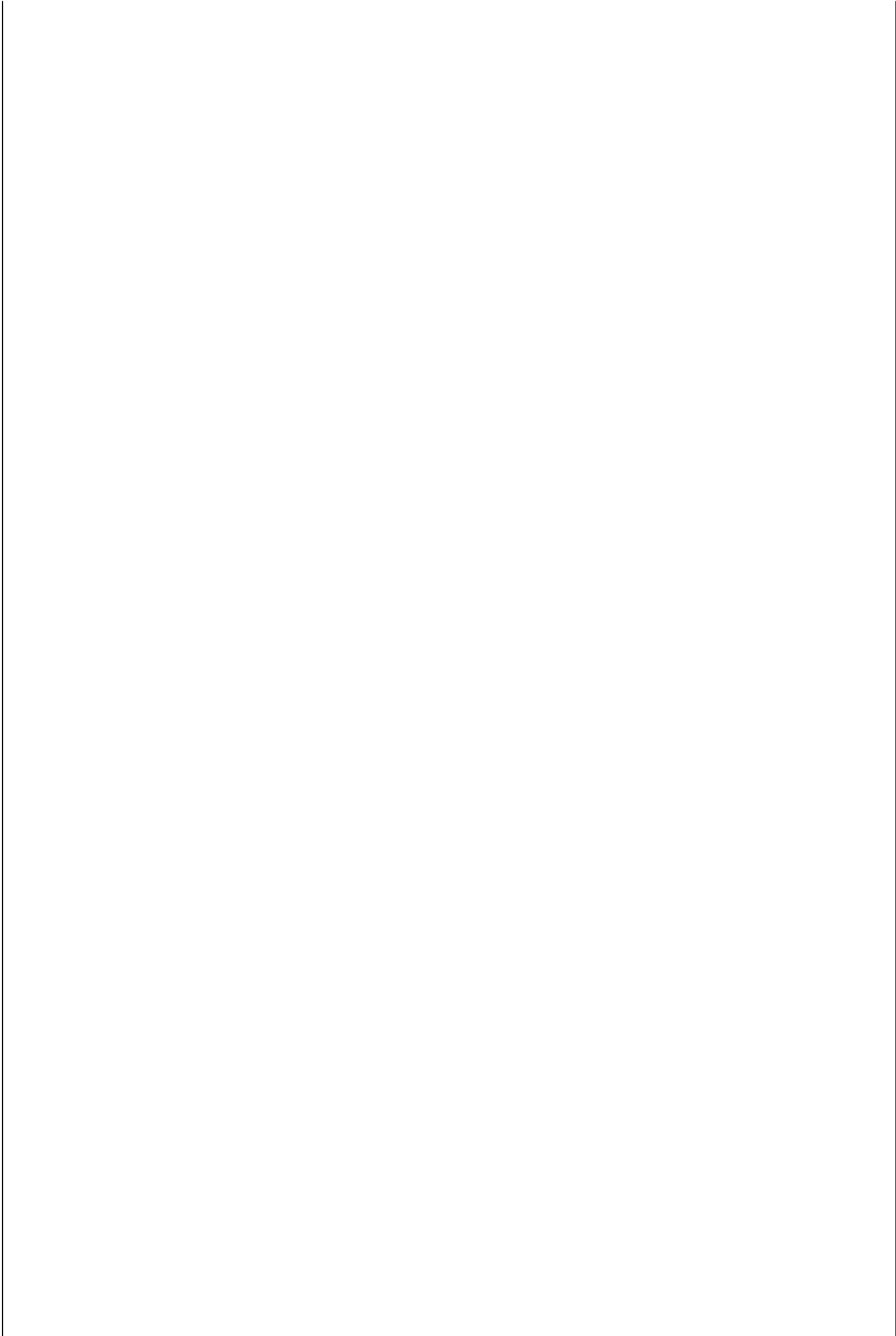
Postal address:

Postcode:

Telephone number:

Fax number:





DRAFT

**OM092605-18 DRAFT ECONOMIC DEVELOPMENT ACTION AGENDA 2009-2013**

|             |                                      |           |            |
|-------------|--------------------------------------|-----------|------------|
| AUTHOR:     | Mike Barrow                          | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning and Development | FILE REF: | GEN00414   |

**Purpose**

To seek Council endorsement to release the draft Economic Development Action Agenda for public comment.

**Background**

The draft Economic Development Strategy Action Agenda is a strategic action plan aligned with the draft Council Plan 2009 – 2013 to guide the Economic Development Unit over the next four years and to position Colac Otway Shire for business opportunity and growth.

Colac Otway Shire completed an Economic Development and Tourism Strategy in 2004 to guide Council's involvement in Economic Development including Tourism for a 5 year period to 2009.

Over this period Colac Otway Shire has undergone a period of significant growth and change.

- The Agricultural industry is thriving despite drought largely through the success of the Dairy Industry. Farmers remain optimistic despite the current reduction of milk price paid by processors and the impact of the global financial crisis.
- Manufacturing has been revitalised through local investment and market growth in lamb, timber and dairy processing.
- Retail investment is strong in Colac with ALDI, Best & Less, the Reject Shop, Rivers, the redevelopment of Mitre 10 and the Civic Home Hardware plan for the former Powercor site. There is strong interest in retail investment hampered by a lack of suitable development sites.
- Tourism is also continuing to grow and demands new strategies to provide appropriate infrastructure to maximise tourism yield.
- Logging of native forests has been terminated and the Great Otway National Park has been established. Over time more local people will be employed in Colac Otway in Tourism than timber harvesting.
- Small towns such as Birregurra, Beeac, Gellibrand, Forrest, and Beech Forest are all experiencing small growth with Birregurra set to expand when the sewage is connected.
- Apollo Bay is undergoing a transformation from a small seaside fishing village to a vibrant year round tourist centre with a holiday residential building boom and numerous new investments in accommodation and restaurant enterprises. The redevelopment of Apollo Bay Harbour Precinct will also have a transformative impact on the township.

In responding to this changing local economy and new challenges for local farmers, manufacturers, tradesmen, retail, and service providers, it is necessary to develop a new forward plan to take advantage of new opportunities and to facilitate growth.

The overall purpose of the Economic Development Action Agenda is to review and update the Economic Development and Tourism Strategy 2004 - 2009, research performance and trend data and produce a document to guide Council's resources in facilitating economic growth in the Colac Otway Shire over the next four years.

In developing the draft Economic Development Action Agenda, Council engaged Colac Community Hub Inc. to complete the initial consultation process through a series of in depth interviews with local business people across the various business sectors in the Shire

Council also engaged Mr Neil Noelker of Neil Noelker Consulting to undertake the following:

- A literature review of current plans and complimentary Council and regional plans
- Identification of statistical trends in local industry
- Integration of consultation with Business through a business forum with Council; Colac Community Hub Inc interviews; and other special one on one consultations

### **Corporate Plan/Other Strategies/Policy**

The current Economic Development Strategy was developed for the 5 year period from 2004 to 2009. The new Strategy will replace the 2004 report and provide actions for the next 4 years. It has been developed alongside the Council Plan 2009 – 2013 so that they are aligned to make best use of Council's resources in facilitating economic growth.

### **Issues/Options**

The key economic challenges that Colac Otway Shire faces over the next four years include:

#### Sustainable growth

A range of strategic actions are recommended to address population growth, demographic change and sustainable growth through workforce development, climate change business initiatives, business development, regional planning marketing and promotion and infrastructure.

#### National, state and regional strategic initiatives and policy

A range of strategic actions are recommended to ensure that Colac Otway Shire is linked with National, State and Regional strategic planning and policy that effects local business and industry growth.

#### Lagging infrastructure investment

A range of strategic actions are recommended to identify the resources necessary for investment in public infrastructure to support economic growth such as road, rail, telecommunications and IT.

The Economic Development Action Agenda 2009 – 2013 differs from the Economic Development and Tourism Strategy 2004 – 2009 in that Otways Tourism Inc. now has its own 2 year action plan. The Tourism Review 2006 recommended Council externally fund the Tourism Industry to develop and promote tourism in the municipality. Council retained responsibility for strategic support, visitor services and infrastructure and therefore strategic actions in the Action Agenda are focused on these areas.

### **Proposal**

It is proposed that the draft Economic Development Action Agenda 2009 – 2013 be endorsed by Council to be released for a period of public comment to provide opportunity for the business community and the general public to review the Plan.

### **Financial and other Resource Implications**

Council has endorsed an annual allocation of funding for the implementation of the Economic Development and Tourism Strategy 2004 – 2009. It is anticipated that an appropriate amount assessed annually will be allocated for the implementation of the Economic Development Strategy 2009 – 2013.

**Risk Management & Compliance Issues**

There are no specific risks in the adoption of the draft Economic Development Strategy 2009 – 2013. Risk and Compliance issues in the implementation of the Strategy will be assessed in the planning phase of each action.

**Environmental Considerations**

There are no Environmental Considerations in the adoption of the draft Economic Development Action Agenda 2009 – 2013. Environmental Considerations in the implementation of the Strategy will be assessed in the planning phase of each action.

**Communication Strategy/Consultation**

The process for development and consultation for the Action Agenda complies with Council's Community Consultation and Engagement Policy 2006, although the period available for public submissions has been extended from four to six weeks to ensure maximum input to the Action Agenda.

The final consultation in preparing the draft Strategy for presentation to Council was a review by the project steering group which includes:

- Colac Otway Shire Mayor Cr Brian Crook
- Cr Chris Smith
- Jemma Rosevear (Otway Business Inc.)
- Andrew Nosedo (Otways Tourism Inc)
- Larelle Fitt (Apollo Bay Chamber of Commerce and Tourism)
- Jeff Cooke (Colac Community Hub Inc)
- Mike Barrow, Manager Economic Development
- Joel Kimber, Business Development Officer
- Mick Cosgriff, Economic Development Officer

**Implementation**

The draft Action Agenda will be available for public viewing at each of the Shire's Customer Services Centres and on the Council web site.

**Conclusion**

The draft Economic Development Strategy Action Agenda is a strategic action plan aligned with the draft Council Plan 2009 – 2013 to guide the Economic Development Unit over the next four years and to position Colac Otway Shire for business opportunity and growth.

The draft Strategy has been developed through:

- A review of the Economic Development and Tourism Strategy 2004 – 2009.
- Research into industry performance and future trends.
- A series of in depth interviews with local business people.
- Integration of consultation with Business through a business forum with Council; Colac Community Hub Inc interviews; and other special one on one consultations.

It is proposed that the draft Action Agenda be released for a period of public comment to provide opportunity for the business community and the general public to review the Plan.

A six week consultation period would enable a final draft Plan to be submitted to the July Meeting of Council.

**Attachments**

Draft Economic Development Action Agenda 2009 - 2013

**Recommendation(s)**

**That Council endorse the release of the draft Economic Development Action Agenda 2009/10 for a six week consultation period for public comment.**

~~~~~U~~~~~





Colac Otway
SHIRE



Colac Otway Shire
Economic Development
Action Agenda
2009 - 2013

Positioning for future business opportunity and growth



CONTENTS

| | |
|---|----|
| Mayor's Message | 3 |
| Economic Development Action Agenda | 4 |
| Key Challenges | 6 |
| Economic Development Action Agenda Key | 7 |
| Theme 1 - Workforce Development | 8 |
| Theme 2 - Climate Change | 10 |
| Theme 3 - Business Development | 12 |
| Theme 4 - Regional Development Planning | 14 |
| Theme 5 - Marketing and Promotion | 16 |
| Theme 6 - Infrastructure | 18 |
| Theme 7 - Economic Development Leadership ... | 20 |

MAYOR'S MESSAGE



The Colac Otway Shire recognises that the region's economic growth and development will be promoted through the development of its *Economic Development Action Agenda* 2009 – 2013.

This *Economic Development Action Agenda* sets out a four year economic development road map for Council, local business, industry sectors and the community. It identifies economic development outcomes and the actions the Shire will take to foster innovation, regional planning, business and workforce development.

I commend all those who have contributed to this plan and look forward to working with Council officers, local business and community members on its implementation.

Cr. Brian Crook
Mayor
April 2009

Background

The Colac Otway Shire *Economic Development Action Agenda 2009 – 2013* is designed to facilitate and strengthen partnerships between Council and primary producers and business interests. It will facilitate:

- » Mutual understanding of the diverse needs of all interested parties.
- » Industry and business growth through the development of Council policies and programs that further improve Council support to business.
- » Identification of investment and business development opportunities.
- » Identification of constraints that impact upon future investment and economic development opportunities of benefit to the Colac Otway Shire and its communities.

About the Action Agenda

The diversity of the Colac Otway Shire's business and primary industry presents the Shire with a range of different economic development scenarios, opportunities, issues and arrangements. The *Economic Development Action Agenda* attempts to capture thematically and through its focus upon key areas the actions that will generate economic growth and development that builds upon and resources existing initiatives and local industry sectors.

Council's role and that of its Economic Development Unit remains focused upon resourcing the capacity of the Shire's business

community through the development of initiatives and programs that:

- » Advocate for regional partnerships and collaboration;
- » Continued investment in local community and infrastructure; and,
- » Facilitation of industry and business engagement in workforce planning and development issues.



The Colac Otway Shire also has a role in leading a municipal response to the impact of economic impact of climate change and identifying opportunities for sustainable 'green collar industry growth and development'.

The development of the *Economic Development Action Agenda* is the culmination of targeted surveys and interviews with local business, a desktop review of contemporary policy, economic development initiatives, Council commissioned economic development reports, regional planning frameworks and the Shire's Council Plan.

ACTION AGENDA

The *Economic Development Action Agenda* action themes include:

- » Workforce development
- » Climate Change
- » Business Development
- » Regional Development Planning
- » Marketing and Promotion
- » Infrastructure
- » Economic Development Leadership



Central to the consideration of the *Economic Development Action Agenda's* focus were the following seven key areas:

- » Agriculture
- » Education & Training
- » Health & Community Services
- » Retail & Professional
- » Tourism
- » Town Development
- » Partnership & Regional Structures

These areas for action are the settings in which the *Economic Development Action Agenda* and project initiatives will be enacted.

At a glance

The Colac Otway Shire is a sub regional service centre centrally located between the regional service centres of Warnambool, Ballarat and Geelong. Economically the region's growth and prosperity is linked to its export oriented primary producers – milk production and dairy products, retail, services and hospitality, timber and transport industries that support primary producers, local business and the region's tourism based developments and industry.

An extensive road network provides access to and between the Shire's principal towns of Colac and Apollo Bay. Major highways and rail connect the Shire to external markets, population and regional service centres.

According to the Australian Bureau of Statistics Census data the Shire's population has remained relatively stable since 1991 and current projections suggest that by 2026 the population will increase from 2006 levels of 20,296 persons to 23,111 persons.

In common with similar sized service centres the Shire's residents and local businesses have access to health and social support services in addition to education, training and employment services. The competitive advantage for the Shire being the relative availability of water, ease of access to three regional service centres in addition to metropolitan Melbourne and the natural beauty of its forests, plains, mountains and coast.

KEY CHALLENGES

Forecasting economic growth in the immediate future is almost impossible. The Colac Otway Shire has significant exposure in its export industries to the current world financial crisis. Consequently the *Economic Development Action Agenda* proposes building on existing strengths within Colac Otway Shire's industry sectors and preparing associated policy and strategies.

Since the *Economic Development Action Agenda* has been framed for a four year period, challenges for the Colac Otway Shire to address during this period and beyond include:

1. Sustainable growth

Address the issues surrounding sustainable growth and population.

2. National, state and regional strategic initiatives and policy

Adhere to and linking strategic planning and policy to local business growth and decision making.

3. Lagging infrastructure investment

Identify the resources necessary for investment in public infrastructure to support economic growth such as road, rail, telecommunications and IT.



Notwithstanding these circumstances and the challenges posed by the timing of projects and the resources needed to deliver, the strength of the *Economic Development Action Agenda* is:

- 1. Council leadership** – commitment by the Colac Otway Shire to focus and support the nominated initiatives to ensure the success of its *Economic Development Action Agenda*.
- 2. Partnership and collaboration** – recognition that consultation and engagement with government, regional bodies (especially G21 – Geelong Region Plan and GSC - Great South Coast), industry sectors and local business is the key to identifying opportunities and resources that will promote economic growth and employment.
- 3. Investment in assets and infrastructure** – namely, people through workforce development initiatives, town centre upgrades, natural environment through climate change and tourism initiatives, and its built environment through advocacy for upgrades of telecommunications, infrastructure and roads.
- 4. Build on local industry sector capacity** – continue investing in the well established local industry sectors that contributes to a strong local economy.

Agriculture



Education & Training



Health & Community Services



Economic
Development
Action
Agenda
Seven
Key
Areas

Retail &
Professional



Tourism



Town Development



Partnership & Regional
Structures



WORKFORCE DEVELOPMENT

Economic growth and employment through planning for workforce development.

Key Areas:



Workforce development promotes individual, business, industry and regional economic growth. It is driven by industry and workers needing to be responsive to external forces which include:

- » Globalization – markets, competition and standards.
- » Technology – manufacturing, increased productivity, communications increasing opportunities for adult learning in rural communities.
- » Demands of the new economy – open economies and low skilled workers.
- » Political change – legislation and national training frameworks.
- » Demographic shifts – labour force age profile, supply of housing, social supports and services.

In the Colac Otway Shire there is a disconnected network of employment and adult education agencies engaged in workplace and industry training and development. Workforce development in the Shire's key industry sectors will facilitate economic growth by enhancing the international, national and local competitiveness of local business in turn generating increased demand for industry or business related products and services.

The Colac Otway Shire must play a leading role in the development of its current workforce and future workforce and in doing so work in partnership with education and training providers to consolidate local area planning and development of education and employment pathways. To that end Colac Otway Shire actions will support the development of systems that map industry skills and knowledge requirements, which promote recruitment and retention, and provide opportunities for current workforce education and training.



Colac Otway Shire Action Agenda

Priority

- | | |
|---|------------------------------|
| 1. Consolidate regional mapping of industry skills and knowledge requirements established through South West Local Learning and Employment Network (SWLLEN), Geelong Regional Plan (G21) and Great South Coast (GSC) initiatives. | high |
| 2. Work with industry sectors on strategic workforce planning initiatives: <ul style="list-style-type: none"> » Tourism. » Agriculture. » Construction. » Manufacturing. | high
high
high
high |
| 3. In conjunction with each industry sector identify future training and education requirements of Shire's labour force with particular reference to: <ul style="list-style-type: none"> » Retailing, professional services and hospitality. » Agricultural careers and workforce recruitment in the dairy industry. | medium
medium |
| 4. Increase participation of current labour force in adult education and training through Council marketing and promotion of industry initiatives and training. | medium |
| 5. Facilitate workforce planning initiatives with DHS for the Colanda workforce. | high |
| 6. Implement the affordable housing strategy (developed in 2007) and complete any necessary updates in the strategy to support the Colac Otway Shire's diverse workforce that: <ul style="list-style-type: none"> » Identifies the housing needs. » Enhances local area planning and coordination on affordable housing issues. | high
high |
| 7. Lobby for TAFE and Further education opportunities for the Colac Otway Shire. | high |

CLIMATE CHANGE

Mediating the impact of climate change through sustainable economic development.

Key Areas:



The Colac Otway Shire's natural assets, such as Lake Colac, Great Otway National Park and the Otway Forest Park, are vulnerable to climate change, as is the agricultural and primary industry based sectors. With Australia commencing its carbon emissions trading scheme, industry grants and incentives, it is essential the local business understands the implications in order to develop appropriate technologies and re-tool. Victoria's *Energy Efficiency Target Act* 2007 has already embarked upon the market and structural reforms needed to mediate the impact of climate change.

The Colac Otway Shire's agriculture, manufacturing, nature based tourism industries together with its education and retail services operate in an environment reliant upon stewardship and marketing of the region's natural assets. Sustainable economic growth and development in the transport and construction industries on the other hand requires advances in industry and technology to reduce carbon emissions.

Australia's transition to a low carbon economy has commenced and the Colac Otway Shire in conjunction with regional planning bodies including G21 and GSC, has a key role to play in facilitating this transition at a local level through regulatory and policy frameworks that:

- » Work with business to recognise growth potential from climate change initiatives.
- » Promote and provide incentives for environmental performance – 'local green economy awards'.
- » Provide opportunities for investment or partnerships in 'green collar economy' workforce skill development and training.
- » Promote and celebrate 'green economy' innovation and employment opportunities.
- » Consolidate and build upon commonwealth and state government initiatives designed to assist industry and business to mediate the impact of climate change or 'offset' carbon emission footprint.



Colac Otway Shire Action Agenda

Priority

- | | |
|---|--------|
| 1. Form a climate change business reference group and participate in regional networks and initiatives that promote sustainable economic development and growth in 'green collar employment' and 'green economy' workforce development. | high |
| 2. Development of 'carbon' credit opportunities that generate local or regional demand to promote industry sector sustainability. | medium |
| 3. Raise awareness in partnership with local business through the establishment of a 'green economy' awards program or accreditation – industry, business and community nomination. | medium |

BUSINESS DEVELOPMENT

Economic growth through local Business Development.

Key Areas:



The Shire's current model of economic development recognises the importance of consultation and engagement with local business. In this regard the Shire is actively developing a model designed to:

- » Foster innovation;
- » Encourage the diversification and clustering of local business;
- » Create jobs; and
- » Increase community and local business access to business development resources.

Today's business environment requires that the Colac Otway Shire play an active role to ensure business has the right climate to be successful and grow. This includes offering programs designed to harness the potential of business from small home based and start up businesses to the larger established types of business. Home-based business is a growing and diverse sector with significant job growth potential. It often is knowledge or innovation based (which includes artists) but is also an industry sector that is not as visible or likely to initiate contact and seek support from local government. The business development program recognises the importance of developing those aspects and benefits of industry clusters that can influence the business community and provide significant opportunity for business expansion and jobs growth.

Business development also includes the tangible need to develop networks and facilities that allow the interaction of different businesses, provide locations for business growth and allow access to technology. Business development considers the use of a suitable type of 'enterprise facility or zone' that provides opportunities for public – private venture capital to stimulate new business and supports existing business to expand.



Colac Otway Shire Action Agenda

Priority

- | | |
|---|--------|
| 1. Enhance Colac's regional service centre status through the development of a: <ul style="list-style-type: none"> » Marketing strategy. » Strategy that considers business development initiatives including gap analysis and shopping centre development. | high |
| 2. Provide support for business and small business development that includes training, networking and business awards. | medium |
| 3. Continuously improve and implement a world standard tourism service in order to maximise business development, job creation and the economic benefits to the community | high |
| 4. Undertake impact analysis of industry sectors on local business and clustering to develop new business opportunity in: <ul style="list-style-type: none"> » Tourism. » Agriculture. » Health and Community Services. » Manufacturing. | high |
| 5. Establishment of enterprise facilities for business stimulation and increased access by local business to local, state and commonwealth grants and subsidies. | medium |
| 6. Development of Council Home Based Business Policy and Strategy designed to encourage and facilitate the development of home based business. | medium |
| 7. Ongoing development and on-line publication of local business register. | medium |

REGIONAL DEVELOPMENT PLANNING

Economic development through regional planning and investment.**Key Areas:**

The Shire is committed to facilitating the development and growth of its rural towns, the hinterland districts of Apollo Bay and Colac in addition to actively participating for example in G21 and GSC, *Great South Coast*, *Geelong Otway Tourism* and *Corangamite Catchment Management Authority* activities.

Inter-regionally the strategic development and action plans of the respective regional entities provide the framework for the Shire to leverage and identify initiatives that present opportunities for the development of its rural towns, districts and communities. Victoria's *Regional Tourism Action Plan 2008 – 2012*, *Colac Otway* and *Great Ocean Road* initiatives include building the number and quality of tourism related products in the region, increasing throughout the region visitor dispersal, and implementing the priority actions of the state government's *Nature Based Tourism Strategy*.

Active participation in these regional planning initiatives among others provides a number of opportunities for the Colac Otway Shire to leverage the further development for its municipality. For example, increased visitor numbers and regional dispersal can only be achieved through planned and sustainable development of tourist assets which include safeguarding and valuing the heritage of smaller towns and districts, re-developing and upgrading tourist facilities and amenities in rural towns, upgraded transport links and the development of associated support services.



Colac Otway Shire Action Agenda

Priority

- | | |
|--|----------------------------|
| <p>1. Whole of Council policy designed to promote growth and sustainable development through the formulation of integrated social, health and economic development planning combining local area plans throughout the Colac Otway shire, regional planning and Council plans.</p> | high |
| <p>2. The establishment by Council of a heritage upgrade framework and program that provides incentives, grants or similar assistance to heritage property owners for upgrades and subsequent development of the heritage value of their property with particular reference to:</p> <ul style="list-style-type: none"> » The precinct in Murray Street, Colac, between Queen Street and Hesse Street. » Other locations of heritage and historical value to the Shire. | high
high |
| <p>3. Facilitate the development of infrastructure to support nature based tourist development of <i>Great Otway National Park/Otway Forest Park</i> and <i>Great Ocean Walk</i>.</p> | high |
| <p>4. Identify the infrastructure requirements and investment opportunities in Colac Otway Shire that promote:</p> <ul style="list-style-type: none"> » Economic value of utilizing nature based tourism. » Lake Colac tourism and community infrastructure. » Investing in tourism services and amenities in Colac Otway Shire. | medium
medium
medium |

MARKETING AND PROMOTION

Economic growth and development through marketing and promotion.

Key Areas:



The Colac Otway Shire's economic development unit actively promotes and participates in regional marketing and Shire based marketing and promotion initiatives designed to promote 'brand awareness' of Colac Otway Shire and Great Ocean Road region. The marketing and promotion includes nature based tourism and destination marketing for Melbourne and Geelong people seeking a work-life balance 'sea change' or 'tree change' lifestyle.

The Victorian State Government and regional marketing and promotion initiatives that target tourism are driving economic growth for the Colac Otway Shire's tourism based industries and allied services. These marketing and promotion campaigns supported by a local program of signature community events should be used as a catalyst for a concerted and strategic approach by the Colac Otway Shire. Marketing of the municipality to locals, visitors and business with the work-life balance and liveability is an important value added 'action' to the traditional economic development marketing campaigns that promote the comparative and competitive advantages of the Colac Otway Shire.

In developing such a campaign analysis needs to be undertaken to ensure that it targets visitors, locals and business that will generate sustainable economic development outcomes.

Anecdotal evidence suggests that in the Shire and in particular Apollo Bay and its hinterland 'tree and sea changers' are choosing the 'life' balance of the equation rather than 'work' with benefits in terms of retail and commercial services used locally. However, there are also longer term economic development consequences related to reduced productivity:

- » In terms of the available labour force;
- » Hobby farms /agricultural lands; together with
- » Increased demand on social services and support infrastructure.

These consequences, together with seasonal variation in visitor numbers, present enormous challenges to health and community service planners and providers that need to develop the business case for additional resources for social infrastructure – schools, health, social support services.

These services needed to attract and retain families and single young professionals. This workforce demographic strengthens the longevity and productivity of the Shire's labour force and because of life stage are more likely to have a more even 'work life' balance necessary for economic growth.



Colac Otway Shire Action Agenda

Priority

- | | |
|---|--------|
| 1. The development of strategic marketing and promotion campaign targeting families and single professionals. | high |
| 2. Identify the capacity, demand and rating of existing accommodation including the attraction of a four star hotel. | high |
| 3. A whole of Council approach toward facilitating the development of services and a calendar of business events / industry conferences designed to attract and engage external business and job opportunity for families and young people. | medium |
| 4. Initiate new major conferences/events based on industry sectors. | medium |
| 5. Continue to ensure the Colac Otway Shire supports tourism development in accordance with regional, State and local strategic initiatives including the operation of Visitor Information Centres. | high |



Colac Otway Shire Action Agenda

Priority

- | | |
|---|--------|
| 1. Advocate for a heavy vehicle bypass of the central business district in Colac and duplication of the Princess Highway between Winchelsea and Colac. | high |
| 2. Upgrade functionality and streetscape appearance of the central business district of Colac. | high |
| 3. Undertake streetscape and foreshore development planning for Apollo Bay (to match harbor developments) from Marriners Lookout Road to Nelson Street. | medium |
| 4. Develop a strategy to better utilise Memorial Square, Colac. | medium |
| 5. Assist in promoting aged care developments and housing. | high |
| 6. Develop small town/community capability by providing infrastructure and resources. | high |
| 7. Develop a strategy to develop a mini technology / business facility in Apollo Bay to service local knowledge based and visitor requirements. | medium |
| 8. Support the Apollo Bay Harbor Precinct. | high |
| 9. Lobby for improved telecommunications in the Colac Otway Shire for broadband and mobile coverage. | high |
| 10. Planning for future options of the Colanda Residential Service site and former Colac High School site. | high |
| 11. Develop a public transport interchange in Apollo Bay. | high |

ECONOMIC DEVELOPMENT LEADERSHIP

Providing clear directions encourages growth and investment.**Key Areas:**

Colac Otway Shire must continue to provide leadership to promote actions that will ensure ongoing economic growth. It is essential that business, industry groups, government officials and agencies work in partnership networks in order to develop a collaborative approach to economic development initiatives and projects.

Engaging local business is also another key element where the Colac Otway Shire must clearly demonstrate clarity of purpose and commitment to see issues through to completion. In order to achieve participation, Council policy must be clear, visionary, achievable and embedded in Council operations.

Colac Otway policy development requires broad input from the State and Commonwealth agendas in order to attract support. Linking Council local requirements and development of broad policy initiatives that coordinate as many levels of input as possible is achievable and essential for success.



Colac Otway Shire Action Agenda

Priority

| | |
|--|--------|
| 1. Undertake development of policy and practice guides to assist development proposals. | high |
| 2. Undertake development of policy and practice guides for small towns and district development. | high |
| 3. Review business attraction and local business development policies. | medium |
| 4. Establish industry based reference groups on an as needs basis for economic development projects and initiatives. | high |



CONTACT DETAILS :

Noelker Consulting Pty Ltd

Phone: 03 9852 8807

Mail: 22 Hartington St Kew 3101

Email: neil@noelkerconsulting.com.au

Colac Otway Shire

Phone: 03 5232 9485

Mail: PO Box 283 Colac 3250

Email: edu@colacotway.vic.gov.au

CONSENT CALENDAR

OFFICERS' REPORT

D = Discussion

W = Withdrawal

| ITEM | D | W |
|---|---|---|
| <u>GENERAL BUSINESS</u> | | |
| <p><u>OM092605-19.1 Item for Signing and Sealing - Section 173 Agreement, 1995 & 2045 Colac Forrest Rd, Gerangamete.</u></p> <p><u>Recommendation</u></p> <p><i>That Council sign and seal the Section 173 Agreement between Colac Otway Shire and K G Balcombe & J G & K L Kelly covenantee Certificate of Title Volume 2423 Folio 477 and Certificate of Title Volume 8806 Folio 763 that the lots will not be further subdivided so as to create additional lots.</i></p> | | |

Recommendation

That recommendations to items listed in the Consent Calendar, with the exception of items, be adopted.

MOVED

SECONDED

OM092605-19 GENERAL BUSINESS**OM092605-19.1 *Item for Signing and Sealing - Section 173 Agreement, 1995 & 2045 Colac Forrest Rd, Gerangamete.***

The applicant agreed to enter into a Section 173 Agreement as per condition 9 of Planning Permit PP180/08 that allowed for 2 lot re-subdivision with the endorsed plans.

Condition 9 reads

1. Prior to a statement of compliance being issued, the owner/applicant must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987 stating that No further subdivision of either lot hereby approved will be further subdivided so as to create any additional lots.

2. Evidence of lodging of this agreement in accordance with Section 181 of the Planning and Environment Act 1987 must be submitted to the Responsible Authority. All costs associated with the agreement will be met by the owner/applicant.

Recommendation

That Council sign and seal the Section 173 Agreement between Colac Otway Shire and K G Balcombe & J G & K L Kelly covenanting Certificate of Title Volume 2423 Folio 477 and Certificate of Title Volume 8806 Folio 763 that the lots will not be further subdivided so as to create additional lots.

~~~~~U~~~~~



**CONSENT CALENDAR**

**OFFICERS' REPORT**

D = Discussion  
 W = Withdrawal

| ITEM                                                                                                                                                                                                                                                                                                                              | D | W |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|
| <p><b><u>NOTICES OF MOTION</u></b></p><br><p><b><u>OM092605-20.1 NOTICE OF MOTION 152 0809 -<br/>                     REUSE AND RECYCLING OF WASTE<br/>                     MATERIALS (Cr Stephen Hart)</u></b></p> <p><b><u>Recommendation</u></b></p> <p><i>That Council consider the contents of this Notice of Motion</i></p> |   |   |

**Recommendation**

*That recommendations to items listed in the Consent Calendar, with the exception of items ....., be adopted.*

**MOVED** .....

**SECONDED** .....

**OM092605-20 NOTICES OF MOTION****OM092605-20.1 NOTICE OF MOTION 152-0809 - REUSE AND RECYCLING OF WASTE MATERIALS (Cr Stephen Hart)**

TAKE NOTICE that it is my intention to move at the Ordinary Council Meeting of the Colac Otway Shire to be held on Tuesday, 26 May 2009:

*“Council aims to minimise litter and to pursue cost effective methods of reuse and recycling of waste materials. Council resolves to:*

1. *Support the introduction of a container deposit scheme in Victoria, or throughout Australia;*
2. *Write to the State and Federal Environment Ministers with copies to our local State and Federal Members of Parliament to urge them to implement a container deposit scheme because of the financial, social and environmental benefits; and*
3. *Actively promote the issue in the community.”*

**Recommendation**

***That Council consider the contents of this Notice of Motion***

~~~~~U~~~~~


IN COMMITTEE

Recommendation

That pursuant to the provisions of Section 89(2) of the Local Government Act, the meeting be closed to the public and Council move “In-Committee” in order to deal with:

| SUBJECT | REASON | SECTION OF ACT |
|---|---|--|
| <i>Appointment of Chief Executive Officer</i> | <i>Personnel Matters</i> | <i>Section 89(2)(a)</i> |
| <i>Contract Approval 0910 - Supply and Service of Multifunction Devices</i> | <i>Contractual Matters</i> | <i>Section 89(2)(d)</i> |
| <i>BRWVG Tender Evaluation Report</i> | <i>Contractual Matters</i> | <i>Section 89(2)(d)</i> |
| <i>Proposed Floating Restaurant at the Apollo Bay Harbour</i> | <i>May prejudice Council or any person</i> | <i>Section 89(2)(h)</i> |
| <i>Contract 0822 – Provision of Planning, Building and Heritage Consultancy Services</i> | <i>Contractual Matters</i> | <i>Section 89(2)(d)</i> |
| <i>Memo and attachments to Councillors dated 17 April 2009 – Changes to the Draft Budget 2009-2010</i> | <i>Personnel Matters
Contractual Matters
May prejudice Council or any person</i> | <i>Section 89(2)(a)
Section 89(2)(d)
Section 89(2)(h)</i> |
| <i>Memo and attachments to Councillors dated 4 May 2009 – Budget Timetables 2009-2010 and Budget Documentation</i> | <i>Personnel Matters
Contractual Matters
May prejudice Council or any person</i> | <i>Section 89(2)(a)
Section 89(2)(d)
Section 89(2)(h)</i> |