



**Colac Otway  
SHIRE**

**AGENDA**

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

**26 NOVEMBER 2014**

**at 5:00 PM**

**Senior Citizens Centre, Apollo Bay**

All Council and Committee meetings are audio recorded, with the exception of matters identified as confidential items in the Agenda. This includes the public participation sections of the meetings. Audio recordings of meetings are taken to facilitate the preparation of the minutes of open Council and Committee meetings and to ensure their accuracy. In some circumstances a recording will be disclosed to a third party. Those circumstances include, but are not limited to, circumstances, such as where Council is compelled to disclose an audio recording because it is required by law, such as the Freedom of Information Act 1982, or by court order, warrant, or subpoena or to assist in an investigation undertaken by the Ombudsman or the Independent Broad-based Anti-corruption Commission. Council will not use or disclose the recordings for any other purpose. It is an offence to make an unauthorised recording of the meeting.

# COLAC-OTWAY SHIRE COUNCIL MEETING

26 NOVEMBER 2014

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NOTICE is hereby given that the next **ORDINARY COUNCIL MEETING OF THE COLAC-OTWAY SHIRE COUNCIL** will be held in Senior Citizens Centre, Apollo Bay on 26 November 2014 at 5.00pm.

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## **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 community input and participation in Council decisions. Council meetings provide an opportunity for the community to ask Council questions, either verbally at the meeting or in writing.

Please note that Council may not be able to answer some questions at the meeting. These will be answered later.

Council meetings enable Councillors to debate matters prior to decisions being made. I ask that we all behave in a courteous manner.

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Thank you. Now 30 minutes is allowed for question time. Please remember, you must ask a question. If you do not ask a question you will be asked to sit down and the next person will be invited to ask a question. This is not a forum for public debate or statements.

1. Questions received in writing prior to the meeting (subject to attendance and time),
2. Questions from the floor.

**5. QUESTION TIME**

**6. DECLARATION OF INTEREST**

**7. CONFIRMATION OF MINUTES**

- Ordinary Council Meeting held on the 22/10/14.

**Recommendation**

***That Council confirm the above minutes.***

**OFFICERS' REPORTS****Chief Executive Officer**

- OM142611-1 CEO'S PROGRESS REPORT TO COUNCIL  
OM142611-2 2015 - SCHEDULE OF MEETING DATES

**Corporate and Community Services**

- OM142611-3 S86 COMMITTEE OF MANAGEMENT  
OM142611-4 ADOPTION OF GOVERNANCE LOCAL LAW NO 4 - 2014  
OM142611-5 DRAFT TIGER RAIL TRAIL FEASIBILITY STUDY  
OM142611-6 FORMER COLAC HIGH SCHOOL SITE - ACQUISITION PROPOSAL

**Infrastructure and Services**

- OM142611-7 PRINCES HIGHWAY DUPLICATION PROJECT  
OM142611-8 BLUEWATER FITNESS CENTRE REDEVELOPMENT PROJECT -  
PROGRESS REPORT  
OM142611-9 CONTRACT 1427 - BITUMINOUS SEALING WORKS

**Sustainable Planning and Development**

- OM142611-10 PLANNING SCHEME AMENDMENT C74 (APOLLO BAY SETTLEMENT  
BOUNDARY AND URBAN DESIGN REVIEW) - CONSIDERATION OF  
PANEL REPORT  
OM142611-11 DRAFT FORREST MOUNTAIN BIKE TRAILS STRATEGIC PLAN

**General Business**

- OM142611-12 ASSEMBLY OF COUNCILLORS  
OM142611-13 MINUTES OF THE OLD BEECHY RAIL TRAIL COMMITTEE  
OM142611-14 MINUTES OF COLAC COMMUNITY LIBRARY AND LEARNING CENTRE  
JOINT COMMITTEE

**Notices of Motion**

- OM142611-15 RENEWABLE ENERGY TARGET  
OM142611-16 HARRINGTON MEMORIAL PARK

**Reports from Delegates to Other Bodies**

- OM142611-17 MUNICIPAL ASSOCIATION OF VICTORIA - STATE COUNCIL MEETING

**Sue Wilkinson**  
**Chief Executive Officer**

**CHIEF EXECUTIVE OFFICER**

ITEM	
<b><u>OM142611-1</u></b>	<b><u>CEO'S PROGRESS REPORT TO COUNCIL</u></b>
<b><u>OM142611-2</u></b>	<b><u>2015 - SCHEDULE OF MEETING DATES</u></b>



**OM142611-1                      CEO'S PROGRESS REPORT TO COUNCIL**

AUTHOR:	Rhonda Deigan	ENDORSED:	Sue Wilkinson
DEPARTMENT:	Executive	FILE REF:	F11/3291

**EXECUTIVE**

**Eurack Avenue of Honour**

It was a real pleasure to attend the unveiling of a memorial tree on Eurack's Avenue of Honour in recognition of Private E E Taylor on 9 November 2014.

The ceremony not only restored the Eurack Avenue of Honour to its original state of completeness, but also gave a returned digger the acknowledgement that he deserved. We were extremely fortunate to have members of Private Taylor's family in attendance which made the event even more special.

The Eurack Avenue of Honour, the first Victorian Avenue of Honour, was established in 1916 to pay tribute to local men who had enlisted to support their country. Each tree is marked with a painted concrete cross which bears the names of the soldier, or soldiers it commemorates.

I would like to take the opportunity to thank the Eurack Hall Committee of Management and to acknowledge our Cosworks Parks and Gardens crew and Council's Infrastructure team for their efforts in organising the event.

**Community Conversations**

The second Community Conversation was held in Lavers Hill on 2 November 2014. Held in conjunction with the local market, it was extremely successful with approximately 30 people taking the opportunity to speak to Councillors and Council officers.

It is hoped that the Community Conversations will assist to build the community's understanding of the Council in a non-structured, local environment and importantly, allow Councillors and officers to gather feedback and discuss local issues with our residents.

The next Community Conversation Events will be held in Apollo Bay on 6 December 2014 and Birregurra on 14 December 2014.

**Inauguration of New Dredge**

The inauguration of the new dredge was held on Thursday 30 September 2014 at the Port of Apollo Bay and was attended by the Hon Terry Mulder Minister for Transport, Cr Lyn Russell, Mayor, Sue Wilkinson, CEO and Council staff. A number of community members, local fishermen and school children were also present for the occasion to welcome the commissioning of the new dredge.



#### **The Hunt for the Golden Gumboot BBQ**

A BBQ was held on 2 November 2014 to celebrate the end of the Hunt for the Golden Gumboot and to draw the winners of the various prizes.

Approximately 70 people attended the BBQ and enjoyed a “mini” golden gumboot hunt with prizes and a free BBQ. Although very chilly, it was a great fun day for parents and kids.

This year, Council handed over the Hunt to the Old Beechy Rail Trail Committee, and I’d like to congratulate them on the brilliant job they did.

Hundreds of individuals and families walked the Old Beechy as part of this year’s event, which fulfilled the Hunt’s aim to get our community active, and showcase one of our shire’s great assets.

#### **Business Meetings**

I have continued to meet with business leaders and residents across the Shire to hear about their plans for future growth and investment and to discuss how Council can assist them in realising their potential. In the past month I was also invited to tour the Australian Lamb Company and AKD Softwoods. It was pleasing to see that these two companies have plans for expansion which will ensure their long term sustainability as major employers in this municipality. To this end, as a result of the planning permit issued to AKD Softwoods at the 22 October 2014 Council meeting, works have already commenced on the construction of two continuous drying kilns, a control room and heat plant.



### **Launch of the Colac Otway Profile**

The Colac Otway Community Profile (2014) has been launched by the G21 Geelong Region Alliance to provide an evidence-based resource for planning, priority project identification and implementation and advocacy for regional growth, health and wellbeing. The profile has been prepared as a standalone document, but may also be read in conjunction with the G21 Region Profile (2014) which takes in the five local government areas that comprise the G21 region: Colac Otway, Golden Plains, Greater Geelong, Queenscliff and Surf Coast.

A broad range of demographic, socio-economic, health, community and economic data is covered in the profile, including an update and expansion of many of the data elements contained in the G21 Health and Wellbeing Profile (2009).

I commend this document to all residents and encourage them to access the document at the following website:

[http://www.g21.com.au/sites/default/files/resources/141104\\_region\\_profile\\_colac\\_otway\\_web.pdf](http://www.g21.com.au/sites/default/files/resources/141104_region_profile_colac_otway_web.pdf).

### **Other events/meetings**

The CEO also attended:

- Beyond the Bell Colac Forum
- Changeover of Council's Mayor
- G21 AGM
- Briefing with Sarah Henderson MP on a range of topics
- Apollo Bay Chamber of Commerce AGM
- Advocacy in the leadup to the election
- \$750,000 election commitment for Central Reserve upgrade.

## **CORPORATE & COMMUNITY SERVICES**

### **HEALTH & COMMUNITY SERVICES**

#### **Rural Access**

Conversations have commenced regarding possible activities to engage recent settlement communities and local asylum seekers. Rural Access is consulting with local Diversitat staff who are supporting these communities in Colac to ascertain their needs and culturally appropriate approaches.

On 30 October 2014 Rural Access attended an MAV multicultural issues forum in Ballarat. Rural Access was a panel representative responding to ways in which councils can engage with multicultural communities through the arts.

Rural Access organised specialist behaviour support training for local disability service providers, including the internal OPASS unit. The training was delivered by Community Brain Disorders Assessment and Treatment Service, Austin Health.

#### **Older Person and Ability Support Service (OPASS)**

#### **Senior's Week.**

The 2014 Senior's Week had a range of activities and events and was well attended by older residents across the shire.

Morning teas, once again were well supported and enjoyed by people attending. There were two sittings at the Botanic Café in Colac. Other morning teas were held at the Birregurra Health Centre, Beeac Community Health Centre, Gellibrand General Store and the 'Iluka' Restaurant in Apollo Bay.

Other activities included a:

- Ballarat Heritage bus tour and lunch with a guide which proved to be very informative about the opulent boomtown architecture and interesting behind the scenes intrigue.
- Day at the Fox Classic Car Collection and luncheon which generated a lot of interest. This collection is appropriately housed in the former Customs building in Melbourne.
- Very enjoyable day punting and dining in the Terrace Grandstand member's dining room at the Ballarat Turf Club accompanied by some friendly "ribbing" of the losers and many congratulations to winners.
- High Tea in the Apollo Bay Seniors Centre which was attended by 70 older people. Many thanks to the Country Women's Association for the magnificent spread and wonderful entertainment from the Apollo Bay Community Choir, The Irish Trio (Only 2), the Melody Makers and Ukaleholic.
- Visit to the Purumbete Homestead, which included a 'finger food' tour. This was extremely popular, as bookings for this trip closed within 30 minutes of opening.

### **Photo exhibition**

There were approximately 16 entries for a Photo Exhibition of wonderful older people that was displayed during Senior's Week at the Kanyana Senior Citizens Centre. All entries were judged with some great outcomes. This exhibition will be considered next year as it has potential for growth.

### **Government House Morning Tea**

Seven people were nominated to attend Government House this year to recognise their tireless work and contribution within the Colac Otway community. Those nominated were Michael McCarthy, Denise McCarthy, Helen Gibson, Ann McCarthy, Patricia Hickey, Carmel Finlay and Joy Gullan. Congratulations to all nominated and a big thank you to their support team, Cr Brian Crook and Nola McGuane.

### **Children & Family Services**

#### **Children's Week**

Children's Week this year, which was held at the Colac Neighbourhood house on 23 October 2014, had the theme "It's Party Time" which included activities such as Roaming Reptiles, face painting, Storytelling, Bush Play and much more! The Honourable Terry Mulder MP, launched the Advancing Country Towns Early Years Project – "Let's Read" during the activities.

#### **Years of Service Awards – Family Day Care**

Family Day Care Educator, Maree Braid, has received an award for 15 years of service to our Family Day Care scheme. Maree has been a great asset to our Family Day Care Educators and currently provides Family Day Care to 24 children within the Colac community.

#### **Maternal and Child Health**

There were 16 new babies born in October 2014 with 9 first time mothers.

Following the training for the "Let's Read" program the Maternal & Child Health staff are now giving out literacy packs, which include a new book, to all children at their 4 month, 12 month, 18 month and 3½ year developmental assessment appointments.

A calendar is being developed for 2015 which will include handy tips and important dates for parents. Many of the photos in the calendar will be provided by locals. We hope this will be ready for our families around Christmas time.

### Statistics – October 2014

- 16 infants enrolled from birth notifications.

Key Ages and Stages Consultations					
Home visits: 19					
<b>2wks</b>	16	<b>4wks</b>	17	<b>8wks</b>	18
<b>4mths</b>	13	<b>8mths</b>	21	<b>12mths</b>	17
<b>18mths</b>	14	<b>2yrs</b>	13	<b>3.5yrs</b>	15

### Other services provided included:

- 111 additional consultations
- 27 phone consultations
- 10 opportunistic immunisations
- 29 Child and Family Referrals with the main issues being audiology, vision, hips, domestic violence, and maternal physical and emotional health.
- 77 Child and Family Counselling sessions provided. The majority of counselling was for maternal emotional health and child nutrition.
- New Parents Groups - 4 sessions in Colac.
- This month we commenced with 33 cases open for our vulnerable families requiring Enhanced Home Visiting service (Vulnerable and at risk families). We opened 10 new cases and closed 5.

### Environmental Health

#### At A Glance:

Activity	Inspections	Complaints
Food Safety	66	3
Personal Appearance Services	1	0
Accommodation	15	0
Pools Waterways	0	0
Immunisation	NA	0
Septic Systems	20	3
Infectious Disease	0	0
Tobacco Compliance	8	0
Nuisance	NA	2
Planning Referrals	5	NA

### ***Immunisation***

<b>Program</b>	<b>Vaccines administered</b>
Drop in session	81
School Program	0

## **RECREATION ARTS AND CULTURE**

### **Events**

Events held in the Colac Otway Shire in the past month include:

- **Hunt for the Golden Gumboot (Section 2) and BBQ**
- **Warrion Flower Show** - Successful show that drew large crowds to Warrion.
- **Colac Show** – Despite wet weather over 5,000 people attended the show.
- **Lavers Hill K-12 Vintage Handmade & Home-Grown Market** – A successful market and fundraiser for the Lavers Hill K-12 school despite wet weather and a power failure that forced most stalls inside.

### **Upcoming events**

Events that will be held in the Colac Otway Shire in November/December 2014:

- **Forrest Festival** – Saturday 29 and Sunday 30 November in Forrest. Annual 2 day mountain bike festival on the mountain bike trails in and around Forrest.
- **Carols by Candlelight** – Friday 12 December in Memorial Square, Colac. Annual Christmas carols event run by Community Hub Inc.
- **FReeZA Bands Bash** – Saturday 13 December at COPACC. End of year concert featuring local bands organised by the FReeZA committee.
- **Jingle by the Bay** – Monday 22 December on the foreshore in Apollo Bay. This is an inaugural event from the new Apollo Bay Music Festival committee.

### **Recreation**

#### **Cororooke Open Space**

Fonterra has recently announced the donation of 1ha of land to Council for the purposes of public open space. This donation is to provide a legacy from Fonterra following the closure of their Cororooke factory. Council has appointed a landscape architect to prepare a master plan for the site, which will be informed by extensive consultation with the community. The consultation plan has been developed in partnership with the key community organisations, the Red Rock Region Progress Association and the Cororooke Tennis Club.

An 'Open House' session was held on-site on 14 November 2014 which allowed community members to provide input into how the site could best be developed to accommodate the future needs of the community. In addition, ongoing consultation is happening with the Progress Association and the tennis club. The Progress Association has also organised a short survey as another method for community members to have their say.

#### **Colac and Apollo Bay Wayfinding Strategy and Signage Project**

The Colac and Apollo Bay walking and cycling signage project included the development of a Wayfinding Signage Strategy to determine signage type and appropriate signage locations. Manufacture and installation of approximately 50 signs (either map based, directional or coastal path signs) has now been completed. The signs were installed throughout October and November 2014 providing orientation to Colac and Apollo Bay town centres and promotion of key walking and cycling routes. The signs also include historic photos, showcasing the history of the area.

In addition to the physical signs, handheld maps have been produced featuring an A4 size version of the Apollo Bay town map and A3 Colac town map for distribution at the Visitor Information Centres and for reproduction in other print marketing publications. A smartphone version of the map has also been made available by scanning a QR code on the map-based signs. This allows people to follow their location on the map using GPS via a free smartphone app (IOS and Android). An online version of the map has also been produced which will be integrated within existing websites.

#### **Walk to School Project 2014**

From 6-31 October 2014, Colac Otway Shire schools participated in Council's Walk to School Project, a VicHealth sponsored initiative.

The project has encouraged 1,425 primary aged students to walk to, from or around their school throughout the month. Participants registered a total of 17,055 walks and 12,245 kms on classroom calendars and VicHealth's website. Forrest Primary School won the major school prize with a participation rate of 100%, meaning every student in the school walked to, from and/or around their school, twice a day, every day in the month. Student prizes were awarded to children who demonstrated high participation and a sound understanding of what the project is all about – namely the physical, social and environmental benefits of active transport.

The success of the program hinged on community partnerships, especially between Council and participating schools and project sponsors. Engagement activities such as healthy breakfast events, visits from Disney mascots and Joeys Fitness sessions from Bluewater Fitness Centre received really positive media attention, amassing a total of 6 good news stories in the Colac Herald. More media releases are scheduled for prize and result related stories in coming weeks.

Other project results include parent survey data on social and environmental barriers to active transport and a 'Safer Routes to School' study, which examined existing infrastructure around schools.

#### **Harrington Memorial Park**

Contractor Wayne Fitzgerald was awarded the contract to complete site works at Harrington Memorial Park. The works will result in the completion of the project including:

- An open-sided shelter, BBQ and picnic furniture.
- Enhancement of the existing levelled area to enable a range of outdoor recreation activities (eg: petanque) and community programs and events.
- Pathway rectification works.
- Car park/drop off.
- Landscaping.

Contractors commenced on-site works on 27 October 2014 and it is anticipated the project will be completed mid to late December 2014.

#### **Playground Developments – Wyuna Estate & Colac East**

The Minister for Sport and Recreation confirmed funding of \$60,000 for Colac Otway Shire's application to the 2015/16 Community Facility Funding Program for two new playground developments at Wyuna Estate and Colac East. This funding will be matched by developer contributions. Consultation will be undertaken with the community as well as Council's Rural Access Officer to ensure the best outcome for both playground developments.

### **Elliminyt Memorial Park – Stage 2**

The Elliminyt Memorial Park Stage 2 project has been completed and included the following works:

- Reinstatement of existing and development of new footpaths including concrete edge stripping;
- Installation of gravel car park;
- Installation of 5 sets of concrete stairs leading to the sports oval;
- Installation of concrete slabs, shelters, electric BBQ, picnic settings, drink fountain and bicycle rails;
- Services connections – power and water to site;
- Landscaping, plantings and mulched garden beds;
- Removal of disused timber structures.

RDV have given approval to proceed with an embankment slide due to excess funds remaining from the original project scope. Quotations and designs are currently in progress. Final costs will determine if this project will proceed.

### **Leisure Networks**

Leisure Networks, the Regional Sports Assembly for the Barwon Region, has been engaged in and initiated a number of programs and initiatives within Colac Otway Shire over the past few months. This has included supporting the Colac Otway Rovers Soccer Club with their governance structures and membership growth, establishing a CALD Women's swimming program for newly arrived residents, facilitating Responsible Service of Alcohol and Club Liquor Licence Seminars as well as a number of Access for All Abilities sporting programs.

Leisure Networks has also driven the establishment of a local committee to support the roll out of "Read the Play", an innovative program which addresses the health and well-being of young people engaged in junior sport. This program will commence in clubs in mid-2015.

Leisure Networks is committed to building local relationships and increasing its work in the Colac Otway Region, with Program Coordinator Brodie Marston now working out of Council's Offices on a part time basis. Brodie will also be supporting as many clubs as possible to manage alcohol well through the Good Sports Program whilst also providing support which is responsive to club needs.

### **COPACC**

The COPACC Team was delighted to win the 2014 Powercor Colac Otway Business Community Enterprise Award. COPACC received two anonymous nominations for the award.

### **COPACC Theatre Season**

Shane Howard's *Deeper South*, the final show in the Colac Herald 2014 Theatre Season, was held at COPACC on 1 November 2014. People travelled from as far away as Melbourne to hear Shane and his trio. The concert was well received with the audience clapping, cheering and stomping their feet on the floor demanding an encore.

The Colac Herald has confirmed it will continue as the naming rights sponsor for the 2015 Theatre Season.

Colac law firm Arundell, Murray & Ryan has confirmed it will also return as the naming rights sponsor for the 2015 Morning Music Season.

COPACC is launching its primary school education season to teachers on 20 November.

## **INFRASTRUCTURE & SERVICES**

### **SUSTAINABLE ASSETS**

<b>ACTIONS</b>	<b>STATUS</b>	<b>% COMPLETION</b>	<b>PROGRESS COMMENTS</b>
Work with the Finance Unit to complete Stage 2 of the Authority Asset Management Module implementation	In Progress	15%	Implementation of stage 2 has commenced with the first scheduled visit from Civica concentrating on Works Management Set-Up
Community infrastructure and asset renewal plan.	In Progress	80%	Draft Asset Management Plans for Council's infrastructure assets will be presented to Council in the near future for adoption.
Review annual budget requirements for renewal program and present to Executive as part of the budget process and incorporate into long term and capital works plans.	In Progress	10%	Revision of the forecasts for infrastructure asset renewal is undertaken as part of the annual budget planning process. A preliminary review of Council's long term infrastructure renewal needs has commenced.
Monitor the performance and condition of Council's various asset types through programmed inspections and data collection.	In Progress	20%	Specification for bridge inventory data collection has been completed and quotation documentation is currently being prepared with a view to going out for quotation by the end of November 2014.
Implement the asset renewal and maintenance programs.	In Progress	33%	The 2014/15 Asset Renewal and maintenance programmes are in progress at various stages of planning and implementation. Preliminary designs have been prepared for various projects included on this year's sealed road renewal programme and are presently being reviewed.
Bridge Reconstruction Program.	In Progress	15%	The 2014/15 Bridge Renewal Programme has been revised. New priorities included on this year's programme are: <ul style="list-style-type: none"> <li>- Major repairs to Watsons Access Bridge, Glenaire</li> <li>- Major repairs to Phalps Road Bridge, Larpent</li> <li>- Major repairs to F Pearces Access Bridge over the Barham River</li> <li>- New concrete deck overlay to bridge along the Cape Otway Road</li> </ul> Final designs for the rehabilitation of the Cape Otway Road bridge have been received. This project will be tendered in the near future. Tenders for consultancy services to investigate and prepare bridge rehabilitation designs closed in mid-October 2014 with the preferred contractor now being appointed. It is a requirement of the Contract that all required documentation be complete within 8 weeks of commencement.

Complete specific incident inspections to identify and address safety/risk issues associated with elements of Council's road and footpath networks; including rail crossings and in response to reported incidents.	In Progress	33%	Incident inspections are completed as required in line with Council's Road Management Plan.
Manage building maintenance programme to address programmed and reactive maintenance needs.	In Progress	33%	Routine building maintenance activities have been completed over the past month to maintain functionality and ensure user safety.
Footpath Renewal Program.	In Progress	15%	Works packages have been finalised and allocated to contractors on Council's Supply of Concrete Works Contract panel. Works were completed in Robertson Street, Colac in late October 2014, with further works having been started in Church St, Colac in early November.
Complete road and footpath network inspections to meet frequencies prescribed by Council's Road Management Plan (RMP).	In Progress	33%	All inspections are conducted in accordance with Council's Road Management Plan. Footpath inspections this month were conducted in the rural townships of Cressy, Beeac, Birregurra, Forrest, Gellibrand, Beech Forest, Lavers Hill and Apollo Bay. Road inspections covered Elliminyt Urban Roads, Rural Townships Roads in Cressy, Beeac, Birregurra, Forrest, Gellibrand, and Beech Forest. Rural Access Roads in Bungador, Irrewillipe, Elliminyt, and Swan Marsh have also been inspected
Annual Road Resealing Program.	In Progress	15%	Tenders for the 2014/15 Sealing Programme have been evaluated with a report being presented to Council at the November 2014 meeting to award the contract to the preferred tenderer.



Building Renewal Program.	In Progress	33%	<p>The following is a status summary of projects being completed under the 2014/15 Building Renewal Programme:</p> <ul style="list-style-type: none"> <li>-- Schematic designs are being reviewed for the Pirron Yallock Recreation Reserve clubroom upgrade.</li> <li>- Council officers are currently considering equipment options for the IT Server Room air-conditioning system upgrade.</li> <li>- Council officers are currently assessing quotations for the replacement of existing floor coverings in COPACC.</li> <li>- Council officers are presently seeking fee proposals for a structural assessment of the Beech Forest Hall floor to address structural issues.</li> <li>- Council has also been advised that it has been successful in obtaining funding of \$20,000 for restoration works to the Memorial Square Shrine. This is in addition to the \$60,000 that had been allocated from Council's Building Renewal Programme. Works are aimed at rejuvenating the existing stonework and other minor repairs.</li> </ul>
Coordinate inspections and reporting of Essential Safety Measures (ESM's) relating to nominated Council buildings.	In Progress	33%	Programmed inspections of essential safety measures in nominated Council buildings has commenced. This will form part of a routine inspection and maintenance programme.
Implement the 2013/14 Kerb & Channel Renewal Programme.	In Progress	5%	Currently prioritising works and allocating work packages to contractors.

## CAPITAL WORKS

ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
Review and update the environmental protection and management policy and procedure relating to infrastructure activities.	In Progress	50%	A new Construction Environmental Management Plan template has been developed and is nearing completion. The policy and procedure and Environmental Impact Assessment template are in initial stages of review.
Facilitate the construction of the public off street car park at Pascoe Street Apollo Bay.	In Progress	80%	Significant progress has been made on the construction. All kerbing is in place, underground drainage installed and lighting in place.
Complete the 2014/15 component of the Old Beechy Rail Trail project funded by RIDF.	Completed	100%	Practical completion of all elements of the Old Beechy Rail Trail has been completed and the final reporting forwarded to the funding body. Official opening of the new sections of trail has been scheduled for early 2015.

### **Bridge Reconstruction Program**

- **Sand Road Bridge** - A condition, loading and options report has been completed for the Sand Road Bridge rehabilitation. The options are being reviewed in consultation with Parks Victoria, Framlingham and the CFA.
- **Cape Otway Road Bridge** - Designs for deck overlay works, guard rail, and stream erosion are being finalised.
- **Phalps Road Bridge** – Design service submissions have been reviewed and the work awarded. Designs are expected to be completed within 10 weeks.
- **Watsons Access Bridge** - Design service submissions have been reviewed and the work awarded. Designs are expected to be completed within 10 weeks.
- **Pearces Access Bridge** - Design service submissions have been reviewed and the work awarded. Designs are expected to be completed within 10 weeks. Rehabilitation of the Bridge will then proceed.

### **Richmond Street Reconstruction**

Tenders have been advertised for reconstruction of Richmond Street, Colac, as part of the 2014/15 Road Reconstruction Program. The reconstruction, between McKenzie Street and Hearn Street, includes 6m-width asphalt road reconstruction including kerb and footpath, upgraded driveways and drainage, and replaced street trees.

### **Survey – Slashers Bypass construction by special charge**

A survey was issued to the property owners that gain primary access from Slashers Bypass, to assess the level of support for a special charge scheme associated with improving the road standard. Survey results have been reviewed which highlighted the need for further consultation.

Further direct consultation with the proposed scheme members has been organised.

## **MAJOR CONTRACTS**

### **Appointment of Barwon South West Waste and Resource Recovery Group Executive Officer**

Advice has been received that Sandra McClelland has been appointed as the Executive Officer of Barwon South West Waste and Resource Recovery Group. Sandra has diverse experience in sectors such as Local Government, non-Government Organisations, defence, primary industries, food processing, nanotechnology, education and resource recovery. Recently she had been engaged as Director, Deakin Research Commercial and played an important role in developing collaborative partnerships between Deakin University, industry, Government and private and public sector organisations.

### **Victorian Organic Resource Recovery Strategy**

The draft Victorian Organic Resource Recovery Strategy document was released for online public consultation process commencing 29 September to 31 October 2014. The draft strategy was discussed at the regional waste management forum and it was decided that each Council should make their own submission.

Comments were made online with respect to the following key sections of the draft strategy:

- Best Practice Environment Management
- Sustainable Markets
- Leverage existing assets
- Identify future needs
- Education to facilitate change
- Building collective knowledge
- Streamline governance and strong leadership

It is expected that the comments will be taken into account by the Victorian Government in drafting the final strategy likely to be published in early 2015.

### **Waste Management**

#### **Draft Vision for the Victorian Community and Business Waste Education Strategy**

During October Colac Otway Waste Management staff took part in a workshop led by Sustainability Victoria (SV) as part of the development of a Draft Vision for the Victorian Community and Business Waste Education Strategy.

The strategy aims to provide a statewide coordinated approach to waste education that supports best-practice programs so that Victorian households, businesses, industries, government, the education sector and the community:

- Understand the importance of effective waste management and recovery of valuable resources; and
- Are well informed and taking practical action to reduce waste, minimise its environmental impact and maximise its value.

The development of the Victorian Community and Business Waste Education Strategy is being led by SV and aims to provide a framework for a consistent and coordinated approach to waste and resource recovery education for households and businesses throughout Victoria and provide guidance and support for the design and delivery of best practice, evidence-based programs.

#### **Detox your Home**

Colac Otway Shire hosted a "*Detox your Home*" chemical collection on 18 October at the Colac Regional Saleyards. There were 24 attendees on the day utilizing the program.

- Residents dropped off an average of 46.9 kg/registration
- 25% of the respondents were first time users of the service
- The highest volume of products collected were inert solid, paint and oil
- Most residents came from Colac Otway Shire Council
- 62.5% of the residents found out about the collection program through the Council Newsletter.

Most importantly, 1127 kg of household chemical products will now be recovered and diverted from landfill. The "*Detox your Home*" collection will now be an annual event held around mid-October each year.

#### **Tenders**

The reporting period is from 9 October to 8 November 2014.

Tenders opened since the last reporting period:

1427 – Bituminous Sealing Works

1428 – Asphalt Works

Tenders awarded since the last reporting period:

1407 – Aged and Disability Food services – to RFK Pty Ltd

Tenders advertised since the last reporting period:

No tenders have been advertised since the last report.

### Subdivision Works

The following table shows the current status of various subdivisional works which will be handed over to Council when completion is approved:

Subdivision	Status
32 Tulloh St, Elliminyt 11 Lot Subdivision	Contractors have constructed the road sub base and installed kerb and channel and underground drainage. Works on footpath has commenced and completion of the road will occur shortly.
Queen Street, Colac (Stage 1B & 2) 18 Lot Subdivision	Construction plans have been approved by Council and works are programmed to commence in November 2014. Eighteen fully serviced lots will be provided with drainage outfall taken along Pound Road and across Queen St.
Cants Road (Stage 5) 8 Lot Subdivision (Imperial Drive)	Civil works are well underway for this 8 lot stage of the Cants Road subdivision. Completion is expected by December 2014 when compliance will be requested.



### *Cants Rd Subdivision Roadworks*

### **COSWORKS**

Works undertaken by Cosworks during October are as follows:

#### **Minor Patching**

Minor patching works are ongoing on sealed road repairs to keep up with potholes and edge breaks with granular materials across all areas of the shire.

#### **Road Regrading**

Road regrading has been reduced in the northern areas due to drier weather conditions.

#### **Gravel Road Resheeting**

Approx 12 km of gravel resheeting works have been completed on the following roads:

- Melanesia Road
- Sunnyside Road
- Tuxion Road
- Henrys Road
- Binns Road
- Killala Road
- Morris Access Road
- Old Mill Road
- Langs Estate
- Barunah South Road.

### **Reseal Preparations**

Stabilisation works on failed areas have been completed on:

- Ryans Lane
- Sheehans Road
- Blue Johanna Road
- Upper Gellibrand Road
- Barham River Road
- Sunnyside Road
- Old Coach Road
- Wild Dog Road
- Roberts Road
- Elliott River Road.

### **Major Drainage Works**

During October major drainage works were completed on:

- Sheehans Road
- Ryans Road
- Langs Estate Road
- Birregurra – Yeodene Road
- Arundells Road
- Elliott River Road
- Roberts Road
- Morris Access
- Broughtons Access
- Barham River Road
- Wild Dog Road
- Old Beech Forest Road
- Blue Johanna Road
- Upper Gellibrand Road.

### **Routine Drainage Works**

During October routine drainage works were completed in the following townships:

- Apollo Bay
- Wye River
- Kennett River
- Separation Creek
- Skenes Creek
- Marengo.

Routine drainage works were completed in the following areas:

- Johanna
- Kwarren
- Gellibrand
- Forrest.

### **Roadside Slashing**

During October approximately 190km of roadsides were slashed on both sides in:

- Colac
- Elliminyt
- Swan Marsh
- Irrewillipe
- Bungador areas.

Mowers will then move into:

- Cororooke
- Alvie
- Cressy
- Barunah
- Eurack
- Beeac
- Irrewarra areas.

### **Township Mowing**

During October township mowing has been completed at:

- Apollo Bay
- Gellibrand
- Beech Forest
- Barwon Downs
- Forrest
- Carlisle
- Beeac
- Cressy
- Birregurra
- Kwarren.

### **Storm Damage**

During the last month there has been an average amount of fallen, hanging and dangerous trees due to wind damage. This has been mainly in the southern section of the shire.

### **Vegetation Control**

Vegetation Control works were undertaken on:

- Old Coach Road
- Melanesia Track Road
- Bracks Access
- Benwerrin – Mt Sabine Road
- Sunnyside Road
- Old Beech Forest Road
- Buchanan Street.

### **Sport Ovals**

Mowing of ovals continues with improved weather conditions.

### **Tree Maintenance**

Tree pruning under powerlines in Colac is approximately 95% complete. Tree stumps have been ground off by a contractor in Colac.

Tree maintenance works were completed in the following:

- Elliminyt Township
- Birregurra Township
- Cressy Township
- Colac Township
- Lake Foreshore.

### **Memorial Square**

Tree removal and pruning has been completed as per the Arborist report. Broadleaf spraying has been completed.

### **Botanic Gardens**

Gravel footpaths have been levelled. New seats and concrete bases have been installed.

### **Bridge Maintenance**

Sections of bridge decking have been replaced on Kings Track and Upper Gellibrand bridges.

### **Old Beechy Rail Trail**

Clean up of fallen trees and unblocking of culverts is ongoing in areas difficult to access. Mowing and weed spraying has commenced on sections.

## **SUSTAINABLE PLANNING AND DEVELOPMENT**

### **Planning and Building**

#### **Colac 2050 Plan**

Council is in the process of commencing this project following receipt of a State Government grant in August. The scope is being refined, and we expect to put the project out to tender after the Christmas/New Year period.

#### **Domestic Wastewater Management Plan (DWMP)**

Consultant firm Whitehead & Associates is currently preparing risk analysis mapping for the Shire's Domestic Wastewater Management Plan (DWMP). It is expected that a draft report will be developed early in the New Year, which will be considered by Council prior to community consultation on its recommendations.

#### **2014 Planning Scheme Review**

Officers are in the process of finalising an in-house four yearly review of the Colac Otway Planning Scheme to identify policy gaps and opportunities for improvement, and inform Council's strategic planning program. The review discusses the implications of key statewide and local planning policy changes since the last review was undertaken, and examines any potential for streamlining and clarifying the planning system for stakeholders in this municipality. Forums have been held with relevant agencies/referral authorities and local practitioners who regularly liaise with the Council through planning permit processes, and feedback has been received from the community via an on-line survey. A report will be tabled at an upcoming Council meeting for consideration of the report.

#### **Planning Scheme Amendment C73 (Apollo Bay Harbour)**

The submission period for Amendment C73 concluded on 10 September 2014. Council resolved, at its ordinary meeting in October, to request a Planning Panel to consider submissions. The Directions Hearing is scheduled for 17 November 2014, and the Panel is scheduled to be held over two days on 8 and 9 December 2014.

### **Economic Development**

#### **Business Development**

#### **2014 Colac Otway Powercor Business Awards**

Over 300 business people attended the annual Colac Otway Powercor Businesses Awards at COPACC on 18 October 2014. The night was a celebration of local business and employees within the shire and an acknowledgment of their achievements.

Council is a major sponsor of the awards which are coordinated by Otway Business Inc. The overall Business Excellence Award this year went to the Australian Lamb Company, who are a great contributor to our shire and region.

#### **NBN Co. – New fixed wireless internet towers**

The Economic Development and Planning departments have had initial discussions with representatives from the NBN Co. regarding 10 sites planned for fixed wireless internet towers. The NBN Co. has identified sites across the northern part of the Colac Otway Shire that it believes will give the greatest coverage. The towns identified for fixed wireless internet towers are Alvie, Barongarook, Beeac, Beech Forest, Cororooke, Colac, Cressy, Forrest, Gellibrand, Swan Marsh and west of Warncoort. The facilities will be co-located with existing telecommunication facilities in some cases. Planning applications will be lodged for any new towers required over the coming months, providing an opportunity for the community to make known any concerns. The rollout of fixed wireless in areas outside of Colac and Apollo Bay is a great result for the Shire.

#### **Bulla Innovation Centre Tour**

Economic Development staff attended the G21 Agribusiness Forum Annual General Meeting which coincided with a tour of Bulla's Innovation Centre in Forest Street, Colac. The group was informed of the process of developing new products, technology used to ensure world standard products, how they are tested, what is involved in the production and packing process and the history of Bulla.

#### **Social Media 101**

The Economic Development Unit coordinated a social media event called 'Social Media 101' which was held on 6 November 2014 to give local businesses an update on current trends and marketing ideas for social media. Council had engaged Kate Miles from BE Social Media to run the event with over 45 business people attending. Council was successful in receiving a grant through the State Government's Streetlife Program to help fund the event. A second event will be held on 6 December 2014 which will be a workshop focusing on the development of a social media marketing plan and how to identify a business's target market.

#### **Grants**

Council has been successful in receiving a grant of \$500,000 to assist in funding the implementation of Stage 1 of the Colac CBD and Entrances Project. Council submitted an application to Regional Development Victoria's Putting Locals First Program, with a Council contribution of \$200,000, to start works at the intersection of Murray and Queen Streets. The \$700,000 project will see landscaping upgrades, median strip planting and uplighting of trees, an upgrade of the Telstra exchange corner of Murray and Queen Streets, VIC surrounds and the creek side on the north-east corner to create a more vibrant entrance to the CBD.

#### **Advancing Country Towns project**

Advertising for the Advancing Country Towns Strategic Facilitator position has commenced and will close on 21 November 2014. This position will coordinate completion of the balance of projects within the ACT project budget. The consultation phase for the Green Branding Feasibility project will commence in the coming weeks. The aim is to collect feedback from producers, manufacturers and growers within Colac and the region in relation to branding.



## **Tourism**

### **GORVIC Visitor Statistics**

<b>October</b>	<b>2013</b>	<b>2014</b>	<b>% Change to previous year</b>
<b>Walk – Ins</b>	<b>12534</b>	<b>12263</b>	<b>-2%</b>
<b>Phone Calls</b>	<b>1188</b>	<b>1400</b>	<b>+18%</b>
<b>E-mail Enquiries</b>	<b>27</b>	<b>32</b>	<b>+19%</b>

### **Colac Visitor Information Centre (VIC) – Statistics**

<b>October</b>	<b>2013</b>	<b>2014</b>	<b>% Change to previous year</b>
<b>Walk – Ins</b>	<b>3142</b>	<b>2506</b>	<b>-20%</b>
<b>Phone Calls</b>	<b>186</b>	<b>187</b>	<b>1%</b>
<b>New Residents Kits</b>	<b>0</b>	<b>1</b>	<b>n/a</b>

### **Colac Visitor Information Centre (VIC)**

A survey was conducted in October of 10% of the VIC customer base. The survey found that 48% of those surveyed were from the intrastate market (within Victoria), 30% were interstate visitors and 22% were overseas travellers. Visitors to the region continue to explore the Colac and Otways area and further on to the Twelve Apostles.

Throughout October many families (local and visiting) come into the centre who were participating in the Old Beechy Rail Trail - Golden Gumboot competition. The centre facilitated the registration process for entrants and also worked alongside the committee to co-ordinate prize distribution.

The centre also liaised with the Western District Caravan Club to provide at least 100 information packs to the 180-200 Victorian Caravan Club members participating in their annual State Rally. These packs assist large groups with travel planning and encourage return visits by members.

### **Great Ocean Road Visitor Information Centre (GORVIC)**

During October GORVIC serviced 12,263 customers, phone enquires increased by 18% on the previous year with enquires on accommodation (48%), Great Ocean Road (13%), Great Ocean Walk (4%), attractions (8%), Apollo Bay (9%), general (7%), transport (3%), operator (7%) and Great Otway National Park (1%). Social media continues to grow with the Great Ocean Road Visitor Centre Facebook page reaching 10,580 people via posts, with 2,921 likes.

Visitation trends were similar to previous months. 50% of customers were international travellers mainly arriving from China and the UK, 13% were from interstate mainly from SA and NSW, 15% were domestic visitors from Melbourne and 12% were local residents.

The Otways nature based activities continue to be popular. Attraction tickets sales are well up on previous years with a 128% increase in Otway Fly ticket sales and 192% increase in Cape Otway Light Station ticket sales.

### **Small Town Improvement Program (STIP)**

The 2014/2015 STIP projects have all commenced and many are moving through the planning phase to soon be ready for construction. The following is an indication of the status of various projects:

- Cororooke to Coragulac pathway - officers are waiting on notification from the TAC to confirm the amount of the grant funds to be provided. A preliminary cultural heritage study has been completed and the project will be ready to move into the construction phase once the TAC grant is confirmed.
- Birregurra Heritage Trail - \$17,000 of STIP funds were allocated by the Council at the October meeting. Project planning is completed and cost estimates obtained to prioritise the path upgrades. Signs and elements to be included in the project are being finalised, as allocated funds are below the amount requested.
- Gellibrand Community House renovation - project planning has been undertaken with specifications developed and quotes for the renovation sought.
- Forrest Public Hall Accessible Toilet - the contractor has been engaged and the building permit has been obtained.
- Beeac Lake Foreshore Pathway - the initial vegetation assessment has been undertaken to identify any endangered flora species in the area of the proposed alignment for the pathway.
- Carlisle River Picnic Furniture – officers have worked with the community group to identify the preferred site for the picnic table and land owner consent has been obtained. Quotes are being sought for construction and installation.

### **Alternative Projects for Apollo Bay & Birregurra**

The STIP projects approved for Apollo Bay and Birregurra under the 2013/14 program were not able to proceed and Council has asked that those communities develop alternative proposals to utilise that funding. The following is an update:

- Apollo Bay public viewing deck  
Colac Otway Shire submitted a proposal to Regional Development Victoria (RDV) for a grant to assist the project, but RDV has advised that the application has been unsuccessful. The Apollo Bay Chamber of Commerce and Tourism is to confirm an alternative source of funds and submit the proposal to Council for approval.
- Birregurra  
Council officers have met with the Birregurra Community Group to review options for a replacement project. Options are being costed and have been available for community comment. Council officers were in the Birregurra main street on Saturday 15 November 2014 to meet the community and discuss their input into the project. The preferred replacement project will then be presented to Council for approval at the December meeting.

### **Great Ocean Road Regional Tourism (GORRT)**

GORRT is continuing to work on several key projects for the region including development of the three year Strategic Marketing Plan, the Tourism Master Plan and the Digital Strategy. GORRT's primary objective is to actively involve the community, businesses and Council in all of these processes. Council officers are assisting GORRT with the above projects.

The Tourism Master Plan process includes the development of nine Destination Action Plans (DAPs). Two of the nine DAPs will focus on the destinations of Apollo Bay and the Otways - local plans are close to being finalised. Each DAP aims to highlight local challenges, opportunities and priority actions for the region. All DAPs will then feed into a regional

Tourism Master Plan. The regional Master Plan will focus on achievable and affordable projects for the region.

The Digital Strategy includes the building of 11 websites. There will be nine destination websites, a Great Ocean Road Region consumer site and a GORRT corporate site. In line with the DAPs, two local destination sites will be built, one for Apollo Bay and one for the Otways.

Also included in the Digital Strategy is the implementation of 21 free WiFi sites across the region. The WiFi infrastructure will be installed and ready for testing in mid-November. The Colac Otway Shire will have four free WiFi sites at the following locations: the Apollo Bay foreshore, Otway Fly Tree Top Adventures, Forrest township and in the Colac CBD.

At the beginning of November GORRT launched its inaugural prospectus. The prospectus outlines GORRT's business services, recent consumer research and their methodology for marketing in addition to future "game changer" projects.

Council officers have begun working on Destination Partnership Agreements (DPAs) for the Colac Otway Shire Sub Local Tourism Associations (COS Sub LTAs). The purpose of the agreements is to formalise and define the responsibility for GORRT, Council and the Sub LTAs. Once a partnership agreement is in place, GORRT has committed to reimbursing 20% of what each business contributes back to the relevant partnership. The DPA funds will be pooled and used for aligning each organisation's strategic activities so we can collaboratively grow the destination and facilitate implementation of the DAPs.

#### **Council's Tourism Marketing**



The "Win the Ultimate Otway Escape Campaign" ran for three months from June – September 2014. All campaign advertising occurred in Victoria, predominantly targeting a Melbourne audience. Campaign advertising primarily occurred on TV, Metro train billboards, Geelong Advertiser's GT Magazine, Facebook and via the 'Visit Great Ocean Road' website. The campaign objectives were to:

- highlight the Otways brand;
- ascertain the effectiveness of marketing methods; and
- build a greater consumer database for future promotions.

Council's 'Visiting Friends and Relatives Campaign' called 'Love Our Region' will finish for 2014 at the end of November. The campaign will begin again in autumn 2015. During the current spring campaign 'Love Our Region' membership has risen by 8.66% with 665 residents (18 years or older) as registered members. The 'Love Our Region' Facebook page has 531 likes which is an increase of 17.3%. The spring campaign had 17 business offers, and to date the offer links have been opened 965 times which is a 28.6% increase compared with the four previous campaigns.

### **Parks Victoria (PV)**

Council's officers and VIC Coordinators have requested that PV establishes a better feedback mechanism for the negative feedback the Visitors Information Centre (VIC) staff are receiving in relation to new camping charges introduced in the Great Otway National Park.

### **Environment and Community Safety**

#### **Solar Array Project**

The installation of the Rae Street Precinct Solar Array is nearly complete. There has been a small delay because the number of panels being installed (over 300) required a structural assessment of the roof to be undertaken to ensure the loadings are within acceptable levels. The assessment found that the roof is able to hold the extra load so the 300+ solar panels are now expected to be installed by the end of November.

#### **Silver Award for Environmental Sustainability**

Colac Otway Shire Council has been awarded the Silver Standard for its commitment to environmental responsibility and accountability in energy management, reporting and performance by Planet Footprint for the 2013/14 financial year. Council has effectively monitored and managed its energy and water costs, consumption and greenhouse gas emissions. Of the 150 councils who subscribe to Planet Footprint only 17 councils were awarded Gold Standard and 16 councils awarded Silver Standard. Council is currently undertaking a range of other projects that will help it push for a Gold Standard in the future.

#### **Fire Season**

The Fire Danger Period commenced on 17 November 2014. The CFA decided to start the Fire Danger Period earlier than last year because of the dry conditions particularly in the northern part of the region. Once the Fire Danger Period has commenced it is illegal to burn off without a permit. If land owners feel they can burn off in a safe manner they can apply for a permit to burn from Council for small amounts of material to burn (e.g. small pile of leaves), or from the CFA if it is a large volume (e.g. large pile of tree branches). Council sent out a courtesy letter to over 7,000 properties in the municipality that explains what land managers need to do to make sure their property complies with the standards for fire prevention. Media releases have been issued to raise further awareness of the requirements. Council officers commenced fire prevention inspections in early November and are issuing Fire Prevention Notices to properties that do not comply with the standards. Although the majority of people do the right thing, those people who do not can be issued fines of over \$1,400. Council is committed to working with the community to reduce the risk of fire.

#### **Attachments**

Nil

### **Recommendation(s)**

***That Council notes the CEO's Progress Report to Council.***

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**OM142611-2                      2015 - SCHEDULE OF MEETING DATES**

|             |               |           |               |
|-------------|---------------|-----------|---------------|
| AUTHOR:     | Rhonda Deigan | ENDORSED: | Sue Wilkinson |
| DEPARTMENT: | Executive     | FILE REF: | CLF11/8       |

**Purpose**

To determine a schedule of meeting dates and venues for the Colac Otway Shire Ordinary Council and Planning Committee meetings in 2015.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Council has previously resolved that at least two Ordinary Council meetings be held in Apollo Bay and that one Ordinary Council meeting be held in Birregurra each year.

Councils hold "Ordinary or Special meetings" for the purpose of transacting the business of the Council. Meetings are open to the public and the community is welcome to attend to observe their elected representatives debate and vote on issues.

Currently Council holds its ordinary meetings at 4.00 pm (April to September) and 5.00pm (October to March) on the fourth Wednesday of each month, with the exception of December which is held in the third week. Planning Committee meetings are held at 10.30 am on the second Wednesday of each month, with the exception of January which is held in the third week.

Council meetings held in other locations have the potential to give the local community in the area in which the meeting is being held a more convenient opportunity to attend a meeting. It also aims to send a message of a more inclusive Council prepared to get out into the community.

The timing of Ordinary Council meetings later in the day was also thought to make it easier for members of the community to attend.

However, holding Council meetings away from Colac may make it more difficult for those community members who regularly attend meetings to access those meetings.

It is recommended that for 2015 Council meetings Ordinary Council meetings be held at 4.00pm on the fourth Wednesday of each month, with two to be held in Apollo Bay, one in Birregurra and the balance at COPACC. It is further recommended that Planning Committee meetings continue to be held at 10.30am on the second Wednesday of the month.

**Council Plan / Other Strategies / Policy**

**Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

*Our Goal:*

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

**Issues / Options**

*Council Meetings*

Councils hold "Ordinary or Special meetings" for the purpose of transacting the business of the Council. Meetings are open to the public and the community is welcome to attend to observe their elected representatives debate and vote on issues.

Currently Council holds its ordinary meetings at 4.00 pm (April to September) and 5.00pm (October to March) on the fourth Wednesday of each month, with the exception of December which is held in the third week. Planning Committee meetings are held at 10.30 am on the second Wednesday of each month, with the exception of January which is held in the third week.

There has been no discernible difference in community attendance between the holding of meetings at 4.00pm or at 5.00pm. However it has been noted that the change in times from 4.00pm to 5.00pm has caused some confusion within the community. It is considered desirable to maintain the one meeting time throughout the entire year.

Council meetings held in other locations have the potential to give the local community in the area in which the meeting is being held a more convenient opportunity to attend a meeting. It also seeks to ensure that the community feel included in Council decision making.

There are three options that Council could adopt for the location of its meetings based on current practices:

1. Hold all Council meetings at COPACC
2. Hold two of its Ordinary Council meetings in Apollo Bay with the balance to be held at COPACC (this was the pattern for several years).
3. Hold two of its Ordinary Council meetings in Apollo Bay, one in Birregurra and the balance at COPACC.

**Proposal**

It is recommended that Ordinary Council meetings for 2015 commence at 4.00 pm and that Council meetings continue to be held in COPACC in Colac with two Ordinary Council meetings to be held in Apollo Bay and one Ordinary Council meeting to be held in Birregurra as follows:

|                   |   |                          |
|-------------------|---|--------------------------|
| 28 January 2015   | - | COPACC                   |
| 25 February 2015  | - | Apollo Bay               |
| 25 March 2015     | - | COPACC                   |
| 22 April 2015     | - | COPACC                   |
| 27 May 2015       | - | COPACC                   |
| 24 June 2015      | - | COPACC                   |
| 22 July 2015      | - | COPACC                   |
| 26 August 2015    | - | Birregurra               |
| 23 September 2015 | - | COPACC                   |
| 28 October 2015   | - | COPACC                   |
| 25 November 2015  | - | Apollo Bay               |
| 16 December 2015  | - | COPACC (third Wednesday) |

It is further recommended that the Special Council meeting, to elect the new Mayor, Deputy Mayor and Councillor representation on internal and external committees, be held on 11 November 2015 from 4.00 pm at COPACC.

It is also recommended that when required, Planning Committee meetings are held at 10.30 am on the following days:

|                  |   |                          |
|------------------|---|--------------------------|
| 21 January 2015  | - | COPACC (third Wednesday) |
| 11 February 2015 | - | COPACC                   |
| 11 March 2015    | - | COPACC                   |
| 8 April 2015     | - | COPACC                   |
| 13 May 2015      | - | COPACC                   |
| 10 June 2015     | - | COPACC                   |
| 8 July 2015      | - | COPACC                   |
| 12 August 2015   | - | COPACC                   |
| 9 September 2015 | - | COPACC                   |
| 14 October 2015  | - | COPACC                   |
| 11 November 2015 | - | COPACC                   |
| 9 December 2015  | - | COPACC                   |

These dates will need to be confirmed by the Planning Committee.

#### **Financial and Other Resource Implications**

It is anticipated that additional costs will be incurred for meetings held away from COPACC. These include:

- Additional travel expenses to Councillors
- Officer time away from their normal duties
- COPACC staff away from COPACC duties or may require additional staff.

None of these costs are considered to be significant.

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

There are a number of minor Occupational Health and Safety issues in relation to holding Council Meetings at other locations:

- Moving Recording Equipment
  - Damage to / loss of equipment as it is very sensitive
  - Injury to staff lifting / carrying equipment (low risk)
- Travel
  - Accident due to travelling to / from meeting
- Security / secure environment / emergency services

None of these risks are considered to be significant.

#### **Environmental and Climate Change Considerations**

Not applicable.

#### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be to inform. Under the *Local Government Act 1989* Council is required to give at least 7 days public notice of a Council Meeting or a special meeting unless there are urgent or extraordinary circumstances that prevent a Council from doing so. Meetings held outside of Colac will be given additional publicity within the host community.

### **Implementation**

The 2015 schedule of Ordinary Council and Planning Committee meetings would commence in January 2015.

### **Conclusion**

The recommendation puts in place the meeting times and locations for 2015.

### **Attachments**

Nil

### **Recommendation(s)**

#### ***That Council:***

- 1. Confirms that the 2015 Ordinary Council meetings will be held on the following dates, times and locations:***
  - Wednesday 28 January 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 25 February 2015 at 4.00 pm at Apollo Bay***
  - Wednesday 25 March 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 22 April 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 27 May 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 24 June 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 22 July 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 26 August 2015 at 4.00 pm at Birregurra***
  - Wednesday 23 September 2015 at 4.00 pm at COPACC, Colac***
  - Wednesday 28 October 2015 at 4.00 pm COPACC, Colac***
  - Wednesday 25 November 2015 at 4.00 pm at Apollo Bay***
  - Wednesday 16 December 2015 at 4.00 pm at COPACC, Colac (third Wednesday)***
- 2. Confirms the date, time and location for the Colac Otway Shire Special Council Meeting as the 11 November 2015 at 4.00 pm at COPACC, Colac.***
- 3. Confirms that the 2015 Planning Committee meetings, if required, will be held at 10.30 am on the following dates, times and location:***
  - Wednesday 21 January 2015 at 10.30 am at COPACC, Colac (third Wednesday)***
  - Wednesday 11 February 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 11 March 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 8 April 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 13 May 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 10 June 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 8 July 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 12 August 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 9 September 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 14 October 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 11 November 2015 at 10.30 am at COPACC, Colac***
  - Wednesday 9 December 2015 at 10.30 am at COPACC, Colac***

***\*Note that these dates will need to be confirmed by the Planning Committee.***

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**CORPORATE AND COMMUNITY SERVICES**

ITEM	
<b><u>OM142611-3</u></b>	<b><u>S86 COMMITTEE OF MANAGEMENT</u></b>
<b><u>OM142611-4</u></b>	<b><u>ADOPTION OF GOVERNANCE LOCAL LAW NO 4 - 2014</u></b>
<b><u>OM142611-5</u></b>	<b><u>DRAFT TIGER RAIL TRAIL FEASIBILITY STUDY</u></b>
<b><u>OM142611-6</u></b>	<b><u>FORMER COLAC HIGH SCHOOL SITE - ACQUISITION PROPOSAL</u></b>



**OM142611-3**

**S86 COMMITTEE OF MANAGEMENT**

AUTHOR:	Colin Hayman	ENDORSED:	Sue Wilkinson
DEPARTMENT:	Executive	FILE REF:	11/96643

**Purpose**

To consider the appointment of newly elected committee members to the Birregurra Hall S86 Committee of Management.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Council appoints Committees of Management under section 86 of the *Local Government Act 1989* as Special Committees of 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 facilities. Council policy is that Committee of Management members are appointed for a three year term.

A meeting to appoint new members to the Birregurra Hall committee of management was conducted on 3 September 2014.

**Council Plan / Other Strategies / Policy**

**Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

*Our Goal:*

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

**Issues / Options**

**Option 1**

To appoint the nominees as put forward by the Committees of Management.

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

The current three year term for the Birregurra Hall Committee of Management has been completed and the nominations of community persons have been put forward to be on the committee for a period of three years for Council endorsement.

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

### **Proposal**

It is proposed to appoint the following community persons to the committee named for a term of 3 years until 24 November 2017.

Birregurra Hall      Gary McCormack, Ian McDonald, Margaret McDonald, Greg McKay,  
Brian Lawrence, Bryan Sanders

### **Financial and Other Resource Implications**

Each Committee holds their own bank account and administers budgets set by the Committee in accordance with funds within these accounts.

Each Committee is required to provide copies of annual financial statements/treasurer's report to Council.

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

Each committee has been provided with a Risk Management and Insurance Manual developed for Council Committees of Management.

### **Environmental and Climate Change Considerations**

Not applicable.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of July 2013, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected has been to inform and consult. Advertisements were placed in the local media seeking nominations to the committee. Consultation also took place with Committee members as to the preferred time for the meetings to be held.

### **Implementation**

A letter will be forwarded to the Management Committees advising them of Council's endorsement of the appointments to the committee.

### **Conclusion**

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

### **Attachments**

Nil

**Recommendation(s)**

***That Council:***

1. ***Pursuant to section 86 of the Local Government Act 1989, resolves to appoint the following nominated members to the Birregurra Hall Committee of Management until 24 November 2017:***

<b><i>Birregurra Hall</i></b>	<b><i>Gary McCormack, Ian McDonald, Margaret McDonald, Greg McKay, Brian Lawrence, Bryan Sanders</i></b>
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2. ***In accordance with section 81 sub-section(2) sub-section(a) of the Local Government Act 1989, resolves to exempt members of the Committee from being required to submit a primary or ordinary conflict of interest return in accordance with this section.***
3. ***Advises the Committee that a copy of minutes of meetings held be forwarded to Council for its record after each meeting and that a Treasurer's Report be provided on an annual basis.***

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**OM142611-4**

**ADOPTION OF GOVERNANCE LOCAL LAW NO 4 - 2014**

|             |                                |           |               |
|-------------|--------------------------------|-----------|---------------|
| AUTHOR:     | Colin Hayman                   | ENDORSED: | Sue Wilkinson |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F14/5825      |

**Purpose**

The purpose of this report is to recommend the adoption of the Governance Local Law No 4 – 2014 after undertaking a review and seeking public comment.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Section 91 of the *Local Government Act 1989* (Act) in regard to 'Conduct of Meetings' states:

- (1) *A Council must make local laws governing the conduct of meetings of the Council and special committees.*

The Colac Otway Shire's current Council Meeting Procedures and Common Seal Local Law No 4 came into operation on 1 March 2010.

The Local Law provides for control of the common seal, election of the Mayor and the conduct of meetings of Council.

This document has been reviewed, updated and alterations made to ensure its compliance with the *Local Government Act 1989* and improve usability.

At the Council meeting held on 27 August 2014, Council resolved:

***That Council:***

- 1. Approves the commencement of the statutory process to make the Governance Local Law No 4 – 2014 in accordance with the provisions of s119 of the Local Government Act 1989 (Act).***
- 2. Pursuant to s119(2) of the Act, gives notice in the Government Gazette and a public notice in the local paper stating the purpose and general purport of the proposed local law and invite written submissions under s223 of the Act.***
- 3. Notes that any person who lodges a written submission in respect of Local Law No. 4 and has requested to be heard in support of such written submission be heard at a Special Council meeting on Wednesday 12 November at 1.00 pm at COPACC.***
- 4. Considers adoption of the draft Local Law No 4 and any other written submissions at the Council meeting on 26 November 2014.***

No submissions were received by Council during the required notification period for the proposed Local Law.

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

#### **Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

#### *Our Goal:*

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

The Operational Plan for 2014/2015 includes:

*“Finalise the review of Local Law No 4 – Council Meeting Procedures and Common Seal”.*

### **Issues / Options**

#### Review Process

The review of the Local Law commenced in November 2013.

#### Submissions

No submissions were received during the required public notification period for the proposed Local Law.

#### Amendments to the Local Law

During the period of consultation minor amendments have been suggested to the Local Law.

### **Clause 70 – Valid Points of Order:**

At the end of clause 70 it is recommended that the word “valid” is added. This further clarifies the sentence.

*“Rising to express a difference of opinion or contradict a speaker is not a **valid** point of order.”*

### **Clause 6 – Definitions of Words Used in this Local Law:**

The following definitions have been changed to delete the reference to a Statutory Meeting of Council.

The Statutory Meeting is a Special Meeting of Council and therefore specific reference is not required.

### **Council Meeting**

Current wording:

**“Council Meeting”** includes an Ordinary Meeting, the Statutory Meeting and a Special Meeting of Council.

Changed wording:

**“Council Meeting”** includes an Ordinary Meeting and a Special Meeting of Council.

### **Statutory Meeting**

**“Statutory Meeting”** means a meeting of Council held for the purpose of electing the Mayor in accordance with section 71 of the Act.



Changed wording:

Delete definition.

Amendments to Schedule 1 of the Local Law – Question Time

During the period of consultation further research was undertaken in reviewing question time.

It is recommended that a change is made to clause 6 of Schedule 1 to make it a requirement that a person submitting a question needs to be in attendance at the meeting. Clause 6 of the Schedule would change to the following:

- (6) *If the person who submitted a question is not in the public gallery during Question Time, the text of the question and the response shall not be read out, at the Council meeting.*

Points (a) and (b) would be deleted.

- (a) *all people present in the public gallery have asked their question(s); and*  
(b) *there is time within the 30 minutes set aside for Question Time for their question and answer to be read.*

In clause 7 the reference to clause (5) should be (6).

- (7) *Any questions not read out at a Council Meeting due to the operation of clause (6) will be dealt with in the same manner as standard correspondence to Council, and will not be included in the minutes of the relevant Council meeting.*

As noted in clause 7 if the person is not in attendance then the question will be treated as standard correspondence. A response in writing will be provided following the Council meeting.

No other changes are proposed to the Schedule.

**Proposal**

That Council resolves to adopt the Governance Local Law No 4 – 2014 as amended.

**Financial and Other Resource Implications**

The cost of completing the review of Colac Otway Shire's Local Law has included:

- Copying of documents
- Legal advice
- Officer time in preparation of documents
- Advertising in the local newspaper and Government Gazette.

**Risk Management & Compliance Issues**

Council must comply with Part 5 of the *Local Government Act 1989*, in regards to the procedure for making a local law. Council's requirements to make a local law governing the conduct of Council meetings are detailed in s91 of the Act.

When making or amending a local law, Council must comply with the following provisions of the Act.

s111. Power to make Local Laws

Section 111 of the *Local Government Act 1989* provides Councils with the authority to make local laws.

s119 - Procedure for making a Local Law

Before a Council makes a local law it must comply with the procedure contained within s119.

After a local law has been made the Council must give a notice in the Government Gazette and a public notice specifying the title of the local law and the purpose and general purport of the local law; and that a copy of the local law may be inspected at the Council office. In addition, Council must send a copy to the Minister.

**Environmental and Climate Change Considerations**

Not applicable.

**Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

In developing the Local Law the method has been to inform, consult and involve Executive, other staff and Councillors in the review of the Local Law. Councillors have had a number of opportunities to provide input into the process.

The review of the local law also had input from Council's solicitors.

Following the Council Meeting on 27 August 2014 a notice was placed in the Colac Herald and The Government Gazette advising of Council's proposed Governance Local Law No 4 2014 and providing a 6 week period for people to make submissions.

No submissions were received in regard to the proposed Local Law.

**Implementation**

Following the adoption of the Local Law a notice will be placed in the Colac Herald and the Government Gazette advising of Council's decision and a letter sent to the Minister for Local Government as is required under current legislation.

Following the adoption of the Local Law a familiarisation session on the new Governance Local Law No 4 2014 - will be included on a future Councillor Workshop agenda.

**Conclusion**

It is good governance practice to review the Meeting Procedures Local Law on a regular basis.

The Governance Local Law No 4 - 2014 has now been updated to ensure it is a contemporary and relevant document which fully complies with Council's obligations under the *Local Government Act 1989*.

Following the statutory public notification period no submissions were received.

**Attachments**

1. Governance Local Law No. 4 - 2014

**Recommendation(s)**

***That Council:***

- 1. Adopts the Governance Local Law No 4 – 2014 as amended.***
- 2. Notes that the Governance Local Law No 4 – 2014 will come into effect on the day following the day on which notice of the making of the Local Law is published in the Government Gazette.***
- 3. Pursuant to s119(3) of the Act, gives notice in the Government Gazette and a public notice in the local paper specifying:***
  - (a) the title of the local law; and***
  - (b) the purpose and general purport of the local law; and***
  - (c) that a copy of the local law may be inspected at the Council office.***
- 4. Pursuant to s119(4) of the Act, forwards a copy of the adopted Governance Local Law No 4 – 2014 to the Minister for Local Government.***

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**OM142611-5                      DRAFT TIGER RAIL TRAIL FEASIBILITY STUDY**

|             |                                |           |              |
|-------------|--------------------------------|-----------|--------------|
| AUTHOR:     | Ian Seuren                     | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F13/8896     |

**Purpose**

To present the draft Tiger Rail Trail Feasibility Study for endorsement by Council in order to commence public exhibition in accordance with Council's Community Engagement Policy 2010.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

For a number of years, the Birregurra and Forrest communities have advocated for the development of a trail along the former railway corridor from Birregurra to Forrest via Deans Marsh and Barwon Downs. Known as the Tiger Rail Trail, the proposal from the community has been to establish a 30km multi-use trail linking the four towns.

The name of the Tiger Rail Trail pays tribute to a Dodge motor vehicle converted for rail passenger use on the Birregurra – Forrest line from 1937 through to 1952, which was painted in yellow and black stripes and affectionately known as 'The Tiger'. The proposed route of the Tiger Rail Trail follows the former branch line which carried timber from the Otway forest to the main rail link.

In 2008, the first 4.5km of the Tiger Rail Trail was constructed linking the Forrest township with the Yaugher Mountain Bike Trail network.

The Barwon South West Regional Trails Master Plan recommended that Colac Otway Shire review the potential of the Tiger Rail Trail as a regional trail in the future including investigating options of access through private land sections.

On behalf of the community, Council secured funding of \$45,000 from Regional Development Victoria to prepare a feasibility study for the proposed Tiger Rail Trail. This funding was matched by contributions from the Birregurra Community Group – Friends of the Tiger Rail Trail (\$10,000), Surf Coast Shire (\$2,500) and Council (\$5,000).

Consultants *Transplan Pty Ltd*, in partnership with *Mike Halliburton Associates*, were engaged to prepare the Tiger Rail Trail Feasibility Study. A Steering Committee, established to provide guidance on the project, included Cr Brian Crook, Council officers (representing recreation, infrastructure, tourism and strategic planning), three community representatives, and officers from Regional Development Victoria and Barwon Water.

The project commenced in April 2014.

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

### **A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### *Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

### ***Related strategic justification***

The preparation of this study was recommended in the Barwon South West Regional Trails Master Plan (2009) and Council's Public Open Space Strategy (2011).

**Issues / Options** The overarching objective of the draft Tiger Rail Trail Feasibility Study (study) was to determine the feasibility of establishing a shared-use trail on the former railway alignment between Birregurra, Deans Marsh, Barwon Downs and Forrest.

A major consideration for the project was to establish the issues, barriers, constraints and opportunities associated with developing the proposed rail trail. Along with the original rail alignment, several alternative alignment options were also considered.

In determining whether a viable rail trail between Forrest and Birregurra was possible, the consultants spent considerable effort in determining land ownership for the former corridor railway and adjoining land. In addition, fieldwork was undertaken to assess the former railway corridor, to assess current uses of it and to identify any physical constraints that may hinder the development of the proposed rail trail.

The entire former railway corridor between Birregurra and Forrest is approximately 31.7km, with approximately 4.5km already constructed from Forrest to Yaugher. A significant issue that was identified through the investigations was that long lengths of the former railway corridor are now in private ownership (in four distinct areas: near Birregurra, south-west of the former Whoorel station, around Deans Marsh and near Barwon Downs).

Of the 27.2km undeveloped, approximately 8.6km (32%) is now in private ownership. A further 12.6km (46%) is owned by Barwon Water, much of which is leased to adjoining landowners.

Many of the landowners who now own parts of the former railway corridor were engaged in the investigations and were quite clearly opposed to the development of the rail trail through their privately owned land. There was one landowner near Barwon Downs who did not oppose the trail proposal.

Barwon Water also owns a considerable amount of the former railway corridor and, while it is not opposed to the potential use of the corridor for the purposes of a trail, it is concerned about the impact on adjoining landowners to whom it leases sections of the corridor. Many of the lessees of the Barwon Water owned rail corridor were also opposed to the development of a trail on this land.

Consequently, significant bypasses of the original railway corridor would need to be developed for a complete trail route to be established.

A number of alternative trail routes bypassing the privately owned sections of the former railway corridor were investigated and evaluated. The options investigated included:

- Barwon Water's water supply channel

- Use of the network of gravel roads running parallel or near to the former railway corridor
- Use of unconstructed roads
- Verges of nearby roads
- A combination of the railway corridor, gravel roads and road verges.

The draft study concluded that none of the options evaluated would provide the desired outcome that a complete rail trail would provide. By diverting off the original railway corridor, and the flat grades and history that it provides, the less attractive the trail proposition becomes. Roadside trails, away from the original railway corridor, may be tolerable for some walkers and cyclists but are not what rail trail users are seeking. Some of the options were considerable not feasible due to risk and safety issues (eg: Barwon Water's water supply channel).

The draft study recommends that the proposal to extend the Tiger Rail Trail from its current termination north of Forrest to Birregurra is not feasible.

While the development of a complete rail trail through to Birregurra is not considered to be viable, the draft study did identify the possibility of extending the existing rail trail from its current end point at Yaughar through to Barwon Downs. The majority of that corridor remains in public ownership and the private owner of a section of the former railway corridor is not opposed to development of the trail on his land. A small section of the former railway corridor is owned by Barwon Water and leased to an adjoining landowner, who does oppose the trail at this point in time.

The continuation of the rail trail through to Barwon Downs is highly supported by both the Barwon Downs and the Forrest communities. The additional section of new rail trail would add approximately 3.4km to the existing trail – giving a total length of 7.6km. The draft study concludes that the extension through to Barwon Downs is considered feasible with an approximate capital cost of \$544,000 (subject to the preparation of a detailed trail development plan, including inspection and evaluation of two existing timber bridges). The estimated economic benefit arising from local people and visitors using the trail was calculated to be around \$550,000 per annum.

Additional consultation with landowners and lessees would be required to gain agreement before any works would be considered. This is consistent with Barwon Water's advice that while it doesn't oppose the proposed trail on its land, it would be guided by the views of the lessee of the land, who in this case opposes the trail.

#### Options

Council has the options of:

1. Endorsing public exhibition of the draft study to commence public consultation;
2. Requiring further work to be undertaken to the draft study prior to public exhibition; or
3. Not supporting exhibition of the draft study and ceasing the project.

Considering the significant work that has been undertaken in preparing the draft study, it is recommended that Council supports the public exhibition of the draft study.

A further report will be provided to Council following the public consultation period that will outline and seek to respond to any submissions received and may make further recommendations on the adoption of a final Tiger Rail Trail Feasibility Study.

### **Proposal**

It is proposed that Council resolve to publicly exhibit the draft Tiger Rail Trail Feasibility Study for a minimum six week period in accordance with the Colac Otway Shire Community Engagement Policy 2010, from 1 December 2014 through to 16 January 2015.

### **Financial and Other Resource Implications**

The draft study has been undertaken in accordance with the budget allocation for this project (\$60,000) with contributions from Regional Development Victoria (\$45,000), Birregurra Community Group (\$10,000), Surf Coast Shire (\$2,500) and Council (\$5,000). The project has cost less than the budget allocated.

The draft study recommends that the extension of the existing rail trail be extended to Barwon Downs. The estimated capital cost to extend the trail is approximately \$544,000 (ex GST). A detailed trail development plan would be required to more accurately determine the cost of developing the trail which would include an inspection and evaluation of the two existing timber bridges.

Funds to develop the trail would be subject to Council budget assessments and/or sourced from State and Federal Government grants. The current state government provides funds for trail development through a number of funding programs including the *Putting Locals First Program* and the *Local Government Infrastructure Program*.

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

Risk management has been a major consideration throughout the development of the draft study. A number of possible trail alignment options were investigated and ruled out due to the associated risk to users eg: Barwon Water's water supply channel, road verges etc.

### **Environmental and Climate Change Considerations**

There are no environmental or climate change considerations associated with this report.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected has been involve.

The draft study was prepared following extensive engagement and communication with the community. This was achieved in the following way:

- Telephone conversations with a number of landowners in the community who either leased a portion of the former railway corridor (from Barwon Water) or who now own a portion of the former railway corridor.
- Face to face meetings and site inspections with several landowners who either lease a portion or own a portion of the former railway corridor.
- The preparation and distribution of several newsletters, informing the community and key stakeholders of progress of the feasibility study and key dates for community engagement.
- Correspondence sent to adjoining landowners, including project newsletters, informing of the project and key dates for community engagement.
- Four 'Open Houses' were conducted (in Birregurra, Deans Marsh, Barwon Downs and Forrest) at which members of each of the four communities met with the consultants and discussed aspects of the project on a one-on-one basis. Approximately 50 people attended the four sessions.



- Additional meetings have been held with other organisations and key stakeholders including Barwon Water.
- Conversations were held with other key stakeholders including the Surf Coast Shire, VicRoads and representatives of the local business communities.

If supported by Council, officers will commence the public exhibition process by writing to adjoining landowners, placing advertisements in the local media, information in local newsletters and directly contacting organisations and individuals who have previously been involved in the project. Copies of the document will be available on Council's website and for viewing in the Colac and Apollo Bay Customer Service Centres and at the Colac Community Library and Learning Centre.

The exhibition period will be for a minimum of six weeks within which time written submissions may be received, although given the Christmas/New Year period, submissions would be accepted over an extended period, up until 22 January 2015.

### **Implementation**

The public consultation will be implemented as outlined above and will commence in early December 2014, subject to the endorsement of this report.

At the conclusion of the public exhibition period, all written submissions and comments will be received and reviewed by the Project Steering Committee and consultant. Modifications to the draft study may be made as deemed appropriate.

Implementation of recommendations within the draft study (eg: extension of the existing trail to Barwon Downs) would only commence following Council's adoption of the final Tiger Rail Trail Feasibility Study and subject to budget availability.

### **Conclusion**

The local community has advocated for some time to develop a rail trail from Birregurra to Forrest, known as the Tiger Rail Trail. The proposal has also been supported by a number of strategic documents. Funds were sourced to further investigate the feasibility of the proposal. The research and community engagement undertaken through the preparation of the draft Tiger Rail Trail Feasibility Study identifies that constructing a rail trail from Birregurra to Forrest is not feasible due to much of the former rail alignment being in private ownership, with land owners and lessees generally opposed to the concept.

The draft study did identify the possibility of extending the existing trail to Barwon Downs, thus providing a complete rail trail from Forrest to Barwon Downs. The estimated economic benefit of such a trail is valued at approximately \$550,000 per annum.

The draft study has been developed through consultation with the local community. It is important to test the draft study with the community by public exhibiting the draft study seeking feedback from the community.

### **Attachments**

1. Draft Tiger Rail Trail Feasibility Study

**Recommendation(s)**

***That Council endorses the draft Tiger Rail Trail Feasibility Study to be placed on public exhibition beyond the minimum 6 week period in accordance with Council's Community Engagement Policy 2010, until 22 January 2015.***

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**OM142611-6 FORMER COLAC HIGH SCHOOL SITE - ACQUISITION PROPOSAL**

|             |                                |           |              |
|-------------|--------------------------------|-----------|--------------|
| AUTHOR:     | Ian Seuren                     | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F13/8896     |

**Purpose**

The purpose of this report is for Council to determine its position on requesting a contribution from the Department of Education and Early Childhood Development (DEECD) for the former Colac High School site.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

The former Colac High School opened as the Colac Agricultural High School in 1911 following a local petition to the State Government and a funding contribution to the purchase of the land for the school by the Colac community.

The site is an 8.4 hectare parcel of land on the western edge of Colac and includes 5.6 hectares of open space for sporting fields and a number of buildings formerly used for administration, library, assembly hall and classrooms. The former administration building has heritage value.

The school closed in 2009 following the merger of the Colac High School and Colac College to form the Colac Secondary College, with the new school developed on the former Colac College site. Since that time the State Government has indicated its desire to sell the land.

Many members of the Colac community have a strong affinity with the former Colac High School site and have supported for a number of years the proposal of retaining some, if not all, of the site in public ownership.

Council on behalf of the community has advocated over a long period of time to have all or some of the site returned back to the community. Council with support from the State Government undertook a process to determine future possibilities for the site, with an aim of having at least part of the site allocated for public use. The *'Potential uses for the site of the former Colac High School'* report was completed in 2014 and identified a number of options for potential use of the site. The study recommended feasible uses for the site, pending availability of land and/or buildings, which included:

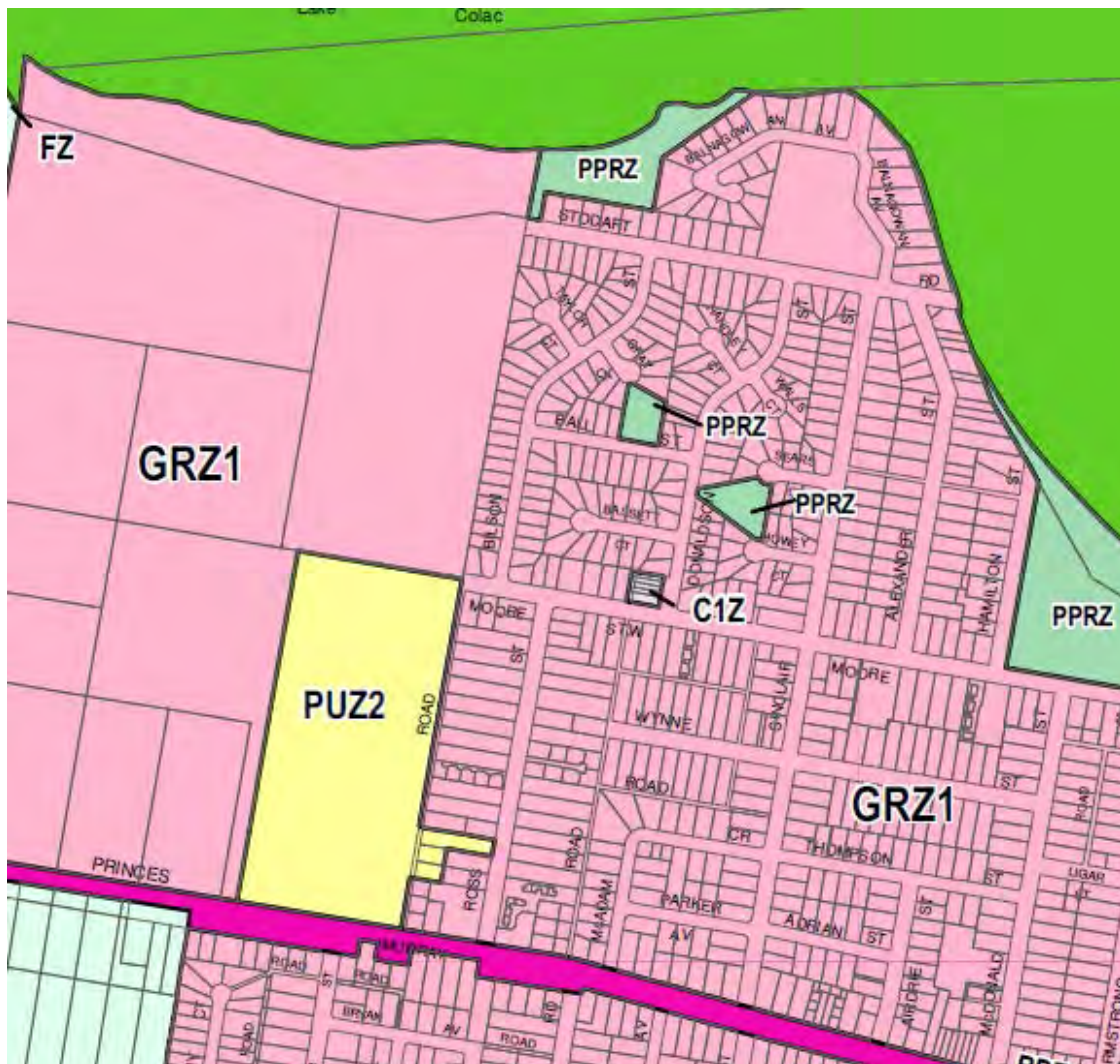
- Otway Community College/St Laurence
- Affordable Housing
- Aged Accommodation
- Younger Years Hub/Kindergarten
- Community Hub
- Historical Precinct
- Markets eg: Farmers Market
- Emergency Services Hub

- Merv Brunt Truck Museum
- Open Spaces / Parklands / Sports fields.

Following ongoing discussions with the State Government over a long period of time, DEECD has recently reiterated its position that it owns the site and will dispose of it in accordance with government policy. Council received correspondence in August 2014 from the Department stating its intention that the Colac property, as well as properties at Cressy and Swan Marsh, be disposed of in accordance with government policy. DEECD have also requested that Council formally advise its position with regard to these three land sales.

The site is illustrated in the two maps below:

Planning Scheme Map





### Aerial Photo



### **Council Plan / Other Strategies / Policy A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### *Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

### **A Place to Live and Grow**

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

#### *Our Goal:*

Improve access to buildings, spaces, services and education to support and enable quality of life.

#### ***Other strategic planning:***

The following strategies/reports provide guidance on this issue:

- 'Potential uses for the site of the former Colac High School' report
- Colac Otway Shire Public Open Space Strategy

Decisions on this issue have significant implications for how Council is able to meet the objectives of its Public Open Space Strategy.

### **Issues / Options**

The State government has indicated its intention to sell the three school sites at:

1. Colac
2. Cressy
3. Swan Marsh

This process involves offering the purchase of the site to State Government agencies, Local Government and the Commonwealth Government concurrently, with a 60 day offer period. Should there be no interest from any of the three levels of government, the site will be offered for public sale. A rezoning of the land usually occurs at the same time.

Council could participate as a purchaser of all or part of the site or advocate for acquisition. To date Council and the community have strongly argued that given the circumstances of the establishment of the Colac High School site, in this instance the State Government should seek to compensate the community with more than the standard 10% open space that could be acquired through future subdivision of the site.

DEECD has acknowledged that a recent investigation into the 1911 transaction confirms that Council, as claimed, provided funds amounting to 81% of the purchase of the property. In addition, DEECD sought legal advice from the Victorian Government Solicitor's Office as to Council's interest in the land. The advice states that Council has no legal interest in the property and the intention at the time was for Council to gift the land to the State.

Recent correspondence from DEECD confirms the Department's intention to dispose of three properties within the municipality, these being at Colac, Swan Marsh and Cressy. An option floated by DEECD is that a public open space contribution for all three properties could be allocated to the Colac property. The correspondence states:

"It would be appreciated if Council could advise if it has any interest in acquiring the Cressy and Swan Marsh properties. As discussed as part of the rezoning process the public open space contribution for all three properties could be allocated to the Colac property."

In order to determine what land or financial contribution Council requires, it is important that Council understand and determine what the current or future needs are for the community. There is currently no strategy or needs assessment for community and/or recreation facilities in Colac. The Public Open Space Strategy does identify a need for active and passive

recreation spaces which is discussed in further detail below. The 'Potential Uses for the Site of the Former Colac High School' identified a range of potential community uses, but did not clearly articulate a preferred vision. It is envisaged that a high level assessment of community facility needs will be incorporated into the Colac 2050 project which is likely to commence in the coming months.

The known needs are discussed below.

### ***Public Open Space Needs***

Council's Public Open Space Strategy (POSS) specifically identifies a shortage of accessible neighbourhood level open space in the Colac West area, and the potential for open space to be developed on the former Colac High School site. The nearest open space reserves are the Donaldson Street and Ball Street parks, both small neighbourhood parkland. Land to the north and west is zoned General Residential but is undeveloped.

The POSS does not identify a shortfall in open space in either Cressy or Swan Marsh, neither of which are towns which are currently experiencing any residential growth (or are likely to).

The POSS identifies a need to provide additional open space to cater more adequately for active sport. There is a growing desire for improved facilities to cater for baseball and soccer facilities in Colac. The development of new facilities for these two sports would most likely need to be achieved on a greenfield site, requiring additional open space.

Soccer does not have a home base in Colac at this point in time and up until now has played competition matches at the Pirron Yallock Recreation Reserve. This is seen as a major impediment to the growth of soccer in the area with children and/or families unwilling to travel to Pirron Yallock.

Baseball currently shares a ground with cricket which is not ideal because the pitching mound and bases are located on the cricket ground, causing risk issues to participants. In addition, the cricket turf wicket is located on the baseball outfield, again posing risk issues.

The two sports (baseball and soccer) have had initial discussions regarding co-location at a green field site. This could possibly include individual grounds but shared off-field facilities eg: social space, changerooms, amenities, car parking etc.

To enable such a development to happen on a greenfield site, a minimum allocation of land of 300m x 180m (54,400m<sup>2</sup>) would be required to accommodate 1 baseball diamond, 1 soccer pitch and off-field facilities (eg: changerooms, car parking etc.).

In terms of the former Colac High School site, this would equate to approximately 75% of the available land, or all of the existing land currently without buildings – from the northern boundary through to the existing driveway on the northern edge of the buildings. In addition, the cost of development of this type of facility on a greenfield site would be significant.

### ***Potential uses for the site of the former Colac High School (2014)***

The document 'Potential Uses for the Site of the Former Colac High School' (widely referred to previously as the Colac High School Master Plan) identified a number of feasible uses for the site, pending availability of land.

These included:

- Otway Community College/St Laurence
- Affordable Housing
- Aged Accommodation
- Younger Years Hub/Kindergarten
- Community Hub
- Historical Precinct
- Markets eg: Farmers Market
- Emergency Services Hub
- Merv Brunt Truck Museum
- Open Spaces / Parklands / Sports fields.

Some of these options would utilise a few of the existing buildings on the site, and others would require their removal, noting that one of the older buildings (administration building) has heritage values and should be retained if possible through any redevelopment of the site. The former class room buildings were found as being unsuitable for re-use due to their age and construction standard.

There would need to be a significant investment in the site through the renovation of buildings being retained to bring them up to standard given the change in use from a school, and lack of investment over the years to keep them in a state which is suitable for alternative use. Council would require significant funds from its own budget, or alternatively externally through State/Federal Government grants if it was to take control of the buildings for community use. These costs have not been quantified and are not identified in any future long term financial plans.

In regards to public open space, the report stated:

*“Using a portion of the site as an open space / parkland / sports field would bring open spaces to a part of town that is lacking in same. Would deliver health and wellbeing benefits to local residents.*

- *Existing sports and recreation areas in Colac may be considered to be lacking – there is perhaps evidence for an additional sports field (depending on Council’s willingness to provide ongoing maintenance funding).*
- *Green and open spaces on-site would help to create walking and cycling linkages between the highway and Lake.*
- *A multipurpose square field (co-locating two different sporting activities) is the option most likely to be able to demonstrate demand.”*

The report indicated multiple sporting groups interested in using the site, including, Colac Braves Baseball Club, Colac Otway Rovers Soccer, Colac and District Cricket Association, Archery, Little Athletics.

The report indicated that a strategic decision needs to be made by Council as to whether the investment required to develop and maintain open spaces is justified, and if the amount of land required is justified (particularly if it comes at the expense of other options with strong community benefit)."

### ***Opportunity for public open space acquisition***

Assuming that Council supports the approach of not pursuing that part of the site covered by buildings, the key opportunity is to negotiate a transfer of land or cash contribution for public open space.



The POSS highlighted the lack of public open space in parts of Colac and recommended that new development be required to contribute higher levels of open space. The Planning Scheme has now been amended to implement the POSS, requiring in Colac 5% of land for open space in subdivisions of between 3 and 5 lots, with an additional 1% for each lot up to 10 lots, with all subdivision exceeding 10 lots being capped at a contribution of 10% of the land. Subdivision of the former Colac High School site for residential subdivision would therefore attract a 10% open space contribution.

The following is an estimate of open space contribution required for potential development of the three former school sites:

- Cressy – Land area in DEECD ownership = 7ha. Based on a reasonable assumption of potential for a three lot subdivision at the bare minimum, a 5% land contribution would be required = 0.35ha.
- Swan Marsh – Land area in DEECD ownership = 0.9ha. Based on potential for a three lot subdivision, a 5% land contribution would be required = 0.045ha.
- Colac – Land area in DEECD ownership = 8.4ha. Based on a potential for a subdivision exceeding 10 lots, a 10% land contribution would be required = 0.84ha.

All three sites are within the townships and would be included in the Township Zone or General Residential Zone if sold by DEECD. If the public open space land contributions for potential subdivision of the three sites is added together, the total area = 1.235ha (or 12,350m<sup>2</sup>). This equates to approximately 15% of the former Colac High School site if the open space requirements for the three sites was provided at the site.

Council could as a minimum receive a public open space contribution of 10% if the land was sold to a developer (0.84ha) and subdivided.

Considering the community made a contribution to the site originally, it would be reasonable to advocate to the State Government and request an additional amount to what could be normally acquired through residential subdivision.

Through discussions with DEECD, the Department's position is that it could not (or would not) make a cash contribution to Council from the sale of the land. In addition, DEECD were not confident they could provide any guarantees to the Colac Woodturners and Woodcrafters Guild, as any future use of the site and/or existing buildings would be up to the purchaser of the site.

## **Options**

### **Option 1 – Pursue a cash contribution**

Whilst the Department has indicated it would not accept this option of making a cash payment to Council from the sale proceeds, it is still an option for Council to pursue as its preference, should it be of the view that this would be the best outcome. A cash contribution would enable Council to purchase land in this locality for open space when adjoining land is developed, or to alternatively use the funds for open space to be established in any future subdivision at Colac West that may be supported from the Colac 2050 Plan process. Either way, it provides additional flexibility for Council in terms of open space provision. If not successful in receiving support for this option, Council could fall back to one of the other options.

### **Option 2 - Request open space for neighbourhood park only (15% of site)**

Whilst accepting a land contribution of 15% (approximately 1.2 hectares) would fill a gap in the open space network for Colac West, it would not maximise the benefit to the community

from sale of the former high school site by the State Government. It is also important to note that no planning has been undertaken to determine where this land would best be located.

Option 3 – Request a land contribution (30% of site) – northern part of the site

Whilst a 15% contribution would provide adequately for neighbourhood open space (approx. 1.2 hectares), there could be opportunities to enlarge the land through the future subdivision of adjacent land if the site was strategically positioned. The 30% land contribution would thus maximise the potential to assemble enough land for a larger open space reserve. If this eventuated, there would be the opportunity to provide for active recreation needs in the longer term. The northern part of the site would be recommended, giving the best chance of integration with adjoining land being acquired as it is developed, and avoiding the part of the site encumbered with buildings. This “lock’s in” the open space location on the northern end of the site, but allows for expansion into the future.

It would also be important to consider future pedestrian access to the northern part of the site, and possibly to Lake Colac in the future, particularly from the Princes Highway and further south. Council may determine to also request a requirement that any future subdivision of the site include appropriate off-road pedestrian and cycle links to the open space.

Option 4 – 30% land contribution to be made by developer at time of subdivision (development plan prepared)

Under this option, Council would not receive the open space land until the site is subdivided, which may not be for some period of time, depending on the intentions of the purchaser. The benefit of this option however is that the specific siting and design of the open space would be clarified through a Development Plan process which includes adjoining land. If Council pursues this option, it would need to be clear that it would not take on encumbered land by buildings.

Other considerations

***Existing buildings***

It is DEECD’s expectation that the site will be sold in its current state, meaning the existing buildings will not be demolished prior to sale of the site. Significant investment would be required to retain and renovate existing buildings onsite to bring them up to standard for community use. It is recommended that Council determine not to request land encumbered with buildings.

***Colac Woodturners and Woodcrafters Guild***

It is considered there is no viable option available to Council for surety about retention of the Colac Woodturners and Woodcrafters Guild on the site, short of Council taking on responsibility for that part of the site containing the buildings, which has not been recommended for financial reasons.

Council could try to assist the Guild through the facilitation of discussions with the State Government.

Recommended Option

Option 3 is the recommended option as it would ensure that the open space is located in the best position taking into account possible future development of adjoining land. Option 3 would ensure that the land is delivered to Council in the short term, without the uncertainties of when the land is subdivided (Option 4), which could take some years. It would also ensure that Council isn’t burdened by acquiring buildings that would require significant investment to improve and maintain.

### **Proposal**

The proposal is that Council request 30% of the site as a land contribution from DEECD, with the said being located at the northern end of the site. In addition, the request is to also include providing off-road pedestrian access from the Princes Highway to the open space in any further development of the site.

### **Financial and Other Resource Implications**

There are no short term financial implications relating to this report. Should Council request land for the purposes of public open space, funds will be required in the longer term to develop the land. Funds could be accessed from Developer contributions, the Public Open Space Reserve Fund, allocated in future Council budgets and/or sourced from State and Federal Government grants. Further consideration will need to be given to allocating resources in future budgets for the ongoing maintenance of additional public open space.

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

There are no risk management or compliance issues related to this report or any action from the report.

### **Environmental and Climate Change Considerations**

There are no environmental or climate change considerations associated with this report.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be Inform. Council will inform the community of its position in relation to requesting a contribution from the former Colac High School site from DEECD.

Significant consultation has been undertaken over recent years to recognise and understand the community's aspirations for the former Colac High School site, as well as public open space needs more broadly. This consultation has been captured in the 'Potential uses for the site of the former Colac High School' report and the Colac Otway Shire Public Open Space Strategy.

Should land be acquired for public open space, further engagement with the community would be undertaken to determine the appropriate development of the site.

### **Implementation**

Following Council's determination on this issue, the CEO will write to DEECD stating Council's position on a contribution from the former Colac High School site.

### **Conclusion**

The Colac community has a strong affinity with the former Colac High School site and have advocated for a number of years to retain some, if not all, of the site in public ownership. Whilst it is government policy to sell off any disused education land and return the proceeds to State Government reserves, DEECD has recently written to Council acknowledging the community interest in the site and requesting that Council advise its position on the site.

Requesting a contribution of land from DEECD would provide future public open space for the Colac West community. Should the location of the public open space be on the northern boundary of the site, it could also provide opportunities to acquire additional land to enlarge the parcel through future subdivision. This could possibly allow open space provision for active sport in the longer term.

Acquiring land that is unencumbered by buildings ensures that the long term burden on Council is minimised as significant investment would be required to bring them up to standard for public use.

**Attachments**

Nil

**Recommendation(s)**

***That Council writes to the Minister for Education to advise that Council:***

- 1. Requests a contribution of land from the Department of Education and Early Childhood Development equating to 30% of the former Colac High School site.***
- 2. Requests that the land to be contributed from DEECD be located to the north boundary of the site and not encumbered by buildings.***
- 3. Requests that there be a need for any future development of the remaining land to incorporate off-road pedestrian linkages from the Princes Highway to the proposed open space.***
- 4. Advises that the Colac Woodturners and Woodcrafters Guild require support and assistance to secure a permanent site for their activities.***

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**INFRASTRUCTURE AND SERVICES**

| ITEM                     |  |
|--------------------------|--|
| <b><u>OM142611-7</u></b> | <b><u>PRINCES HIGHWAY DUPLICATION PROJECT</u></b>                                  |
| <b><u>OM142611-8</u></b> | <b><u>BLUEWATER FITNESS CENTRE REDEVELOPMENT PROJECT -<br/>PROGRESS REPORT</u></b> |
| <b><u>OM142611-9</u></b> | <b><u>CONTRACT 1427 - BITUMINOUS SEALING WORKS</u></b>                             |



**OM142611-7**

**PRINCES HIGHWAY DUPLICATION PROJECT**

|             |                           |           |              |
|-------------|---------------------------|-----------|--------------|
| AUTHOR:     | Paula Gardiner            | ENDORSED: | Phil Corluka |
| DEPARTMENT: | Infrastructure & Services | FILE REF: | F14/6124     |

**Purpose**

The purpose of this report is to provide a formal response to Vic Roads for the Princes Highway Duplication project that is being undertaken by VicRoads.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Council officers have been engaged in discussions with the VicRoads project team for the duplication of the Princes Highway for a long period of time. To date the discussions have been general in nature, discussing design principles and visual amenity treatments. The discussions have been focused on achieving the outcomes from the Colac CBD & Entrances Project 2012, and ensuring the detailed design elements from the Colac CBD & Entrances detailed design project align with VicRoads requirements for Murray Street.

VicRoads have now commenced planning for detailed design for the highway upgrade from Corangamite Street, Colac through to Winchelsea.

The initial design proposal presented by VicRoads at the recently held community consultation sessions included;

- Minimum treatment to the cutting at the outer eastern entrance to Colac
- Minimum aesthetic design for bridge treatments at Barongarook Creek
- No alteration to access points at the Shell Service Station (Baillie Street intersection)
- Provision of mid-point pedestrian crossings within Colac CBD area
- Road alignment treatment at Barongarook Creek bridge
- A three (3) lane road alignment treatment along Princes Highway between Bruce Street and Barongarook Creek
- Removal of on-street car parking along Murray Street East (Princes Highway between Bruce Street and Barongarook Creek).

**Council Plan / Other Strategies / Policy**

**A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

*Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

### **Issues / Options**

It is considered appropriate that Council advocate to Vic Roads in order to directly influence the design of the Princes Highway duplication works to enable the outcomes to be in line with Council expectations with regard to future community needs and improvements to the aesthetic design.

There are two key options available to Council - either be actively involved as a key stakeholder within the project design and development stage, or remain a passive stakeholder and receive information only. It is considered appropriate that Council seek to formally influence the design outcomes.

In order to undertake an active involvement and advocacy role, officers seek formal endorsement of Council's position with regard to a number of areas associated with the project.

### **Proposal**

There are six (6) specific areas of interest as related to the project. The six (6) areas are detailed as follows;

#### ***Area 1: Murray Street, between Queen Street and Corangamite Street - Pedestrian crossing locations (passive) within the CBD area of Colac***

Under current conditions there are three (3) crossing locations in the Corangamite Street to Gellibrand Street block, two (2) crossing locations in the Gellibrand Street to Hesse Street block and one (1) mid-block crossing point in the Hesse Street to Queen Street block. The Colac CBD & Entrances detailed design project showed maintaining the current number and position (generally) of pedestrian crossing points within the CBD.

VicRoads previously proposed to reduce the number of passive pedestrian crossing points to one (1) mid-block point throughout the CBD (i.e. Queen Street through to Corangamite Street), however this proposal has been reviewed and VicRoads now propose to retain the existing number of crossing points within the CBD. This is supported by officers.

It is recommended that Council support retaining the existing number of pedestrian crossing points within the Colac CBD.

#### ***Area 2: Treatment and design of the Barongarook Creek Bridge***

VicRoads have been working towards establishing improved pedestrian facilities at Barongarook Creek. The proposal is to provide a 3m wide shared pathway on the bridge deck on the southern side of the bridge, shift the two lanes of traffic to the north of the bridge deck and provide a separate pedestrian bridge to the north side of the Princes Highway. The proposed treatment aligns with the principle contained within the Colac CBD & Entrances Project 2012.

It is recommended that Council support the proposed alignment and provision of a separate pedestrian bridge on the north side of Barongarook Creek road bridge.

#### ***Area 3: Traffic lane alignment along the Princes Highway between Bruce Street and Barongarook Creek.***

The proposal presented by VicRoads at the recent community consultation session provided for a three (3) lane road alignment treatment along the Princes Highway between Bruce Street and Barongarook Creek. The three (3) lane treatment was proposed to be located



within the existing road carriageway and would involve the removal of on-street parking and the introduction of a centre median/right turn lane.

There was significant resident and business objection to this proposal and in response VicRoads have revised the road alignment treatment in this area. The revised proposal is to retain the current two (2) lane configuration, thus maintaining the on-street parking provision.

It is recommended that Council support VicRoads position regarding the road alignment treatment (being to retain the current configuration) along Princes Highway between Bruce Street and Barongarook Creek.

#### ***Area 4: Intersection treatment at Gallop/Baillie Street***

The intersection treatment proposed by VicRoads at the Princes Highway and Gallop/Baillie Street intersection is the installation of traffic lights. It is considered the intersection treatment proposed by VicRoads is appropriate as it would provide opportunity for vehicles entering the highway from the industrial areas in a more controlled fashion. However, it is noted the location of the intersection, being in the bottom of a dip may create traffic safety issues, especially for heavy vehicles, in order to stop in time and be compliant with the traffic signals.

It is recommended that Council Council advocate for road safety considerations to be made at this intersection to limit the potential for accidents to occur. It is felt, as a minimum, advanced road signage and warning lights should be considered on the approaches to this intersection along the Princes Highway to give motorists more time to negotiate the intersection.

#### ***Area 5: Treat to the 'cutting' at the outer eastern entrance to Colac.***

The most recent design concept prepared by VicRoads shows the embankment treatment on the southern side of the Princes Highway being unchanged as part of the duplication project. VicRoads have indicated alterations to the grade of the embankment are not possible due to lack of road reserve width.

The Colac CBD & Entrances Project 2012 clearly sets out the need for improved outer entrances to the township of Colac, and in particular identifies the current embankments needing beautification. Information and detail contained within this report has been provided to VicRoads.

It is considered inappropriate to have the embankment on the southern side of the Princes Highway remain unchanged. As such it is recommended that Council not support the current treatment and design proposed by VicRoads and continue to advocate for improved treatments on the southern embankment.

#### ***Area 6: Intersection treatment at Marriner Street***

The current design proposal for the intersection treatment at Marriner Street allows for restricted right turn access (from Marriner Street). The restriction in the design and layout means right hand turn movements from Marriner Street is only available to vehicles 8m (or less) in length. When this design proposal was presented for the intersection of Marriner Street and Princes Highway, during the planning scheme amendment phase of the project, officers offered no objection due to alternative entry and exit to the industrial area. It was considered the alternative access to the industrial area satisfied the needs of the current business usage.

Since that time, a business proposal has been developed within the industrial area in the vicinity of Marrier Street, Colac East. While VicRoads have been advised of the development proposal, it is considered necessary and timely to re-evaluate the traffic movements to and from the industrial area to ensure the design and construction of the duplication of the Princes Highway does not restrict industrial development in this area.

It is recommended that Council advocate for a review of the intersection layout design at Marriner Street to ensure designs are adequate to cater for traffic generation to and from the industrial area.

### ***Stakeholder Communications***

It is important that Council continue to advocate for the community to ensure VicRoads keep them informed of the progress and potential impacts relating to the implementation of the project.

### **Financial and Other Resource Implications**

There are no financial costs to Council, however there will be officer resource commitments in advocating and liaising with VicRoads during the life of the Princes Highway duplication project.

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

There are no risk management or compliance issues to consider as part of this report.

### **Environmental and Climate Change Considerations**

There are no environmental or climate change considerations as part of this report.

### **Community Engagement**

Effective stakeholder communication and consultation is critical to the successful outcome of this project and should be led, coordinated and managed by VicRoads, with Council being involved as a key stakeholder in the project.

VicRoads have advised a community bulletin will be prepared and distributed detailing the outcomes from the recent community consultation session held in Colac.

### **Implementation**

Senior staff will liaise with VicRoads for the duration of the Princes Highway Duplication project to advocate for Council's position.

### **Conclusion**

It is considered appropriate and necessary for Council to advocate to VicRoads to enable the outcomes of the Princes Highway Duplication project to be in line with Council expectations with regard to future community needs and improvements to the aesthetic appearance of our city entrances.

### **Attachments**

Nil

**Recommendation(s)**

***That Council:***

- 1. Writes to Vic Roads to advise Council seeks an outcome that ensures provision is made for pedestrians and cyclists within the urban area of Colac, and traffic treatments including:***
  - Retention of the current provision of pedestrian crossing points within the CBD area***
  - Provision of a new pedestrian bridge on the north side of the Barongarook Creek road bridge***
  - The realignment of traffic lanes on the Barongarook Creek bridge to allow for a 3m wide shared pathway on the southern side of the bridge deck***
  - Retention of the current traffic lane configuration along Murray Street between Bruce Street and Barongarook Creek***
  - Review of road safety in the vicinity of the proposed traffic light controlled intersection of Princes Highway and Gallop/Baillie Street***
  - Provision of advanced warning signage along the Princes Highway associated within the installation of traffic lights***
  - Review of the intersection design at Marriner Street to ensure future industrial needs are considered.***
- 2. Writes to Vic Roads to advise that Council does not support the VicRoads design proposal associated with the southern embankment treatment at the outer eastern entrance and indicates Council's preparedness to continue to work with VicRoads to deliver improved designs to achieve a high quality roadside landscape.***
- 3. Continues to liaise with VicRoads for the duration of the Princes Highway Duplication project.***
- 4. Writes to Vic Roads outlining Council's expectation that Vic Roads ensures that effective stakeholder communications and consultation continues to be undertaken and to confirm VicRoads is the agency responsible for leading, coordinating and managing all stakeholder communications associated with the Princes Highway Duplication project.***

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**OM142611-8**

**BLUEWATER FITNESS CENTRE REDEVELOPMENT  
PROJECT - PROGRESS REPORT**

|             |                           |           |              |
|-------------|---------------------------|-----------|--------------|
| AUTHOR:     | Adam Lehmann              | ENDORSED: | Phil Corluka |
| DEPARTMENT: | Infrastructure & Services | FILE REF: | F13/7721     |

**Purpose**

The purpose of this report is to provide Council with an update on the progress of the delivery of the Blue Water Fitness Centre Redevelopment Project.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

The transformation of the Blue Water Fitness Centre is one of the most significant projects undertaken by Council. The Centre is a focus for sport and leisure within the Shire, and an enhanced facility will allow quality recreational activities to be delivered to the community for many years to come.

**Council Plan / Other Strategies / Policy**

**A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

*Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

**A Place to Live and Grow**

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

*Our Goal:*

Improve access to buildings, spaces, services and education to support and enable quality of life.

**A Healthy Community and Environment**

Actively connects and includes people of all ages and backgrounds and promotes a healthy and vibrant community life in a clean, safe and sustainable environment.

*Our Goal:*

Respect cultural differences, support a diverse range of healthy and creative activities, foster community safety and promote environmental sustainability.

### **Issues / Options**

This report is prepared to provide timely and accurate information specific to the delivery of the Blue Water Fitness Centre Redevelopment Project.

### **Proposal**

This report is for Council to note the progress of this project and provides details relating to performance and variance against schedule, budget, and quality parameters. The report also gives an indication of the key issues and risks which have the potential to affect project delivery outcomes.

### **Financial and Other Resource Implications**

The project budget is \$11.86M. The project is presently being managed within budget tolerances.

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

All aspects of the project are being managed through an established risk register. There are a number of key risks which have the potential to deviate the project from schedule, budget, and quality objectives. The major known issues relate to latent conditions associated with the condition of the existing building structure.

### **Environmental and Climate Change Considerations**

Environmental risks posed by construction activities on site are being managed in accordance with the Contractor's Environmental Management Plan.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method used is to inform including ongoing community and stakeholder engagement activities which will be implemented throughout the course of the project. Information about the project will be disseminated to the community through traditional and social media outlets.

### **Implementation**

This report is provided as information for the benefit of Council and the community and gives a status update on the delivery of the Blue Water Fitness Centre Redevelopment Project which is presently at construction stage.

### **Conclusion**

The intention of this report is to inform the community about the progress of the Blue Water Fitness Centre Redevelopment project. These ongoing reports focus on monitoring of budget and expenditure, progress of works and issues or variances which have the potential to impact on project delivery outcomes.

## Monthly Project Status Report - BWFC Redevelopment

|                            |                                                                                                                                                                                 |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>For Period</b>          | 1 October - 31 October 2014                                                                                                                                                     |
| <b>Prepared By</b>         | Graeme Collins and Adam Lehmann                                                                                                                                                 |
| <b>Date Prepared</b>       | 11-Nov-14                                                                                                                                                                       |
| <b>Project Description</b> | Redevelopment of aquatic and sports facility to incorporate warm water pool, additional basketball court and compliant run off areas and general facility upgrades and renewal. |

### Project Status

| Status Item            | Current Status | Prior Status | Reason for Deviation                                                                           |
|------------------------|----------------|--------------|------------------------------------------------------------------------------------------------|
| Overall Project Status | Caution        | Caution      |                                                                                                |
| Schedule               | Caution        | Caution      | Potential delays likely to affect forecast completion date                                     |
| Scope                  | Caution        | Caution      | Scope reduction on non essential items being investigated to reduce pressure on project budget |
| Budget                 | Caution        | Caution      | Project presently within budget tolerances                                                     |
| Project Risk           | Caution        | Caution      | Potential for further delays and associated costs                                              |

## Overall Summary/Comments

Precast concrete panels along the west elevation of the stadium have been erected and are presently temporarily braced until such time that structural steel has been secured and certified. Continued rough in of services and framing of internal partition walls.

### Budget Performance

### Building Contract Expenditure Summary

**Contract Sum**

\$10,955,860

*Contract Works Complete*

\$4,257,207

Approved Variations  
Completed

\$52,992

Total Approved Works Completed \$4,310,199

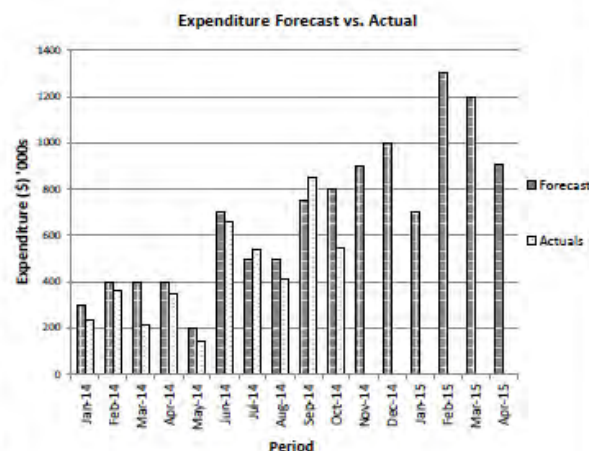
\$4,310,199

### Contract Contingencies

\$850,000

### Credits and Contract Contingencies Remaining

\$797,008



Project  
Expenditure  
Summary

**Total Project Budget**  
\$11,855,860

Total YTD  
Project  
Expenditure  
\$5,230,639

Percentage  
Budget Spent

44.1%

### Comments

Redesign of various project elements have impeded the progress of construction activity on site over the past month. This is expected to turnaround in the next period. The variation sum indicates the approved additional works completed to the end of October 2014.



| Schedule Performance                                                                                                                                                                                      |                              |                                                                                                 |                                         |             |                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------------|-------------|--------------------|
| Project Element                                                                                                                                                                                           | Relocation of Dry Programmes | Construction                                                                                    | Equipment Purchases for Redeveloped     | Landscaping | Project Management |
| Design (including Contract Administration)                                                                                                                                                                |                              |                                                                                                 |                                         |             |                    |
| Percentage Complete                                                                                                                                                                                       |                              |                                                                                                 |                                         |             |                    |
| 95.5%                                                                                                                                                                                                     | 100.0%                       | 39.3%                                                                                           | 0.0%                                    | 0.0%        | 72.2%              |
| Construction Correspondence                                                                                                                                                                               |                              |                                                                                                 |                                         |             |                    |
| No. of Requests For Information (RFI) to Date                                                                                                                                                             | 242                          |                                                                                                 | No. Variation Quotations (VQ) Submitted | 107         |                    |
| No. Unresolved RFIs                                                                                                                                                                                       | 45                           |                                                                                                 |                                         |             |                    |
| No. Site Instructions Issued (SI)                                                                                                                                                                         | 437                          |                                                                                                 | No. VQs Approved                        | 79          |                    |
| Accomplishments Since Last Report                                                                                                                                                                         |                              |                                                                                                 |                                         |             |                    |
| Erection of precast concrete panels to stadium<br>Materials on site for balance of site drainage works<br>Significant progress made on cladding of stadium roof<br>Framing of internal partition walls    |                              |                                                                                                 |                                         |             |                    |
| Upcoming / Next Steps                                                                                                                                                                                     |                              |                                                                                                 |                                         |             |                    |
| Stadium steel work completion<br>Completion of cladding to stadium roof<br>Continuation of construction of site stormwater drainage system<br>Continuation of erection of stadium precast concrete panels |                              |                                                                                                 |                                         |             |                    |
| Key Risks that May Affect the Project                                                                                                                                                                     |                              |                                                                                                 |                                         |             |                    |
|                                                                                                                                                                                                           |                              |                                                                                                 | Current Status                          |             |                    |
| RFI response times                                                                                                                                                                                        |                              |                                                                                                 | Caution                                 |             |                    |
| Latent conditions within existing building                                                                                                                                                                |                              |                                                                                                 | Controlled                              |             |                    |
| Possible delays due to seasonal change and extent of works exposed to weather                                                                                                                             |                              |                                                                                                 | Controlled                              |             |                    |
| Integrity of existing pool structure and associated services                                                                                                                                              |                              |                                                                                                 | Caution                                 |             |                    |
| Key Issues that Currently Affect the Project:                                                                                                                                                             |                              |                                                                                                 |                                         |             |                    |
|                                                                                                                                                                                                           |                              |                                                                                                 | Current Status                          |             |                    |
| RFI pending response and current timeframes for finalisation                                                                                                                                              |                              |                                                                                                 | Caution                                 |             |                    |
| Documented design for roof over dry programme area - Constructability issues                                                                                                                              |                              |                                                                                                 | Caution                                 |             |                    |
| Project schedule impacted by redesign and redocumentation delivery                                                                                                                                        |                              |                                                                                                 | Caution                                 |             |                    |
| Rectification of existing 25 metre pool                                                                                                                                                                   |                              |                                                                                                 | Caution                                 |             |                    |
| Key Upcoming Milestones                                                                                                                                                                                   |                              |                                                                                                 | Target Completion Date                  |             |                    |
| Completion of stadium frame construction                                                                                                                                                                  |                              |                                                                                                 | 14-Nov-14                               |             |                    |
| Continuation of roof cladding to stadium                                                                                                                                                                  |                              |                                                                                                 | 30-Nov-14                               |             |                    |
| Alterations to existing structural framing in main foyer area                                                                                                                                             |                              |                                                                                                 | 14-Nov-14                               |             |                    |
| Key                                                                                                                                                                                                       |                              |                                                                                                 |                                         |             |                    |
| Controlled                                                                                                                                                                                                |                              | - Project or issue is within established milestones, scope, budget and is on schedule           |                                         |             |                    |
| Caution                                                                                                                                                                                                   |                              | - Project has slightly deviated from the plan.                                                  |                                         |             |                    |
|                                                                                                                                                                                                           |                              | - Issue/risk has the potential to deviate project from defined time, cost, quality objectives.  |                                         |             |                    |
| Critical                                                                                                                                                                                                  |                              | - Project not tracking to established milestones, or has taken on tasks out of scope or budget. |                                         |             |                    |
|                                                                                                                                                                                                           |                              | - Issue or risk likely to significantly impact on schedule and project costs.                   |                                         |             |                    |



Site Photos



Precast panel erection



Painting of Stadium Trusses



Framing of Internal Partition Walls



Pipework to Splash Pad

**Attachments**

Nil

**Recommendation(s)**

***That Council notes the monthly status report for the Blue Water Fitness Centre Redevelopment Project covering the period to 1 October 2014 to 31 October 2014.***

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**OM142611-9**

**CONTRACT 1427 - BITUMINOUS SEALING WORKS**

|             |                           |           |              |
|-------------|---------------------------|-----------|--------------|
| AUTHOR:     | Roger Fox                 | ENDORSED: | Phil Corluka |
| DEPARTMENT: | Infrastructure & Services | FILE REF: | F14/8919     |

**Purpose**

Council approval is required to award Contract 1427 - Bituminous Sealing Works for which tenders have been received.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Tenders closed on 15 October 2014 for the bitumen spray sealing of approximately 250,000 square metres of local roads in Colac Otway Shire.

This contract is a lump sum with a rise and fall provision included for any increase (or decrease) in prices for bitumen products. Individual jobs are priced to determine an adjustment to rates if the work is reduced or varied.

Included in the tender price is supply and delivery of sealing aggregate to nominated stock sites which has previously been undertaken by Cosworks for contracts in previous years. This component has been included in this year's tender as it enables Cosworks' resources to be deployed to other programmed road works.

Tenders were received from the following contractors (in alphabetical order):

**Boral Resources (Vic) Pty Ltd**

**Boral Resources (Vic) Pty Ltd**

**Fulton Hogan Industries Pty Ltd**

**Inroads Pty Ltd**

**Inroads Pty Ltd**

**Roads Corporation (Sprayline)**

Tenders were evaluated and a recommendation made in accordance with Council's *Procurement Policy and Tenders/Quotations and Purchasing Procedure*.

All tenders were evaluated and scored using the following selection criteria:

| <b><u>Criteria</u></b>  | <b><u>Weighting</u></b> |
|---|-------------------------|
| Tendered price  | 50                      |
| Relevant expertise and track record   | 25                      |
| The resources available to the Tenderer to perform the Contract   | 15                      |
| The quality of the proposed organisation and management structure which the Tenderer proposes will perform the Contract | 5                       |
| local content   | 5                       |

The Tender Evaluation Panel consisted of the following members:

- Contracts Coordinator
- Manager Sustainable Assets
- Manager Cosworks

Tenderers must also satisfy Colac Otway Shire Council that they meet requirements for:

- Occupational health & safety
- Financial viability
- Time requirements of the Contract
- Value for money

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

#### **Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

#### *Our Goal:*

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

#### **A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### *Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

Tenders were evaluated in accordance with Council's *Procurement Policy* and *Tenders/Quotations and Purchasing Procedure*.

This is a project contained within the Council 2014/15 Capital Works Program and is in accordance with Council's long term plans for road asset renewal.

#### **Issues / Options**

Tenders submitted ranged in price from \$1,150,053.11 to \$1,342,213.00 (excluding GST).

It is considered necessary to award the contract and proceed with the reseal works in a timely manner to ensure the annual spray sealing program is undertaken to ensure efficient and effective maintenance of the road network in keeping with Council's commitment to maintenance and renewal of its road infrastructure.

If there is a shortfall in the allocated budget and Council has the option to reduce the works by not sealing lower priority roads until the following year. This can be achieved without any significant detrimental consequence.

### **Proposal**

It is proposed to accept a tender and engage the contractor to complete the annual reseal program and the final seals program for this year. Works to be undertaken may be reduced where required to meet the available budget.

The Tender Evaluation Panel selected Inroads Pty Ltd as the preferred tenderer as their submission was best value and scored highest on the selection criteria.

### **Financial and Other Resource Implications**

The allocated budget for works in 2014/15 is \$1,000,000 of which \$100,000 is externally funded from the *Country roads and Bridges Program*.

The preferred tender of Inroads Pty Ltd at \$1,150,053 (excluding GST) has a shortfall in funds of approximately \$150,000. To keep the cost within the budget, lower priority jobs from the sealing program may be deferred to next year's program. Council can delete (or add) jobs to the contract with amended pricing based on the individual schedule of job prices submitted.

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

The preferred tenderer, Inroads, has a good track record of management of risks and completion of contracts to specification and on time. Council should be confident that contracting with Inroads will manage exposure to occupational health and safety issues and any non-compliance issues with the contract.

Inroads have provided details to confirm they have in place an effective, suitable occupational health and safety system. Inroads are a quality assured company and are registered under VicRoads' pre-qualification scheme.

Prior to works commencing an independent audit of the Contractor's OH&S system is required under the contract.

### **Environmental and Climate Change Considerations**

Contractors are required under the contract to provide suitable approved environmental plans by the contract supervisor and to actively prevent adverse occurrences such as damage to vegetation or environmental damaging spillages.

Included in the program this year are a number of high and very high conservation value roadsides which will require specific consideration in managing risk.

Inroads Pty Ltd have confirmed they are prepared to undertake the necessary measures of putting into place adequate procedures for protection of roadside vegetation including a joint inspection with Council officers for those sites of conservation significance.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be to inform. The tender was advertised in the Colac Herald on 12 September and the Geelong Advertiser on 13 September 2014. The tender was also advertised on the Colac Otway Shire website and via Tenderlink.

Prior to the commencement of sealing works, a public notice is to be placed in the local newspaper(s) to advise of the occurrence of sealing works which may impact on anyone. Also immediately prior to undertaking works (usually a few days) the successful contractor is required to notify affected residents with a letterbox drop.

### **Implementation**

Upon Council's approval, the Contract will be awarded and works will be programmed to commence. If successful, Inroads Pty Ltd proposes to commence works upon notification of award of the contract and to complete all works well before 31 March 2015 as specified in the tender documents.

### **Conclusion**

A recommendation is made to award the contract to Inroads Pty Ltd to complete the sealing program for 2014/2015 and subject to lower priority works being deleted from the program to ensure costs are maintained within budget.

### **Attachments**

Nil

### **Recommendation(s)**

#### ***That Council:***

- 1. Accepts the lump sum tender of Inroads Pty Ltd of \$1,150,053.11 (excluding GST) and that lower priority sealing jobs will be deleted from the contract to ensure works are within the available budget of \$1,000,000.***
- 2. Delegates to the Chief Executive Officer authority to sign and place under Council seal the contract documents following award of Contract 1427.***

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**SUSTAINABLE PLANNING AND DEVELOPMENT**

ITEM	
<b><u>OM142611-10</u></b>	<b><u>PLANNING SCHEME AMENDMENT C74 (APOLLO BAY SETTLEMENT BOUNDARY AND URBAN DESIGN REVIEW) - CONSIDERATION OF PANEL REPORT</u></b>
<b><u>OM142611-11</u></b>	<b><u>DRAFT FORREST MOUNTAIN BIKE TRAILS STRATEGIC PLAN</u></b>





**OM142611-10 PLANNING SCHEME AMENDMENT C74 (APOLLO BAY  
SETTLEMENT BOUNDARY AND URBAN DESIGN REVIEW)  
- CONSIDERATION OF PANEL REPORT**

AUTHOR:	Don Lewis	ENDORSED:	Doug McNeill
DEPARTMENT:	Sustainable Planning & Development	FILE REF:	F11/3291

**Purpose**

To consider the Panel report received for Planning Scheme Amendment C74 which implements the recommendations of the *Apollo Bay Settlement Boundary and Urban Design Review 2012*.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Planning Scheme Amendment C74 proposes to:

- Amend Clause 21.03-3 (Apollo Bay and Marengo) to update the Apollo Bay, Marengo and Skenes Creek Framework Plan by confirming the settlement boundary location for Apollo Bay and adding references to new urban design initiatives;
- Amend Clause 21.07 to add the *Apollo Bay Settlement Boundary and Urban Design Review 2012* as a reference document;
- For land at 6230, 6240, 6250 and 6280 Great Ocean Road, Apollo Bay (land between Mariners Vue and Wild Dog Creek):
  - Rezone land to Schedule 1 of the Neighbourhood Residential Zone; and
  - Apply Schedule 5 to the Development Plan Overlay (DPO5) to guide the orderly development of the land;
- Amend Schedule 4 of the Development Plan Overlay - Mariners Vue Development Area (DPO4) to reflect best practice drafting of the schedule, require an internal road connection to land to the north and consideration of potential future residential development at 311 Great Ocean Road (Pisces Caravan Park);
- For part of land at 6230, 6240, 6250 and 6280 Great Ocean Road and Lots 1 and 2 LP137842 Marriners Lookout Road, Apollo Bay apply Schedule 10 of the Design and Development Overlay control;
- Delete Schedule 5 to the Significant Landscape Overlay (Apollo Bay Landscape Precinct) from 6240 and 6250 Great Ocean Road and land below the 40 metre contour at 6230 and 6280 Great Ocean Road;
- Delete Schedule 1 to the Erosion Management Overlay (land susceptible to landslip and erosion) from land below the 40 metre contour at 6230 and 6280 Great Ocean Road;
- Amend Schedule 5 of the Design and Development Overlay (Apollo Bay Town Centre) to update urban design requirements; and

- Rezone 3.9 hectares of land at the northern part of the Apollo Bay industrial estate (86 and 94 Montrose Avenue Apollo Bay) to the Industrial 3 Zone and align the zone to property/title boundaries.

A short summary of the background to the amendment is provided below:

- A previous planning scheme amendment (Amendment C29) proposed the rezoning of land at the Barham River for a golf course/residential development (known as the 'Great Ocean Green' development) to provide opportunity for significant residential growth of Apollo Bay. However, despite receiving support from an independent panel this amendment did not receive support from the State Planning Minister.
- The 2007 Apollo Bay Structure Plan had been prepared based on the Great Ocean Green proposal, and with abandonment of that amendment, there was uncertainty of where future growth of Apollo Bay would occur.
- In response to the State Government's decision on Amendment C29, a review of other growth options for Apollo Bay was funded by the State Government.
- The settlement boundary review considered four investigation areas at the edge of Apollo Bay and ruled out three of them, including land adjacent to the Barham River and to the west of Apollo Bay, based on environmental and landscape factors. The review confirmed the potential for a site directly north of Pisces Caravan Park and the Mariners Vue site (Investigation Area 1) for residential development. Figure 1 identifies the location of the four residential, and one commercial, investigation areas.
- The draft *Apollo Bay Settlement Boundary and Urban Design Review* report supported this rezoning and it received broad support in the community. The report also proposed some measures to improve the pedestrian linkages through the commercial strip of Apollo Bay, and between the commercial area and surrounding residential areas.
- Council resolved to adopt the *Apollo Bay Settlement Boundary and Urban Design Review 2012* on 27 June 2012. Amendment C74 seeks to implement the outcomes of that strategic review.
- Council later resolved at its meeting in June 2013 to include in Amendment C74 the rezoning of land to the north of Mariners Vue and to update the current Development Plan Overlay (DPO) schedule for Mariners Vue to reflect best practice, rather than just adjusting the settlement boundary in the planning scheme.

The amendment was exhibited for six weeks between 10 April 2014 and 23 May 2014. As a result of public exhibition nine (9) submissions were received as follows:

- |                |                                                       |
|----------------|-------------------------------------------------------|
| • Submission 1 | Barwon Water – no objection                           |
| • Submission 2 | Objection                                             |
| • Submission 3 | Environment Protection Authority (EPA) – no objection |
| • Submission 4 | Objection                                             |
| • Submission 5 | Objection                                             |
| • Submission 6 | Objection                                             |
| • Submission 7 | Objection                                             |
| • Submission 8 | Corangamite CMA - no objection                        |
| • Submission 9 | CFA – no objection                                    |

**Figure 1 Investigation Areas**



Council resolved in June 2014 to refer all submissions to an independent Panel for consideration.

A Panel appointed by Planning Panels Victoria sat for two days (Melbourne and Apollo Bay), on 28 and 29 August 2014, to consider the submissions.

The Panel Report was received by Council and dated 1 October 2014. Council is required to consider the recommendations of the Panel within 40 business days of receiving it. Submitters were provided a copy of the Panel report on 20 October 2014.

## Council Plan / Other Strategies / Policy

### A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### *Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

### A Place to Live and Grow

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

#### *Our Goal:*

Improve access to buildings, spaces, services and education to support and enable quality of life.

## Issues / Options

### Recommendations of the Panel

Most of the Panel recommendations relate to land in Investigation Area 1 (owned by Australian Tourism Investments No.5 – **the ATI land**) and in particular the areas identified as medium and high landslip risk or at risk for coastal inundation. Figure 2 identifies the landslip risk areas and Figure 3 identifies the projected coastal inundation area for the ATI land. In addition, the Panel recommended that the same proposed minimum lot sizes, and permit triggers for dwellings, be applied to the ATI land and the adjoining Mariners Vue land. Figure 4 identifies the land in question.

**Figure 2**



**Figure 3**



In summary the Panel concluded that:

- The proposed minor changes to urban design objectives for the shopping centre of Apollo Bay, as expressed in the Design and Development Overlay – Schedule 5 were not contested and are supported.
- The rezoning of the undeveloped portion of the industrial estate to Industrial 3 Zone was not contested and is supported due to its proximity to residential areas.



- The Development Plan Overlay Schedule 5 (DPO5) is supported for Investigation Area 1 but should be applied to all of the site including land above the 40 metre contour.
- Areas at low risk from landslip are supported to be rezoned for residential purposes and this would not result in an oversupply of residential land in Apollo Bay to cater for long term growth.

**Figure 4 – C74 land and adjoining Mariners Vue land**



The table in the first attachment to this report reviews in detail the Panel recommendations which require changes to the exhibited amendment.

### Options

Council is required to consider the recommendations of the Panel. Council has the option of adopting the recommendations of the Panel in full, in part or not at all. This report recommends the adoption of the recommendations in full. If Council resolves to adopt the amendment, it is required to inform the Minister for Planning on what basis this decision has been made.

### **Proposal**

It is recommended that Council resolves to adopt all recommendations from the Panel report.

### **Financial and Other Resource Implications**

The cost for the preparation of the amendment was met by the Department of Transport Planning and Local Infrastructure (DTPLI). The costs associated with the panel are being met by the proponent.

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

The risk in Council not proceeding with the planning scheme amendment is that it will not resolve the uncertainty over how large Apollo Bay should grow and the introduction of a firm settlement boundary.

### **Environmental and Climate Change Considerations**

All environmental risks associated with the rezoning of land for residential purposes at the northern end of Apollo Bay have been considered by the Panel. The Panel ultimately resolved to reduce the area to be rezoned due to landslip and coastal inundation issues. This report recommends these changes be supported.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected was to inform and consult. The community has had many opportunities to provide input into the settlement strategy for Apollo Bay. The development of the strategy in 2011/12, the exhibition of the amendment and the Panel process has provided opportunities for community and landowner input.

### **Implementation**

If Council resolves to adopt Amendment C74 the final amendment documents will be forwarded to the Minister for Planning for approval.

### **Conclusion**

Amendment C74 has been reviewed by an independent Planning Panel which has recommended the amendment be adopted with changes. It is considered the proposed changes to the exhibited amendment should be supported.

### **Attachments**

1. Review of Panel Recommendations
2. Proposed Amendments to Planning Scheme provisions
3. Colac Otway C74 Panel Report

**Recommendation(s)**

***That Council:***

- 1. Adopts Amendment C74 with the following changes (as recommended by the Panel) pursuant to Section 29 of the Planning and Environment Act 1987:***
  - a. Amend maps forming part of the Amendment to:***
    - Delete the NRZ and DDO10 from areas of land identified as medium risk or high risk in Figure 3 – Extract from Lyons Evidence Statement: Appendix E.***
    - Delete the “D-EMO” and “D-SLO5” from areas of land identified as medium risk or high risk in Figure 3 – Extract from Lyons Evidence Statement: Appendix E and the area of projected coastal inundation, as identified in Figure 6 – Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Assessment Report, Appendix D.***
    - Delete the NRZ and DDO10 from areas of projected coastal inundation, as identified in Figure 6 – Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Assessment Report, Appendix D.***
    - Apply DPO5 to all of the ATI land, including that above the 40 metre AHD contour and the area subject to coastal inundation.***
  - b. Amend the DPO5 schedule to include changes to the proposed landslip provisions as detailed in Appendix B.***
  - c. Amend the DPO5 schedule to provide that the proposed minimum lot size requirement for a Development Plan is the same as it is for the Mariners Vue land, being a minimum average lot size of 600sqm with an absolute minimum lot size of 450sqm, as detailed in Appendix B.***
  - d. Amend the DDO10 schedule to remove the mandatory minimum lot size requirements, but require an additional permit trigger for a dwelling on a lot less than 600sqm, as detailed in Appendix B.***
- 2. Submits the adopted amendment, together with prescribed information, to the Minister for Planning for approval pursuant to Section 31 of the Planning and Environment Act 1987.***
- 3. Advises the Minister for Planning that Council accepts each of the Panel’s recommendations.***
- 4. Authorises the Chief Executive Officer (or delegate) to finalise the amendment documentation for Ministerial approval.***
- 5. Writes to all submitters, informing them of Council’s decision and to thank them for their interest in this matter.***

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**OM142611-11                      DRAFT FORREST MOUNTAIN BIKE TRAILS STRATEGIC PLAN**

|             |                                    |           |              |
|-------------|------------------------------------|-----------|--------------|
| AUTHOR:     | Michael Swanson                    | ENDORSED: | Doug McNeill |
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291     |

**Purpose**

The purpose of this report is to present the draft Forrest Mountain Bike Trails Strategic Plan for endorsement by Council in order to commence public exhibition in accordance with Council's Community Engagement Policy 2010.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

The township of Forrest has been undergoing economic and social transformation over the past five to ten years resulting from a reduction in logging and agricultural activities and the increasing focus on tourism and the Great Otway National Park.

Factors in Forrest's favour however are the designation of the Forrest to Apollo Bay Road as a priority north-south link providing access between the Great Ocean Road and the Princes Highway and the influence of 'tree change' lifestyle newcomers to the area. An increasing focus on tourism accommodation, product and experience was identified in the 2003 State Government 'A New Future for the Otways Tourism Initiative' which proposed to further stimulate local economies within the Otway Ranges through the development of tourism. This was to offset the losses in employment and local economic activity resulting from the cessation of commercial hardwood harvesting. The Forrest mountain bike trails (MBT) are the product of this strategy.

Formal trail development commenced in 2004, and the network was opened in 2007. The project was led by the then Department of Sustainability and Environment (now the Department of Environment & Primary Industry (DEPI)), with input from Parks Victoria and Colac Otway Shire. DEPI has responsibility for maintenance, signage, and risk management. The Department convenes the Forrest Mountain Bike Trails Committee, which is a stakeholder committee convened to coordinate operational matters including maintenance, erosion control, alignment and possible new trails.

It is estimated that more than 22,000 riders per annum use the approximately 66km network of 16 trails. There are two trail heads with car parks, signs, toilets and shelter. The trails also link to the Tiger Rail Trail Stage 1, a shared access trail that may eventually link Forrest to the township of Birregurra over a distance of 42kms. The Forrest MBT are home to a number of major cycling events that attract a large number of competitors and their families to the township of Forrest.

The State Government through DEPI agreed to support a Council led strategic plan to establish a vision for the future development of the Forrest Mountain Bike Trails. Funding was secured through Regional Development Victoria and DEPI enabling the development of

the strategic plan. Council engaged consultant Thompson Berrill Landscape Design on 15 July 2013 to undertake the development of the plan.

The objectives of the project were to determine the value of the current infrastructure to key user groups as well as the broader community, identify issues and opportunities associated with the current trails and supporting infrastructure, future of trails development, increase in tourism development and visitation, and the development of an implementation plan with priority areas for action.

An extensive community consultation process was undertaken throughout the development of the strategic plan to gain input from local residents, local groups and committees, government agencies such as DEPI and Barwon Water and other key stakeholders. A number of consultation processes were used in the development of the plan including agency and stakeholder workshops, community drop in sessions, a local resident's newsletter, an online survey and a specialist mountain bike trails workshop. Overseeing the development of the strategic plan was a Project Steering Group that included Council staff, a Councillor representative (Cr Michael Delahunty), agency members, local Forrest community representatives and residents. The engagement throughout the consultation process was a fundamental step in developing the Issues and Opportunities Paper and ensuring continued feedback during the development of the strategic plan.

A Strategic Recommendations and Implementation Plan has been developed with a number of key recommendations identified such as:

- The formation of an Advisory Group with key agency representation to focus on implementing the plan and providing direction for ongoing maintenance, management and funding options for the trails network.
- Establish new mountain bike trails in close proximity to the township of Forrest to ensure continued economic and tourism sustainability for the town.
- Establish a new skills development park at the Forrest Trail Head.
- Upgrade, undertake realignment and reclassification of existing trails to enhance the rider's experience.
- Upgrade trail signage, including directional, wayfinding and interpretation, across the Forrest and Yaugher trails network.
- Undertake detailed design for a tunnel underpass of Birregurra – Forrest Road to ensure safe crossing when riding to the Yaugher trails network.
- Undertake landscape improvements at the Forrest Trail Head and improve the overall trail entry including key visitor information, signage and a wash down facility.
- Retain and protect existing areas of remnant bushland and undertake revegetation works in targeted areas.

The draft strategic plan provides an overview of the importance of enhancing the township of Forrest and mountain bike trails to ensure future sustainability, and documents the ways in which Council and key agencies can lead the future development of Forrest. The strategic plan also includes a Benchmarking Analysis Report and Detailed Site Analysis Summary which detail the research and consultation outputs.

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

### **A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

*Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

Strategy 5 under this pillar is to: *'Grow tourism to support the local economy'*.

**Issues / Options**

A number of key actions have been identified throughout the draft strategic plan with Council nominated as a key agency in ensuring the delivery of its objectives (but not necessarily for funding of these actions). Due to the Forrest mountain bike trails being located on DEPI and Barwon Water land, Council will need to work with State agencies in the implementation of future infrastructure and trails development. A number of the actions that are identified throughout the plan will be reliant on Council advocating for funding from State and Federal Government departments.

A key action of the draft strategic plan is to implement an Advisory Group to focus on the key actions that have been identified throughout the plan. The Project Steering Group agreed that the Advisory Group would be led by Council with key agencies and stakeholders to be members of the group, due to Council's ability to advocate and seek funding for elements of the strategic plan that are a priority to Council.

Council, through the implementation of the Advisory Group, would have the ability to work with key agencies and community to ensure that the priority actions are discussed and progressed.

It is anticipated that some residents may not agree with the actions and outcomes of the draft strategic plan. However the plan has been developed with a comprehensive consultation process to ensure that it captured all issues and opportunities to inform the key recommendations to be delivered.

A key outcome of the draft strategic plan is to ensure that it secures and guides an economically sustainable future for the Forrest mountain bike trails and the township of Forrest through nature based tourism. The draft plan aims to build on the current economic and tourism impetus the mountain bike trails have on the town of Forrest and ensure that the trails remain highly competitive in the mountain biking industry.

Council has the options of:

Option 1 - Place the draft Forrest Mountain Bike Trails Strategic Plan on exhibition.

Due to the high level of engagement from the community and key stakeholders throughout the development of the draft strategic plan, this would be the preferred option.

Option 2 – Complete further work on the draft Strategic Plan before placing it on exhibition.

It is not anticipated that further work needs to be completed on the draft strategic plan at this stage, given the input and feedback the draft plan has received to date.

Option 3 – Do not proceed with the project.

There is an expectation from the Project Steering Group and the community that they will be given the opportunity to make further comment on the draft strategic plan. If the plan is delayed or not released for public comment then this may put Council in jeopardy of not meeting its commitments to the funding agreement with Regional Development Victoria.

Considering the significant work that has been undertaken in preparing the draft strategic plan, (including several site visits, community meetings, key stakeholder meetings and surveys), it is recommended that Council supports the public exhibition of the draft strategic

plan. A further report would be provided to Council following the public consultation period that responds to any submissions received and makes further recommendations on the adoption of the final plan.

### **Proposal**

It is proposed that Council endorse the draft Forrest Mountain Bike Trails Strategic Plan for public exhibition.

### **Financial and Other Resource Implications**

Council was successful in securing funding of \$30,000 from Regional Development Victoria and \$20,000 from the Department of Environment & Primary Industry. This was contingent on Council providing a contribution of \$25,000 towards the project, amounting to a total of \$75,000 for the project. Council's contribution was carried forward to 2014/15 to allow for the completion of the project.

Many actions in the draft plan will require allocation of funding, mostly from State and Federal Government grants.

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

There is a risk if Council chooses not to proceed with the project that it would not meet the conditions of external grants, and could experience reputational damage with stakeholders.

### **Environmental and Climate Change Considerations**

Environmental considerations are identified in relation to the inclusion of new trails, the modification of existing trails within the trails network and the natural landscape within the township of Forrest. Any changes to the trails network would be subject to a formal process coordinated by DEPI which would ensure that all environmental aspects are considered.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be consult and includes significant communication from Council to the community released via local media and direct correspondence informing the community of the availability of the draft strategic plan for public comment. Copies of the document would be available on Council's website and for viewing in the Colac and Apollo Bay Customer Service Centres, the Colac Community Library and Learning Centre and local businesses within the township of Forrest.

The exhibition period will be for a minimum of six weeks although given the Christmas/New Year period, submissions would be accepted over an extended period, up until 22 January 2015.

### **Implementation**

Implementation of the recommendations within the draft strategic plan will only commence following Council's adoption of the final Forrest Mountain Bike Trails Strategic Plan. Most actions will require allocation of funding, primarily from external sources. Should Council adopt the strategic plan, the next stage of this project will involve the development of the Advisory Group as recommended.

### **Conclusion**

The Forrest mountain bike trails are a key driver for tourism and economic growth in the town of Forrest. The development of the draft strategic plan aims to build on the current benefits of the mountain bike trails and enhance the visitor experience. The draft plan looks

at key infrastructure upgrades, maintenance and future development of the mountain bike trails.

The draft strategic plan was developed on a comprehensive and thorough community engagement strategy with key agencies and stakeholders during the process, and is now ready to be placed on public exhibition to allow for further feedback before a final endorsement of the plan by Council.

**Attachments**

1. Draft Forrest Mountain Bike Trails Strategic Plan

**Recommendation(s)**

***That Council:***

- 1. Endorses the draft Forrest Mountain Bike Trails Strategic Plan for public exhibition.***
- 2. Extends the exhibition period beyond the minimum six week period, until 22 January 2015 in recognition of the Christmas/New Year period.***

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**GENERAL BUSINESS**

| ITEM                      |                                                                                          |
|---------------------------|------------------------------------------------------------------------------------------|
| <b><u>OM142611-12</u></b> | <b><u>ASSEMBLY OF COUNCILLORS</u></b>                                                    |
| <b><u>OM142611-13</u></b> | <b><u>MINUTES OF THE OLD BEECHY RAIL TRAIL COMMITTEE</u></b>                             |
| <b><u>OM142611-14</u></b> | <b><u>MINUTES OF COLAC COMMUNITY LIBRARY AND LEARNING<br/>CENTRE JOINT COMMITTEE</u></b> |





**OM142611-12 ASSEMBLY OF COUNCILLORS**

|             |               |           |               |
|-------------|---------------|-----------|---------------|
| AUTHOR:     | Rhonda Deigan | ENDORSED: | Sue Wilkinson |
| DEPARTMENT: | Executive     | FILE REF: | F14/6031      |

**Introduction**

The *Local Government Act 1989* (the Act) requires that records of meetings, which constitute an Assembly of Councillors, be tabled at the next practicable meeting of Council and incorporated in the minutes of the Council meeting.

**Definition**

An “assembly of Councillors” is a defined term under section 3(1) of the *Local Government Act 1989*.

It is a meeting at which matters are considered that are intended or likely to be the subject of a Council decision or the exercise of a delegated authority and which is either of the following:

- A meeting of an advisory committee where at least one Councillor is present or
- A planned or scheduled meeting that includes at least half the Councillors and at least one Council officer.

If a meeting fits either of these types, the procedures applying to an assembly of Councillors must be complied with, irrespective of any name or description given to the committee or meeting.

**Advisory Committees**

Section 3(1) of the Act defines an advisory committee to be any committee established by the Council, other than a special committee, that provides advice to:

- *the Council or*
- *a special committee or*
- *a member of Council staff who has been delegated a power, duty or function of the Council under section 98.*

**Councillor briefings**

One type of meeting that is clearly an assembly of Councillors is the type of regular meeting, commonly referred to as a “Councillor Briefing” or similar name where Councillors and staff meet to discuss issues that are likely to come before Council for decision.

As part of decision making processes at Colac Otway, it is essential that Councillors are briefed on a range of issues which come before Council for consideration. As a means of providing this information, Assembly of Councillor briefings are conducted.

Assemblies are also attended by Council Officers, and sometimes other specific advisors, to provide Councillors with a detailed knowledge and understanding of issues under consideration to a level of detail that would inhibit timely decision-making, that would not be possible in an open council meeting or where decision-making related debate is governed by strict meeting procedures.

While these meetings have no authority to make Council decisions, they are generally assemblies of Councillors and subject to conflict of interest disclosures.

### **What records are to be kept**

Section 80A of the Act requires that a record must be kept of an Assembly of Councillors which lists:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- conflict of interest disclosures made by a Councillor (if any are made); and
- whether a Councillor who has disclosed a conflict of interest leaves the assembly.

It is a requirement that the record of an assembly is to be reported to the next practicable ordinary meeting of Council and be incorporated in the minutes of that Council meeting.

### **Assemblies of Councillors**

The following Assemblies of Councillors have been held:

- |                                              |                  |
|----------------------------------------------|------------------|
| • Friends of Colac Botanic Gardens (revised) | 9 October 2014   |
| • Councillor Workshop                        | 15 October 2014  |
| • Councillor Briefing Session                | 22 October 2014  |
| • Councillor Workshop                        | 29 October 2014  |
| • Councillor Workshop                        | 5 November 2014  |
| • Councillor Workshop                        | 12 November 2014 |

### **Attachments**

1. Friends of Colac Botanic Gardens - 9 October 2014
2. Councillor Workshop - 15 October 2014
3. Councillor Briefing Session - 22 October 2014
4. Councillor workshop - 29 October 2014
5. Councillor workshop - 5 November 2014
6. Councillor Workshop - 12 November 2014

### **Recommendation(s)**

***That Council notes the Assembly of Councillors reports for:***

- |                                                            |                                |
|------------------------------------------------------------|--------------------------------|
| • <b><i>Friends of Colac Botanic Gardens (revised)</i></b> | <b><i>9 October 2014</i></b>   |
| • <b><i>Councillor Workshop</i></b>                        | <b><i>15 October 2014</i></b>  |
| • <b><i>Councillor Briefing Session</i></b>                | <b><i>22 October 2014</i></b>  |
| • <b><i>Councillor Workshop</i></b>                        | <b><i>29 October 2014</i></b>  |
| • <b><i>Councillor Workshop</i></b>                        | <b><i>5 November 2014</i></b>  |
| • <b><i>Councillor Workshop</i></b>                        | <b><i>12 November 2014</i></b> |

~~~~~\~~~~~

**OM142611-13**

**MINUTES OF THE OLD BEECHY RAIL TRAIL COMMITTEE**

|             |                                |           |              |
|-------------|--------------------------------|-----------|--------------|
| AUTHOR:     | Jodie Fincham                  | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F11/3291     |

It has been previously agreed to by Council that the minutes of the Old Beechy Rail Trail Committee should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.

Attached are the Minutes from the meeting held 4 August 2014.

Meetings are held every two months, commencing in February of each year.

**Attachments**

1. Meeting Minutes - Old Beechy Rail Trail - 4 August 2014.docx

**Recommendation(s)**

***That Council notes the Minutes of the Old Beechy Rail Trail Committee for 4 August 2014.***

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**OM142611-14 MINUTES OF COLAC COMMUNITY LIBRARY AND  
LEARNING CENTRE JOINT COMMITTEE**

|             |                                   |           |               |
|-------------|-----------------------------------|-----------|---------------|
| AUTHOR:     | Colin Hayman                      | ENDORSED: | Sue Wilkinson |
| DEPARTMENT: | Corporate &<br>Community Services | FILE REF: | 11/96218      |

**Colac Community Library and Learning Centre (CCLLC) Joint Committee**

It has been previously agreed to by Council that the minutes of the Joint Committee should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.

The minutes of the 6 August 2014 meeting of the Joint Committee are attached.

**Attachments**

1. CCLLC - Minutes - 6 August 2014

**Recommendation(s)**

***That Council notes the minutes of the Colac Community Library and Learning Centre (CCLLC) Joint Committee for 6 August 2014.***

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**NOTICES OF MOTION**

| ITEM                      |  |
|---------------------------|--|
| <b><u>OM142611-15</u></b> | <b><u>RENEWABLE ENERGY TARGET</u></b>  |
| <b><u>OM142611-16</u></b> | <b><u>HARRINGTON MEMORIAL PARK</u></b> |





**OM142611-15      RENEWABLE ENERGY TARGET (CR BRIAN CROOK)**

TAKE NOTICE that it is my intention to move at the Ordinary Council Meeting of the Colac Otway Shire to be held on 26 November 2014:

***That Council resolves that the Chief Executive Officer writes to the Prime Minister, The Honourable Tony Abbott MP and the Minister for Environment, The Honourable Greg Hunt MP, with copies to the local Member for Corangamite, Sarah Henderson MP, Labour and Green Party counterparts and cross benches, requesting that the Renewable Energy Target (RET) be retained in its current form, given the significant implications and uncertainty for our local economy and for Council in achieving its 2020 Carbon Neutral Target.***

**Background:**

1. The RET creates incentives for renewable energy projects including rooftop solar and utility scale renewable projects by requiring renewable energy certificates (RECs) to be purchased by electricity retailers. RECs are created from volumes of generated renewable energy. This decreases our reliance on a finite, polluting resource in coal and assists in the transition to a cleaner source of energy.
2. The Federal Government's Warburton Review into the RET recommended to either significantly scale back the target for utility scale projects and rooftop solar systems or discontinue the scheme for new projects. This comes at a time Germany has almost reached its target of 35% renewable energy by 2020, the USA 20% by 2020 and Denmark aim to be fully independent of fossil fuels by 2050. It's in our short and long term interests to lock in our commitment to a 20% RET by 2020. It's also our responsibility.
3. If adopted, the Warburton recommendations will have a direct impact on the ability of Colac Otway Shire to reach its carbon neutral target by 2020. It will also have a detrimental effect on local solar businesses and their suppliers. It will put at risk the biggest infrastructure project ever undertaken in this shire. The Acciona wind farm at Mt Gellibrand, a \$400m infrastructure project, that would produce enough electricity to service 80,000 homes, over 100 jobs in construction and 30 ongoing jobs. Companies will not invest unless there is a security and surety. The Warburton Review is creating an uncertain future for our fledgling renewable energy section, compromising positive economic and environmental outcomes consistent with a cleaner, greener place to live.
4. These recommendations are at odds with our responsibilities to future generations in terms of the health of the planet via a clean renewable energy future with new industries and new opportunity.

**Recommendation**

***That Council consider the contents of this Notice of Motion.***

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**OM142611-16      HARRINGTON MEMORIAL PARK (CR MICHAEL DELAHUNTY)**

TAKE NOTICE that it is my intention to move at the Ordinary Council Meeting of the Colac Otway Shire to be held on 26 November 2014:

***That Council***

- 1. Requests that the CEO investigates and provides an officer report to open Council by February 2015 which details the differences between the works that have occurred at Harrington Park in 2012 to 2014 compared to the previously approved plans that were outlined to the community in December 2012.***
- 2. Defers the establishment of the Section 86 Harrington Memorial Park Committee of Management until satisfactory resolution of the works program associated with the Multi Use Recreation Facility and consideration of a report to be provided to Council by March 2015 on the future management options of Harrington Memorial Park.***

**Recommendation**

***That Council consider the contents of this Notice of Motion.***

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**REPORTS FROM DELEGATES TO OTHER BODIES**

| ITEM                      |   |
|---------------------------|---|
| <b><u>OM142611-17</u></b> | <b><u>MUNICIPAL ASSOCIATION OF VICTORIA - STATE COUNCIL MEETING</u></b> |



**OM142611-17      MUNICIPAL ASSOCIATION OF VICTORIA - STATE  
COUNCIL MEETING**

**REPORT FROM DELEGATE-**

**Municipal Association of Victoria (MAV) State Conference on 23/10/14 & State Council meeting on 24/10/14**

On 23 October 14 and 24 October 2014 I, Cr Stephen Hart, attended the MAV State Conference and MAV State Council in Melbourne as Colac Otway Shire's delegate. Council's Chief Executive Officer, Sue Wilkinson, also attended. All Councillors are sent a copy of the agenda, including the resolutions, prior to the State Council meeting so that Councillors may raise any concerns about the resolutions. The documents were circulated to all Councillors, by email, on 10 October 2014.

At the State Conference held on 23 October 2014 there were various speakers, including the Premier and Shadow Local Government Minister. The Premier committed to continuing the roads & bridges funding of \$1 million per annum, if re-elected. Commitments were also made to providing funds for the Regional Living Expo and for joint service provision between neighboring Shires.

At the evening of 23 October 2014, Crs Crook and Smith were each awarded a Councillor Service Award for ten years' service as a Councillor.

Approximately 50 resolutions, from Councils around the State, were considered at the State Council meeting held on 24 October 2014. Most resolutions were fairly straight forward and were related to issues such as HACC, library and roads funding, car accidents caused by wildlife and planning issues. The adopted resolutions are attached to this report.

Of particular interest is a resolution titled "Port of Hastings Development Project". This resolution from Bass Coast Shire Council relates to funding for investigations into a container port at Hastings. The then Mayor, Cr Russell, raised with me the importance of the Bay West container port option, near Geelong, as an alternative to the Hastings option. With information from G21 and Geelong Council, Colac Otway, with the support of Maribyrnong City Council, were able to secure an amendment to that resolution so that the MAV is advocating for funding to investigate both the Hastings and Bay West options. Bass Coast Shire was helpful in accommodating this amendment. This served to highlight both the effectiveness of ensuring that all Councillors have access to the MAV agenda, prior to the meeting, and the value of G21 as a source of information even where they are not directly involved.

The MAV also provided, at the State Council meeting, a summary of its financial performance. A more detailed briefing on their financial performance has been offered to member Councils. With the various sections of the MAV, including insurance and procurement, a more detailed briefing to Council may be of interest.

**Attachments**

1. MAV State Council Resolutions - October 2014

**Recommendation**

**That Council:**

- 1.      Notes the report from the MAV delegate.**
- 2.      Congratulates Crs Crook and Smith for their respective Councillor Service awards for each serving ten years as Councillors.**

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## 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:***

| <b>SUBJECT</b>                                                  | <b>REASON</b>                                                                                                                                                                               | <b>SECTION OF ACT</b>          |
|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Minutes of In-Committee Council Meeting held on 22 October 2014 | this matter deals with personnel matters; AND this matter deals with contractual matters; AND this matter deals with legal advice; AND this matter may prejudice the Council or any person. | Section 89 (2) (a) (d) (f) (h) |
| 2015 Australia Day Award Nominations                            | this matter may prejudice the Council or any person                                                                                                                                         | Section 89 (2) (h)             |
| Contract 1427 - Bituminous Sealing Works                        | this matter deals with contractual matters                                                                                                                                                  | Section 89 (2) (d)             |



# ORDINARY COUNCIL MEETING

## WEDNESDAY, 26 NOVEMBER 2014

### ATTACHMENTS

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#### SUSTAINABLE PLANNING AND DEVELOPMENT

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#### GENERAL BUSINESS

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# **GOVERNANCE**

## **LOCAL LAW NO 4 - 2014**

LOCAL LAW ADOPTED BY COUNCIL -

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## COLAC OTWAY SHIRE COUNCIL

### GOVERNANCE LOCAL LAW No. 4 of 2014

#### PART ONE – PRELIMINARY PROVISIONS

##### 1. Title

This Local Law is the Colac Otway Shire Council Governance Local Law No 4. 2014 and is referred to hereunder as “this Local Law”.

##### 2. Objectives

The objectives of this Local Law are to:

- (1) provide a mechanism to facilitate good governance of the Colac Otway Shire Council through its formal meeting procedure to ensure effective and efficient Council decisions are made in a manner which acknowledges the role of local government within the Australian system of Government;
- (2) regulate the use of the Common Seal;
- (3) regulate and control the election of the Mayor and Deputy Mayor;
- (4) regulate proceedings at Council Meetings, Special Committee Meetings, Advisory Committee Meetings and other meetings conducted by or on behalf of Council where Council has resolved that the provisions of this Local Law are to apply;
- (5) promote and encourage community participation in the government of the Council; and
- (6) revoke Local Law No 4 of 2009 – Meeting Procedures and Common Seal Local Law.

##### 3. Power to make Local Law

This Local Law is made under section 111(1) of the *Local Government Act* 1989.

##### 4. Commencement and End Date

This Local Law:

- (1) commences operation on the day following the day on which notice of the making of this Local law is published in the Government Gazette, and operates throughout the municipal district; and
- (2) ends on the 10th anniversary of the day on which it commenced operation, unless revoked earlier.

5. **Revocation**

Upon this Local Law coming into operation Local Law No. 4 of 2009 is revoked.

6. **Definition of Words Used in this Local Law**

Unless the contrary intention appears in this Local Law, the following words and phrases are defined to mean:

**"Act"** means the *Local Government Act* 1989.

**"Advisory Committee"** means a committee established by Council under section 86(1) of the Act for the purpose of advising Council on matters within its terms of reference.

**"Advisory Committee Meeting"** means a meeting of an Advisory Committee.

**"Agenda"** means the notice of a Meeting setting out the business to be transacted at the meeting.

**"Authorised Officer"** means a person appointed as an Authorised Officer pursuant to section 224 of the Act.

**"Chairperson"** means the Chairperson of a meeting and includes an acting, temporary or substitute Chairperson.

**"Chief Executive Officer"** means the Chief Executive Officer of Council and includes a person acting as Chief Executive Officer.

**"Clause"** means a clause of this Local Law.

**"Committee meeting"** means a meeting of a Special Committee or an Advisory Committee.

**"Common Seal"** means the common seal of Council.

**"Council"** means Colac Otway Shire Council.

**"Council Meeting"** includes an Ordinary Meeting and a Special Meeting of Council.

**"Councillor"** means a Councillor of Council. "Cr" is the accepted abbreviation for Councillor.

**"Division"** means a formal count of those voting for and against a motion and those abstaining from voting.

**"Mayor"** means the Mayor of Council and includes any Councillor acting as Mayor or as Chairperson.

**"Meeting"** means an Ordinary or a Special Meeting of Council or a Special Committee Meeting.

**"Member"** means a member of a committee established by Council under the Act.

**"Minutes"** means the record of proceedings of a meeting.

**"Municipal District"** means the area from time to time comprising the municipal district of Council.

**"Notice of motion"** means a notice setting out the text of a motion which a Councillor proposes to move at the next relevant Meeting.

**"Offence"** means an act or default contrary to this Local Law.

**"Ordinary Meeting"** means an Ordinary meeting of Council.

**"Penalty Units"** means a penalty unit as prescribed in the *Sentencing Act* 1992.

**"Petition"** means a formal written application, typed or printed without erasure, from one or more persons whose names and physical addresses also appears and on which each page of the petition bears the wording of the whole of the petition.

**"Quorum"** means presence by a majority of Councillors at an Ordinary or Special meeting.

**"Special Committee"** means a Special Committee established by Council pursuant to section 86(1) of the Act.

**"Special Committee Meeting"** means a meeting of a Special Committee.

**"Special Meeting"** means a Special Meeting of Council convened and held in accordance with sections 84, 84A or 85 of the Act.

**"Visitor"** means any person (other than a Councillor or member of Council staff) who is in attendance at a Council meeting or a Special Committee meeting.

## PART TWO – USE OF THE COMMON SEAL

### 7. Use of the Common Seal

Council may, by resolution, authorise the use of the Common Seal.

### 8. Security of the Common Seal

The Chief Executive Officer must keep the Common Seal in safe custody.

### 9. Signature to Accompany Common Seal

Every document to which the Common Seal is affixed must be signed by the Chief Executive Officer with the Council's Sealing clause:

The common seal of the Colac  
Otway Shire Council was hereto  
affixed in accordance with its  
Local Law No. 4

.....  
Chief Executive Officer

This .....day of .....20.....

### 10. Unauthorised Use of the Common Seal

Any person who:

(1) uses the Common Seal without authority; or

(2) uses any replica of the Common Seal,

is guilty of an offence.

## **PART THREE – ELECTION OF THE MAYOR**

### **11. Purpose**

The purpose of this Part is to regulate proceedings for the election of Mayor and Deputy Mayor (if any).

### **12. The Election**

- (1) The meeting to elect the Mayor must be held in accordance with section 71 of the Act.
- (2) The agenda for the Meeting to elect the Mayor and any Deputy Mayor may include the taking of the oath by each Councillor made before the Chief Executive Officer under section 63 of the Act.
- (3) The Election of Mayor will be conducted by the Chief Executive Officer in accordance with the provisions of the Act.

### **13. Procedure for Election of Mayor**

In conducting the election of Mayor the following will apply:

- (1) the election of the Mayor must be by a show of hands;
- (2) the Councillor who receives the majority of votes cast must be declared elected; and
- (3) for the purpose of sub-clause (2) the following will apply:
  - (a) nominations must be moved and seconded;
  - (b) where only one nomination is received, the candidate nominated must be declared elected;
  - (c) where two nominations are received, the candidate with an absolute majority of votes cast must be declared elected;
  - (d) where there are more than two nominations received, the Councillor who receives an absolute majority at the first round of votes cast must be declared elected, or if no candidate receives an absolute majority of votes, the candidate with the least number of votes must be eliminated as a candidate and a further ballot conducted between the remaining candidates. If there are several candidates, this procedure must be repeated until a candidate receives an absolute majority of votes and that candidate must be declared elected;
  - (e) in the event that no candidate receives an absolute majority of the votes and there are only two remaining candidates, each of whom has received an equality of votes, the process to determine who is elected will be conducted by lot; and
  - (f) if for the purpose of eliminating the candidate with the least number of votes, two or more candidates have the same least

number of votes, the candidate to be eliminated must be determined by lot conducted by the Chief Executive Officer in the presence of the Meeting.

**14. Determination by Lot**

The following provisions apply to the conduct of the lot by the Chief Executive Officer:

- (1) each nominee will draw one lot;
- (2) the order of drawing lots will be determined by the alphabetical order of the surname of the Councillors who received an equal number of votes except that if two or more such Councillors surnames are identical the order will be determined by the alphabetical order of the Councillors' first names; and
- (3) as many identical pieces of paper as there are Councillors who received an equal number of votes must be placed in a receptacle. If the lot is being conducted to determine which candidate is a defeated candidate, the word 'Defeated' shall be written on one of the pieces of paper and the Councillor who draws the paper with the word 'Defeated' written on it must be declared the defeated candidate (in which event a further vote shall be taken on the remaining candidates unless there is only one candidate remaining in which case that candidate will be declared duly elected).

**15. Mayor to take Chair**

- (1) After the election of the Mayor is determined, the Mayor must take the Chair.
- (2) The Mayor must take the chair at all Ordinary and Special Meetings at which he or she is present unless precluded from doing so because of a conflict of interest.

**16. Deputy Mayor**

If Council resolves to appoint a Deputy Mayor, the procedure for the election of the Mayor will apply to the election of the Deputy Mayor, with the Mayor conducting the election.

**17. Acting Chair in Mayor's Absence**

- (1) If the Mayor is unable to attend a Council Meeting for any reason, the Deputy Mayor (if appointed) will be the Acting Chair.
- (2) If the Mayor or any Deputy Mayor is unable to attend a Meeting for any reason, an Acting Chair may be elected following the same procedure as that for an election of the Mayor (with all necessary adaptations).
- (3) If the Mayor is required to vacate the chair for a short period (whether on account of a conflict of interest or otherwise), the Deputy Mayor (if appointed) will be the Acting Chair. If no Deputy Mayor has been appointed, Council must elect an Acting Chair for that time. The procedure for election of an Acting Chair will be the same as for an election of the Mayor (with all necessary adaptations and modifications).

## **PART FOUR – COUNCIL MEETINGS**

### **18. Purpose**

The purpose of this Part is to regulate proceedings at all Council Meetings and, where applicable, Special Committee Meetings.

### **19. Chairperson Duties and Responsibilities**

The Chairperson's duties and responsibilities are to:

- (1) formally declare the Meeting open after ascertaining that a quorum is present, and to welcome guest speakers and other visitors;
- (2) preside over and control the Meeting;
- (3) conduct the Meeting impartially, according to this Local Law and established protocols, in order to ensure the smooth passage of the business;
- (4) sign minutes of Meetings as correct when they have been confirmed;
- (5) present any reports for which he or she is responsible;
- (6) ensure that debates are conducted in the correct manner;
- (7) declare the results of all votes;
- (8) give rulings on points of order and other questions of procedure;
- (9) preserve order and, if necessary, "name" offending members; and
- (10) adjourn (when so resolved) or formally declare the Meeting closed when all business has been conducted.

### **20. Dates and Times of Meetings**

- (1) The date, time and place of all Council Meetings are to be fixed by Council from time to time and reasonable notice must be provided to the public.
- (2) Council will endeavour to provide at least 7 days' public notice of all Council Meetings.
- (3) If urgent or extraordinary circumstances prevent at least 7 days' notice, Council must give such public notice as is practicable and specify in the minutes the urgent or extraordinary circumstances which prevented at least 7 days' notice being given.

### **21. Council may alter Meeting Dates**

Council may change the date, time and place of any Council Meeting which has been fixed and must provide reasonable notice of the changes to the public.

**22. Special Meeting**

- (1) The notice necessary to call a Special Meeting in accordance with section 84 of the Act must be delivered to the Chief Executive Officer in sufficient time to enable reasonable notice to be given to Councillors.
- (2) In giving such notice, Councillors should have regard to any need for preparatory investigations to enable the business to be undertaken.
- (3) If circumstances prevent at least 7 days' notice of a Special Meeting being given to the public, Council must give such public notice as is practicable and specify in the minutes the urgent or extraordinary circumstances which prevented at least 7 days' notice being given.

**23. Notice of Meeting**

- (1) The Chief Executive Officer must ensure that the notice of a Meeting incorporating or accompanied by an Agenda of the business to be dealt with is served on every Councillor or member of a Special Committee, as the case may be:
  - (a) for an Ordinary Meeting at least 48 hours (including at least 1 working day) before the meeting;
  - (b) for a Special Meeting at least 24 hours (including at least 1 working day) before the meeting; and
  - (c) for a Special Committee meeting at least 48 hours (including at least 1 working day) before the meeting.
- (2) The notice of a Meeting or Agenda for a Meeting must state the date, time and place of the Meeting and the business to be dealt with and must be sent by post or by electronic communication or be otherwise delivered to the place of residence or usual place of business (if applicable) of each Councillor or member of a Special Committee, as the case may be, or as otherwise specified by the Councillor or member.

**24. Cancellation or Postponement of a Meeting**

- (1) The Chief Executive Officer may, in the case of an administrative matter or an emergency necessitating the cancellation or postponement of a Meeting, cancel or postpone any Meeting by giving such notice to Councillors and the public as is practicable.
- (2) The Chief Executive Officer must present a written report to the Council immediately following the Meeting on any exercise of the power under sub-clause (1).

**25. Prohibition of Unauthorised Recording of Meetings**

Other than an official Council recording, no video or audio recording of proceedings of Council Meetings will be permitted without specific approval by resolution of the relevant Council Meeting.



## **PART FIVE – QUORUM**

### **26. Council Meetings**

The quorum required for Ordinary and Special Meetings will be a majority of the number of Councillors.

### **27. Special and Advisory Committee Meetings**

- (1) The quorum for Special and Advisory Committee Meetings will be the number of members determined by the Council for each committee.
- (2) In the absence of a determination by Council the quorum required will be a majority of members of the Special or Advisory Committee.

### **28. Inability to Gain a Quorum**

If a quorum cannot be obtained within thirty (30) minutes of the scheduled starting time of Meeting or adjournment, those Councillors or Members present or, if there are no Councillors or members present, the Chief Executive Officer or, in his or her absence, a Senior Officer, may adjourn the meeting for a period not exceeding seven days from the date of the adjournment.

### **29. Inability to Maintain a Quorum**

- (1) If during a Meeting or adjournment of the meeting, a quorum cannot be achieved and maintained, those Councillors or Members present or, if there are no Councillors or members present, the Chief Executive Officer or, in his or her absence, a Senior Officer, may adjourn the meeting for a period not exceeding seven days from the date of the adjournment.
- (2) If during a Meeting or adjournment, a quorum cannot be achieved or maintained due to the number of declarations of conflict of interest by Councillors or Members, the Chief Executive Officer or, in his or her absence, a Senior Officer, may, notwithstanding sub-clause (1), adjourn the meeting for a length of time sufficient to enable an exemption for the affected Councillors or Special Committee Members to be obtained from the Minister.

### **30. Notice for an Adjourned Meeting**

- (1) The Chief Executive Officer may provide written notice of an adjourned meeting.
- (2) Where it is not practicable to provide written notice due to time constraints, the Chief Executive Officer will make a reasonable attempt to contact each Councillor or Member by telephone, electronic communication, in person or by some other means to notify them of an adjourned meeting, which will be sufficient.
- (3) Notice will also be provided to the public of the resumption of the meeting by public notice (if time reasonably permits) and by notice published on Council's website and at the entrance to the Council Chamber and Council's principal office.

**31. Call of the Council**

Where a quorum cannot be formed or maintained due to the absence of Councillors, the Chief Executive Officer must, before initiating a Call of the Council under section 85 of the Act, make reasonable attempts to contact the absent Councillors:

- (1) to ascertain any reason they have for not attending the earlier meeting; and
- (2) to discuss their attendance at any Call of the Council meeting which may be called.

## **PART SIX – MINUTES**

### **32. Keeping of Minutes**

The Chief Executive Officer is responsible for arranging the keeping of minutes on behalf of Council.

### **33. No Debate on Confirmation of Minutes**

No discussion or debate on the confirmation of minutes will be permitted except where their accuracy as a record on the proceedings of the Council Meeting to which they relate is questioned.

### **34. Objection to Confirmation of Minutes**

- (1) If a Councillor is dissatisfied with the accuracy of the minutes, then he or she must:
  - (a) state the item or items with which he or she is dissatisfied; and
  - (b) propose a motion clearly outlining the alternative wording to amend the minutes.
- (2) Except where sub-clause (1) applies, no vote shall be recorded against a motion to adopt the minutes.

### **35. Deferral of Confirmation of Minutes**

Council may defer the confirmation of minutes until later in the Council Meeting or until the next Council Meeting, as appropriate.

### **36. Contents of Minutes**

- (1) In addition to the provisions of section 93(6) of the Act, in keeping the minutes of any Council Meeting, the Chief Executive Officer must arrange the recording of minutes so as to show:
  - (a) the names of Councillors and whether they are present, an apology, on leave of absence, etc;
  - (b) the names of Council staff in attendance and their organisational titles;
  - (c) the arrival and departure times (including temporary) of Councillors and Council staff during the course of the meeting;
  - (d) each motion and amendment moved and seconded;
  - (e) the outcome of every motion, that is, whether it was put to the vote and the result of either carried, lost, withdrawn, lapsed, amended etc;
  - (f) the vote cast by each Councillor upon a division being called;

- (g) when requested by a Councillor, a record of their support or opposition for any motion;
  - (h) the failure of a quorum;
  - (i) details of any question directed or taken upon notice;
  - (j) details of any presentations or deputations made to Council;
  - (k) the time and reason for any adjournment of the Council Meeting or suspension of standing orders;
  - (l) disclosure of the declaration and the nature and type of any conflict of interest of a Councillor or member of Council staff declared at or identified to a Council Meeting;
  - (m) if the Chairperson has used his or her casting vote and, if requested by the Chairperson, why it was used in a particular way;
  - (n) closure of the Council Meeting to members of the public and the reasons for such closure; and
  - (o) any other matter which the Chief Executive Officer thinks should be recorded to clarify the intention of the Council Meeting or the reading of the minutes.
- (2) In addition the minutes must:
- (a) bear the date and time the Council Meeting was commenced, adjourned, resumed and concluded;
  - (b) be consecutively page numbered; and
  - (c) contain consecutive item numbers which are clearly headed with subject titles and, where appropriate, sub-titles and file references.

## **PART SEVEN – BUSINESS OF MEETINGS**

### **DIVISION 1 – Order of Business**

#### **37. The Order of Business**

The order of business of Council Meetings will be determined by the Chief Executive Officer to facilitate and maintain open, efficient and effective processes of government.

#### **38. Change to Order of Business**

Once an Agenda has been sent to Councillors, the order of business for that meeting may only be altered by resolution of the Council.

#### **39. Chief Executive Officer may include items on an Agenda**

The Chief Executive Officer may include any matter on an Agenda for an Ordinary Meeting which he or she thinks should be considered by Council.

#### **40. Special Committee Meetings**

The provisions of clauses in this Part 7 apply to Special Committee Meetings except that the Agenda will be relevant to the issues which are to be raised at the Special Committee, and any reference to Councillors extends to Members of a Special Committee under section 87 of the Act and any reference to Council is to be read as referring to the Special Committee under section 87 of the Act.

### **DIVISION 2 – Voting at Meetings**

#### **41. How a Motion is Determined and by Show of Hands**

- (1) Unless Council resolves otherwise voting on any matter will be by show of hands.
- (2) To determine a motion before a meeting, the Chairperson will first call for those in favour of the motion, then those opposed to the motion, and then those abstaining from voting on the motion, to raise their hands. The Chairperson must then declare the result to the meeting.

#### **42. When a Division is Permitted**

- (1) A division may be requested by any Councillor on any matter.
- (2) A request for a division must be made to the Chairperson either immediately prior to or immediately after the vote has been taken but cannot be requested after the Meeting has moved to the next item of business.

#### **43. Procedure for a Division**

Once a division has been requested the Chairperson will call for a show of hands by those Councillors voting for the motion and then those Councillors opposed to the motion.

**44. Difference between the original vote and the Division**

No Councillor is prevented from changing his or her original vote at the voting on the division. The voting by division will determine Council's resolution on the issue.

**45. No Discussion once Declared**

Once a vote on a motion has been taken, no further discussion relating to the motion will be allowed unless the discussion involves a request by a Councillor that his or her opposition to the motion be recorded in the minutes or a register maintained for that purpose. Such a request can only be made before the Meeting has moved to the next item of business.

**46. Equality of Votes**

- (1) In the event of an equality of votes, the Chairperson has a casting vote except in cases where the Act provides that a matter is to be determined by lot.
- (2) Council has adopted guidelines for the Chairperson with respect to their exercising a casting vote at Council Meetings and meetings of Council's Planning Special Committee. Council's expectation is that the guidelines will be followed.
- (3) Despite sub-clause (2), Council acknowledges that the Chairperson is always free to exercise a casting vote entirely in his or her discretion, as he or she sees fit.

**DIVISION 3 – Addressing the Meeting**

**47. Addressing the Meeting**

- (1) Except for the Chairperson, any Councillor or person who addresses the Meeting must stand and direct all remarks through the Chair.
- (2) Despite sub-clause (1), the Chairperson may permit any Councillor or person to remain seated while addressing the Chair, for reasons of sickness, infirmity, disability or otherwise, at his or her discretion.
- (3) Any person addressing the Chair must refer to the Chairperson as:
  - (a) Madam Mayor or Mayor;
  - (b) Mr Mayor or Mayor;
  - (c) Madam Chairperson; or
  - (d) Mr Chairperson,as the case may be.
- (4) All Councillors, other than the Mayor, must be addressed as Cr..... (name).
- (5) All members of Council staff, must be addressed as Mrs, Ms, Miss or Mr..... (name) as appropriate or by their official title.

#### **48. Suspension of Standing Orders**

- (1) The provisions of this Local Law may be suspended for a particular purpose by resolution.
- (2) The suspension of such provisions (the suspension of standing orders) should be used to enable full and frank discussion of any issue without the constraints of formal meeting procedures.
- (3) The suspension of standing orders may also be appropriate when members of the public make representations and submissions to Council.
- (4) The suspension should not be used purely to dispense with the processes and protocol of the governance of Council. An appropriate motion would be *"That Standing Orders be suspended to enable discussion on....."*
- (5) Once the discussion has taken place, and before any motions can be put, the resumption of standing orders will be necessary. An appropriate motion would be *"That Standing Orders be resumed....."*
- (6) No motion may be accepted by the Chair or be lawfully dealt with during any suspension of standing orders.

#### **49. Right to Ask Questions**

- (1) A Councillor may, when no other Councillor is speaking, ask any question concerning or arising out of the motion or amendment before the Chairperson for the purpose of clarification.
- (2) The Chairperson has the right to limit the number of questions asked and direct that debate be commenced or resumed.
- (3) A Councillor asking a question under sub-clause (1) is not deemed to be speaking to the motion or amendment before the meeting.

#### **50. Interruption for Point of Order**

A Councillor who is addressing the meeting must not be interrupted unless called to order, when he or she must sit down and remain silent until the Councillor raising the point of order has been heard and the point of order disposed of.

#### **51. Personal Explanation**

- (1) A Councillor may, at a time convenient to Council, make a brief personal explanation in respect of any statement (whether made at a Meeting or not) affecting him or her as a Councillor.
- (2) A personal explanation arising out of a statement at a Meeting or must be made as soon as possible.
- (3) A personal explanation must not be debated except upon a motion to censure the Councillor who has made it.

**52. Criticism of Members of Council Staff**

- (1) A member of Council staff may make a brief statement at a Meeting in respect of any statement affecting him or her as a member of Council staff or any member of Council staff under his or her control.
- (2) A statement made under sub-clause (1) must be made at such time during the Meeting at which the member of Council staff desires to bring it forward and as the Chairpersons thinks appropriate.



## **PART EIGHT – OTHER MEETING PROCEDURES**

### **DIVISION 1 – Matters not Provided For**

#### **53. Matters not Provided For**

Where a situation has not been provided for or cannot be dealt with under this Local Law, Council or a Special Committee may determine the matter by resolution.

### **DIVISION 2 – Motions**

#### **54. Chairperson's Duty**

Any motion or amendment which:

- (1) is defamatory; or
- (2) is objectionable in language or nature; or
- (3) is outside the powers of Council; or
- (4) is not relevant to the item of business on the Agenda and has not been admitted as Urgent Business; or
- (5) purports to be an amendment but is not,

must not be accepted by the Chairperson.

#### **55. Moving a Motion**

- (1) The procedure for any motion is:
  - (a) a mover who is proposing a motion must first state the motion and then move it, without speaking to it;
  - (b) the Chairperson must then call for the motion to be seconded by any Councillor other than the mover;
  - (c) any motion which is not seconded lapses;
  - (d) the Chairperson may ask, after a motion is moved and seconded, whether it is opposed and, if no opposition is indicated, he or she may then put it to the vote, without debate;
  - (e) the Chairperson may, in his or her discretion, allow discussion on motions that are unopposed; and
  - (f) if a Councillor indicates opposition, then the Chairperson must request:
    - i. the mover to address Council on the motion;
    - ii. the seconder to address Council on the motion (who may, without speaking on the motion, reserve his or her address until later in debate);

- iii. any Councillor opposed to debate the motion; and
  - iv. any other Councillors for and against the motion to debate in turn.
- (2) Despite anything in this clause 55 to the contrary, if a motion is moved and:
- (a) an alternative motion is moved before the original motion can be seconded and/or debated; or
  - (b) seconded, and an amendment to a motion is moved and seconded under clause 62(1) before the original motion can be debated,

the Chairperson will invite the mover of the original motion to speak to the original motion before the alternative motion or the amendment, as the case may be, is debated.

#### **56. Right of Reply**

- (1) The mover of an original motion (which has not been amended) may, once debate has been exhausted, exercise a right of reply to matters raised during debate.
- (2) After the right of reply has been exercised, the motion must be immediately put to the vote without any further discussion or debate.
- (3) The mover of a motion loses his or her right of reply if an amendment to the motion is carried.
- (4) When exercising a right of reply, a Councillor must not introduce fresh matter.

#### **57. Foreshadowing Motions**

- (1) At any time during debate when the Chairperson calls for more speakers a Councillor may foreshadow a motion to inform Council of his or her intention to move a motion at a later stage in the meeting, but this does not extend any special right to the foreshadowed motion.
- (2) A motion foreshadowed may be prefaced with a statement that, in the event that a particular motion before the chair is resolved in a certain way, a Councillor intends to move an alternative or additional motion.
- (3) A motion foreshadowed has no procedural standing and is merely a means to assist the flow of the Council Meeting.
- (4) A motion foreshadowed will not be recorded in the minutes of the Council Meeting.

#### **58. Withdrawal of Motions**

Before any motion is put to the vote, it may be withdrawn by the mover or seconder with the agreement of Council.

**59. Separation of Motions**

Where a motion contains more than one part, a Councillor may request the Chairperson to put the motion to the vote in separate parts.

**60. Chairperson may Separate Motions**

The Chairperson may decide to put any motion to the vote in separate parts.

**61. Motions in Writing**

- (1) The Chairperson may require a motion to be submitted in writing where it is lengthy or unclear or for any other reason.
- (2) The Chairperson may suspend the Council Meeting while the motion is being written or may request Council to defer the matter until the motion has been written, allowing the meeting to proceed uninterrupted.

**DIVISION 3 – Amended Motions**

**62. Moving an Amendment**

- (1) A motion, having been moved and seconded, may be amended by leaving out, inserting or adding words. Such words must be relevant to the original motion and framed so as to complement it as an intelligible and consistent whole.
- (2) An amendment must not be directly opposite to the motion.

**63. Who may Propose an Amendment**

Any Councillor, except the mover or seconder of the motion, may move or second an amendment to the motion.

**64. Who may Debate an Amendment**

A Councillor may address the Council Meeting once on any amendment, whether or not they have spoken to the original motion, but debate must be confined to the terms of the amendment.

**65. How Many Amendments may be Proposed**

- (1) Any number of amendments may be proposed to a motion but only one amendment may be accepted by the Chairperson at any one time.
- (2) No second or subsequent amendment, whether to the original motion or an amendment of it can be considered or debated until the previous amendment has been dealt with.

**66. An Amendment once Carried**

If the amendment is carried, the motion as amended then becomes the motion before the Council Meeting and the amended motion must then be put.

**67. No Right of Reply for Amendments**

Neither the mover of the original motion, nor the mover of the amendment, has a right of reply to that amended motion.

**DIVISION 4 – Speaking Times**

**68. Speaking Times**

- (1) A Councillor must not speak longer than the time set out below, unless granted an extension by the Chairperson:
  - (a) the mover of a motion or amendment – five minutes;
  - (b) any other Councillor – three minutes; and
  - (c) the mover of a motion when exercising his or her right of reply – two minutes.
- (2) Where the Chairperson allows discussion on an item, the maximum speaking time for a Councillor will be three minutes.

**69. Debate Must be Relevant to the Motion**

- (1) Debate must always be relevant to the question before the Chair, and, if not, the Chairperson may request the speaker to confine debate to the subject motion.
- (2) If, after being requested to confine debate to the motion before the Chair, the speaker continues to debate irrelevant matters, the Chairperson may direct the speaker to be seated and not speak further in respect of the matter then before the Chair. The speaker must comply with any such direction.

**DIVISION 5 – Points of Order**

**70. Valid Points of Order**

A point of order may be raised in relation to anything which:

- (1) is contrary to this Local Law;
- (2) is irrelevant to the matter under consideration;
- (3) is outside Council's legal powers;
- (4) constitutes improper behaviour;
- (5) is offensive;
- (6) constitutes a tedious repetition of something already said; or
- (7) is an act of disorder.

Rising to express a difference of opinion or contradict a speaker is not a valid point of order.

**71. Procedure for Point of Order**

- (1) A Councillor raising a point of order must:
  - (a) state the point of order; and
  - (b) state the section, clause, paragraph or provision in this Local Law or the Councillor Code of Conduct relevant to the point of order.
- (2) A Councillor who is interrupted by another Councillor calling for a point of order must immediately stop speaking and remain silent until the Councillor raising the point of order has been heard and the question disposed of by the Chairperson.

**72. Chairperson to Decide**

The Chairperson must decide all points of order by stating the provision, rule, practice or precedent which he or she considers applicable to the point raised without entering into any discussion or comment.

**73. Chairperson may Adjourn to Consider**

- (1) The Chairperson may adjourn the meeting to consider a point of order which has been raised, but otherwise must rule upon it as soon as it is raised.
- (2) All other matters before Council are to be suspended until the point of order is decided.

**74. Final Ruling on a Point of Order**

- (1) The decision of the Chairperson in respect of a point of order raised will not be open for discussion and will be final and conclusive unless the majority of Councillors present carry a motion of dissent.
- (2) A motion of dissent on a point of order must contain the provision, rule, practice or precedent in substitution for the Chairperson's ruling.
- (3) A motion of dissent in relation to a point of order is not a motion of dissent in the Chairperson, and the Chairperson must at all times remain in the Chair and he or she will retain his or her right to a second vote.
- (4) A motion of dissent on a point of order will take precedence over all other business and, if carried, must be acted on instead of the ruling given by the Chairperson.

**75. Adjournment and Resumption of Meeting**

- (1) The Chairperson or Council may adjourn any Council Meeting until a time and place to be determined at the time of the adjournment.
- (2) For the purpose of stating the time to which the Council Meeting is adjourned, that time may be indicated as at the adjournment or conclusion of another meeting or event.

## **DIVISION 6 – Formal Motions**

### **76. Formal Motions**

- (1) A formal motion is a motion relating to procedural matters only.
- (2) Unless otherwise prohibited, a formal motion may be moved at any time and must be dealt with immediately by the Chairperson.
- (3) Formal motions are not required to be seconded.
- (4) The mover of a formal motion must not have moved, seconded or spoken to the question before the chair or any amendment of it.
- (5) A formal motion cannot be moved by the Chairperson.
- (6) Unless otherwise provided, debate on a formal motion is not permitted and the mover does not have a right of reply.
- (7) Unless otherwise provided, a formal motion cannot be amended.

### **77. Laying the Question on the Table**

- (1) A motion may be moved "*That the (question, letter, document, report etc) lay on the table*".
- (2) The motion in sub-clause (1):
  - (a) is a formal motion which may be debated and, if carried, has the effect of adjourning any further debate on the matter currently before Council until such time (if any) as Council resolves to take the question from the table;
  - (b) if carried in respect of an amendment, has the effect that both the original motion and the amendment will be adjourned; and
  - (c) prevents debate on the matter currently before Council proceeding until a motion to take the question from the table is passed.

### **78. Proceed to Next Business**

- (1) A motion may be moved "*That the meeting proceed to the next business*".
- (2) The motion in sub-clause (1):
  - (a) is a formal motion which cannot be moved during the election of a Chairperson;
  - (b) if carried in respect of an original motion, requires the Chairperson to direct the Council Meeting to the next item of business;
  - (c) if carried in respect of a formal motion, disposes of the formal motion immediately and permits debate upon the original motion to proceed; and

- (d) if carried in respect of an amendment, disposes of the amendment immediately and permits debate upon the original motion to proceed but no similar amendment may be moved at that Council Meeting or any adjournment of it.

#### **79. The Previous Question**

- (1) A motion may be moved "*That the question be not now put*".
- (2) The motion in sub-clause (1):
  - (a) is a formal motion which cannot be moved while there is an amendment before the Chair or during the election of a Chairperson;
  - (b) if carried, prevents the original motion to which it relates being dealt with at that meeting or any adjournment of it; and
  - (c) if lost, requires that the original or substantive motion to which it relates to be put to the vote immediately without any further debate or amendment.
- (3) The Chairperson has the discretion to reject a motion moved under sub-clause (1) if the matter is contentious by nature or has not been adequately debated.

#### **80. The Closure**

- (1) A motion may be moved "*That the motion be now put*".
- (2) The motion in sub-clause (1):
  - (a) is a formal motion which, if carried in respect of an original motion, requires that the original motion to be put to the vote immediately, without any further debate, discussion or amendment;
  - (b) if carried in respect of an amendment, requires that the amendment be put to the vote immediately without any further debate or discussion and allows debate on the original motion to continue; and
  - (c) if lost, allows debate to continue unaffected.
- (3) The Chairperson has the discretion to reject a motion moved under sub-clause (1) if the motion upon which it is proposed has not been sufficiently debated.

#### **81. Adjourning the Debate**

- (1) A motion may be moved "*That the motion and amendments now before the meeting be adjourned until .....*".
- (2) The motion in sub-clause (1):
  - (a) is a formal motion which cannot be moved while any person is speaking or during the election of a Chairperson; and
  - (b) may be debated but may only be amended in relation to the time, date and place of the proposed adjournment.

## **DIVISION 7 – Notice of Motion**

### **82. Must be Listed on Agenda**

A notice of motion cannot be accepted by the Chairperson unless it has been listed on the Agenda for the Council Meeting at which it is proposed to be moved.

### **83. Procedure**

A Councillor may give notice of motion on any matter he or she wants discussed at a Council Meeting by delivering a notice of motion outlining the subject and the motion proposed for discussion to the Chief Executive Officer at least 8 days prior to the meeting at which it is intended to be considered.

### **84. Rejection of a Notice of Motion**

- (1) The Chief Executive Officer may reject any notice of motion if he or she is of the opinion that it is:
  - (a) defamatory;
  - (b) objectionable in language or nature;
  - (c) vague or unclear in intention; or
  - (d) outside the powers of Council.
- (2) If the Chief Executive Officer rejects a notice of motion under sub-sub-clause (1) he or she will inform the Councillor who lodged it of that rejection and the reasons for it. The Councillor will be provided with 24 hours to lodge a revised notice of motion, provided that the Council Meeting at which the notice of motion is to be considered is more than 24 hours from the time of rejection.

### **85. Listing Notice on Agenda**

- (1) Unless the notice of motion specifies a particular Council Meeting date, the Chief Executive Officer must list the notice of motion, on the next appropriate Agenda.
- (2) If more than one notice of motion is received for a particular Council Meeting, the notices of motion must be listed on the relevant Agenda in the order they were received.

### **86. Register of Notices**

The Chief Executive Officer must cause every notice of motion received to be sequentially numbered, dated and maintained in a register in the order in which they were received.

### **87. May be Moved by any Councillor and Amended**

- (1) Where a notice of motion is listed on an Agenda, the Chairperson will first invite the Councillor who gave the notice of motion to move it, in accordance with clause 55 or amend it in accordance with clause 88.



- (2) If the Councillor who gave the notice of motion declines the Chairperson's invitation to move it, in accordance with clause 55 or amend it in accordance with clause 88, the motion may be:

- (a) moved in accordance with clause 55; or
- (b) amended, in accordance with clause 88,

by any Councillor present at the Council Meeting.

**88. May be Amended**

- (1) If a Councillor who has lodged or is moving a notice of motion wishes to amend it, he or she may do so by seeking leave of Council to amend the notice of motion prior to it being seconded.
- (2) Once a notice of motion has been moved and seconded, the mover cannot amend it.
- (3) Notwithstanding sub-clause (2), another Councillor may move an amendment to the notice of motion, which amendment must be dealt with in accordance with this Local Law.
- (4) Any amendment made to the notice of motion cannot deviate from the original intent of the motion.

**89. Exception for Confirmation of Previous Resolution**

If a notice of motion to confirm a previous resolution of Council cannot be carried in its original form, it is lost.

**90. If Lost**

Unless Council resolves to re-list at a future Council Meeting a notice of motion which has been lost, a similar motion must not be put before Council for at least three months from the date it was last lost.

**DIVISION 8 – Notice of Amendment or Rescission**

**91. Procedure**

- (1) A Councillor may propose a motion to amend or rescind a decision of Council provided that:
  - (a) the previous motion has not been acted upon; and
  - (b) a notice is delivered to the Chief Executive Officer outlining:
    - v. the decision proposed to be amended or rescinded; and
    - vi. the Council Meeting at, and date on, which the decision was made.
- (2) A resolution will be deemed to have been acted on if:

- (a) its content or substance has been formally communicated to a person whose interests are materially affected by it; or
- (b) a statutory process has been commenced,

so as to vest enforceable rights in, or obligations on, Council or any other person.

**92. Listing Notice on Agenda**

- (1) Unless the notice specifies a particular Council Meeting date, the Chief Executive Officer must list the notice of amendment or rescission on the next Agenda, together with a brief report outlining the criteria required for the motion to be amended or rescinded.
- (2) If more than one notice of amendment or rescission is received for a particular Council Meeting, the notices of amendment or rescission are to be listed on the relevant Agenda in the order they were received.

**93. If Lost**

Unless Council resolves to re-list, at a future Council Meeting, a notice to amend or rescind which has been lost, a similar motion must not be put before Council for at least three months from the date it was last considered.

**94. If Not Moved**

If a notice of amendment or rescission is not moved at the Council Meeting for which it is listed, it will lapse.

**95. May be Moved by any Councillor**

A notice of amendment or rescission listed on an Agenda may be moved by any Councillor present but cannot be amended.

**96. When Not Required**

A notice of amendment or rescission is not required where Council wishes to change a previous decision relating to policy of Council.

**97. Register of Notices**

The Chief Executive Officer must cause every notice of amendment or rescission received to be sequentially numbered, dated and to be maintained in a register in the order in which they were received.

## **DIVISION 9 – Urgent Business**

### **98. Urgent Business**

Business must not be admitted as Urgent Business unless:

- (1) it relates to or arises out of a matter which has arisen since distribution of the Agenda;
- (2) it cannot safely or conveniently be deferred until the next Ordinary Meeting; and
- (3) Council resolves to admit the item of urgent business.

## **DIVISION 10 – Petitions and Joint Letters**

### **99. Procedure Relating to Petitions and Joint Letters**

- (1) Unless Council determines to consider it as an item of urgent business, no motion (other than a motion to receive the same) may be made on any petition or joint letter until the next Ordinary Meeting after that at which it has been presented.
- (2) It is incumbent on every Councillor presenting a petition or joint letter to acquaint himself or herself with the content of that petition or joint letter, and to ascertain that it is not derogatory or defamatory.
- (3) Every petition or joint letter presented to Council must be written (other than in pencil), contain the request of the petitioners or signatories and be signed.
- (4) Every petition or joint letter must be signed by the persons whose names are appended to it by their names or marks and, except in cases of incapacity or sickness, by no one else, and the address of every petitioner or signatory must be clearly stated.

## **DIVISION 11 – Public Question Time**

### **100. Question Time**

- (1) Unless Council resolves differently there must be a public question time not exceeding thirty minutes at every Ordinary Meeting to enable members of the public to submit questions to Council.
- (2) Public question time may be extended at the discretion of the Chairperson.
- (3) At every Special Meeting and the Statutory Meeting, a public question time not exceeding thirty minutes will be held to enable any member of the public to question Council but only on items included in the Agenda of that Special or statutory Meeting.
- (4) The Chairperson will exercise discretion so that the maximum number of people present will be permitted to ask their questions within the time available for Public Question Time.

- (5) Questions that are submitted to Council in writing, stating the name and address of the person submitting the question, and generally in the form set out in Schedule 2, will take precedence over questions asked from the public gallery without notice. Questions asked from the public gallery without notice will be accepted at the discretion of the Chairperson, time permitting.
- (6) The Chairperson may reject any question deemed irrelevant, objectionable or out of order, in any way.
- (7) The Chairperson may request the Chief Executive Officer or any General Manager to respond to a question.
- (8) The Chairperson or the Chief Executive Officer may require a question to be put on notice, in which case:
  - (a) a written copy of the answer will be sent to the person asking the question; and
  - (b) a copy of the answer will be included in the Minutes of the next Council Meeting.
- (9) Any member of the public asking a question of Council must extend due courtesy and respect to Council and the processes under which it operates, and must take direction from the Chairperson whenever called upon to do so.
- (10) Sub-clauses (1) and (3) do not apply during any period when Council has resolved to close the meeting in respect of a matter under section 89(2) of the Act.
- (11) Subject to sub-clauses (1) to (9) (inclusive), public question time will be conducted as set out in Schedule 1.

## **DIVISION 12 – Behaviour**

### **101. Councillor Conduct**

- (1) During the course of any Council Meeting, Councillors must comply with the *Councillor Code of Conduct* as adopted by Council from time to time.
- (2) No Councillor may digress from the subject matter under discussion or comment on the words used by any other Councillor in a previous debate, and all imputations of improper motives and all personal reflections on Councillors will be deemed out of order.

### **102. Objectionable Remark**

- (1) The Chairperson must not accept any motion, question or statement which appears to the Chairperson to be derogatory, defamatory or embarrassing to any Councillor, member of staff, ratepayer or any other person.
- (2) The Chairperson may require a Councillor to withdraw any remark which is considered by the Chairperson to be defamatory, indecent, abusive, offensive, disorderly or objectionable in language, substance or nature and to satisfactorily apologise when called upon by the Chairperson to do so.

- (3) A Councillor required to withdraw a remark and apologise must do so immediately without qualification or explanation.

**103. Suspensions**

- (1) Council may suspend from a meeting and for the balance of a meeting, any Councillor whose actions have disrupted the business of Council and have impeded its orderly conduct.
- (2) A Councillor who refuses to leave the Council Meeting on suspension will be guilty of an offence.

**104. Chairperson may Remove**

- (1) The Chairperson may order and cause the removal from any Council Meeting of any person, other than a Councillor, who disrupts any Council Meeting or fails to comply with a direction of the Chairperson.
- (2) The Chairperson may cause the removal from any Council Meeting of any object or material that is deemed by the Chairperson to be objectionable or disrespectful.
- (3) In causing a person's removal from any Council Meeting under sub-clause (1), or the removal of an object or material under sub-clause (2), the Chairperson may ask the Chief Executive Officer, an Authorised Officer or a member of Victoria Police to remove the person, object or material.
- (4) A person must not refuse or neglect to leave a Council Meeting when ordered to do so under sub-clause (1).

**105. Gallery to be Silent**

- (1) Members of the public gallery at a Council Meeting must not interject or take part in the debate.
- (2) Silence must be preserved in the public gallery at a Council Meeting at all times.

**106. Improper or Disorderly Conduct**

- (1) The Chairperson must call to order any person who is disruptive or unruly during any Council Meeting.
- (2) Any person who fails to obey a direction of the Chairperson relating to the conduct of the Council Meeting and maintenance of order will be guilty of an offence.

**107. Chairperson may Adjourn Disorderly Meeting**

- (1) If the Chairperson is of the opinion that disorder at the Council table or in the public gallery makes it desirable to adjourn the Council Meeting, he or she may adjourn the Council Meeting to a later time on the same day, or to some later day as he or she thinks appropriate.
- (2) If the Chairperson adjourns a Council Meeting under sub-clause (1), the provisions of clause 30 apply.

## **PART 9 – SPECIAL COMMITTEES**

### **DIVISION 1 – Special Committees**

#### **108. Application Generally**

- (1) If Council establishes a Special Committee comprised solely of Councillors, all of the provisions of Parts 4 to 8 (inclusive) of this Local Law will apply with any necessary modifications or adaptations.
- (2) For the purpose of sub-clause (1) a reference in Parts 4 to 8 (inclusive) of this Local Law to:
  - (a) a Council Meeting is to be read as a reference to a the Special Committee Meeting;
  - (b) a Councillor is to be read as a reference to a Member of the Special Committee; and
  - (c) the Mayor is to be read as a reference to the Chairperson of the Special Committee.

#### **109. Application Specifically**

Notwithstanding clause 108, if Council establishes a Special Committee comprised solely of Councillors, Council may resolve that a provision of this Local Law does not apply to that Committee.

### **DIVISION 2 – Advisory Committees**

#### **110. Application Generally**

- (1) If Council establishes an Advisory Committee comprised solely of Councillors, all of the provisions of Parts 4 to 8 (inclusive) of this Local Law will apply with any necessary modifications or adaptations.
- (2) For the purpose of sub-clause (1) a reference in Parts 4 to 8 (inclusive) of this Local Law to:
  - (a) a Council Meeting is to be read as a reference to an Advisory Committee Meeting;
  - (b) a Councillor is to be read as a reference to a Member of the Advisory Committee; and
  - (c) the Mayor is to be read as a reference to the Chairperson of the Advisory Committee.

#### **111. Application Specifically**

Notwithstanding clause 108, if Council establishes an Advisory Committee comprised solely of Councillors, Council may resolve that a provision of this Local Law does not apply to that Committee.

## PART 10 – OFFENCES AND PENALTIES

### 112. Offences

It is an offence for:

- (1) Councillor to refuse to withdraw a remark which is considered by the Chairperson to be inappropriate, defamatory, indecent, abusive, offensive, disorderly or objectionable in language, substance or nature and to refuse or neglect to satisfactorily apologise when called upon twice by the Chairperson to do so;

**Penalty : Five (5) Penalty Units**

- (2) any person (not being a Councillor) who is behaving in a disorderly or improper manner to refuse to leave the Council Meeting when requested to do so;

**Penalty: Five (5) Penalty Units**

- (3) any person to fail to obey a direction of the Chairperson in relation to the conduct of a Council Meeting and the maintenance of order;

**Penalty: Five (5) Penalty Units**

- (4) any person to use the Common Seal of the Council or any device resembling the Common Seal without the authority of Council; and

**Penalty: Five (5) Penalty Units**

- (5) any person to append to a petition or joint letter a signature purporting to be that of any other person or in the name of any other person.

**Penalty: Five (5) Penalty Units**

### 113. Infringement Notices

- (1) An Authorised Officer may issue an infringement notice to any person who has committed an offence against this Local Law.
- (2) The fixed penalty in respect of an infringement is the amount set out in clause 112.
- (3) The form of an infringement notice shall be in the form described in section 13 of the *Infringements Act 2006*.

### 114. Payment of Penalty

- (1) A person issued with an infringement notice may pay the penalty indicated to the Chief Executive Officer, Colac Otway Shire, PO Box 283, Colac, Victoria, 3250.
- (2) To avoid prosecution, the penalty indicated must be paid within 28 days after the day on which the infringement notice is issued.
- (3) A person issued with an infringement notice is entitled to defend the prosecution in court.

## **SCHEDULE 1**

### **COLAC OTWAY SHIRE COUNCIL COUNCIL MEETINGS – QUESTION TIME**

Please note the following procedures/conditions apply to the operation of Question Time (clause 100):

#### **Purpose**

Council has provided the opportunity for members of the public to ask questions related to issues in which Council has a direct interest or responsibility.

Question Time is specifically for questions rather than forums for discussion.

#### **Where, When and Who**

The public Question Time is held at the start of every Ordinary Council Meeting. A maximum of 30 minutes has been provided for written questions and for questions without notice.

For Special and Statutory Council Meetings, a public Question Time at the start of the meeting not exceeding 30 minutes will be held. Only questions related to the agenda for that meeting will be accepted.

#### **How to Register a Question**

- (1) Members of the public are encouraged to register any question they wish to ask of Council, in writing, prior to the Council Meeting at which it will be asked. Registered written questions will be given priority at a Council meeting.
- (2) If a member of the public intends to ask a question that is unrelated to an item on the Agenda, they are particularly encouraged to register a question, in writing, prior to the relevant Council Meeting so that a better-researched and more complete response can be provided.
- (3) Questions can be submitted on the form attached or in some other written form (eg letter or email), provided to Council prior to the relevant Council Meeting.
- (4) Written questions are to be lodged with the Chief Executive Officer, 2–6 Rae Street, Colac by 5.00 pm on the Monday preceding the relevant Council Meeting.
- (5) Persons registering a question will need to complete and/or submit the following information:
  - Name
  - Address
  - Organisation (if applicable)
  - Relevant Agenda Item (if any)
  - Date of Submission
  - Question
- (6) If the person who submitted a question is not in the public gallery during Question Time, the text of the question and the response shall not be read out at the Council meeting.



- (7) Any questions not read out at a Council Meeting due to the operation of clause 6 will be dealt with in the same manner as standard correspondence to Council, and will not be included in the minutes of the relevant Council meeting.
- (8) The Chairperson shall read each question. The questioners or their representatives shall remain in the public gallery.

#### **Questions without Notice**

- (1) Questions asked without notice from the public gallery at a Council Meeting during Question Time are also encouraged, although written questions will take priority.
- (2) It is preferable that questions are in writing, generally in a form detailed in this Schedule.
- (3) Questions without notice may not be able to be answered at the relevant Council Meeting and may need to be answered by Council staff in writing later.
- (4) Questions without notice may not be able to be put to the relevant Council Meeting if the time allocated for questions has expired before that opportunity arises.

#### **Acceptance of Questions**

- (1) Questions shall be addressed to the Chairperson, who will direct who will answer each question.
- (2) If the Chairperson so permits, a second speaker may support or add to an answer given, but questions shall not be debated by Council during question time.
- (3) A time limit of 5 minutes per person applies, irrespective of the number of questions submitted by that person. If a person has submitted more questions to a Council Meeting than can be answered in the 5 minutes allocated, their remaining questions may:
  - (a) at the discretion of the Chairperson, be dealt with after all other persons have had their first question asked and answered (or their 5 minutes has expired), time permitting; or
  - (b) not be asked and answered if the time allotted for public question time has expired; and
  - (c) where questions have not been asked and answered at the relevant Council Meeting, a response can be provided in writing after the Meeting.
- (4) All questions and answers must be as brief as possible and no discussion may be allowed other than for the purposes of clarification.
- (5) The Chairperson will only accept a question if it:
  - (a) does not relate to a matter of the type described in section 89(2) of the Act;
  - (b) does not relate to a matter outside the power of Council;
  - (c) is not defamatory, indecent, abusive or objectionable in language or substance;

- (d) is not repetitive of a question already answered (whether at the same or an earlier Council Meeting);
- (e) is not asked to embarrass a Councillor or member of Council staff;
- (f) is a succinct “question” in form and character and not a “statement”;
- (g) is a question of Council but not to or seeking the views of a particular Councillor or officer.

### **Detailed Responses**

- (1) Questions which, in the opinion of the Chairperson or the Chief Executive Officer, require detailed research or detailed answers may be answered by letter.
- (2) If the Chairperson or the Chief Executive Officer is unable to provide an answer to a question asked at a Council meeting from a member of the public, the Chief Executive Officer must provide a written answer to the member of the public at his or her nominated address as soon as is practicable and provide a copy to all Councillors.
- (3) A copy of the responses given under sub-clause 2 must be tabled at the next Ordinary Meeting and a summary of the text of the question and the response must be included in the minutes of the meeting.



Resolution for making this Local Law was agreed to by Colac Otway Shire Council on the

.....

The common seal of the Colac-Otway )  
Shire Council was hereto affixed in )  
accordance with its Local Law No 4 )  
)

.....  
Chief Executive Officer

This ..... day of ..... 20.....

Notices of the proposal to make and of the making of this Local Law were included in the Victorian Government Gazette dated the 11 September 2014 and ..... respectively.

Public notice of the proposal to make and confirmation of the making of this Local Law were inserted in the Colac Herald on 5 September 2014 and ..... respectively.

A copy of this Local Law was sent to the Minister for Local Government on .....





# Tiger Rail Trail Feasibility Study

November 2014



Prepared by:



*Tiger Rail Trail Feasibility Study*

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## *Tiger Rail Trail Feasibility Study*

### *Executive Summary*

The objective of this project was to determine the feasibility of establishing a shared-use trail on the former railway alignment between Birregurra, Deans Marsh, Barwon Downs and Forrest. One of the main tasks of the study was establishing the issues, barriers, constraints and opportunities associated with developing the proposed rail trail. Several alternative alignment options were considered.

In determining whether a viable rail trail between Forrest and Birregurra was possible, considerable effort was spent in ascertaining land ownership details for the former corridor railway and adjoining land. In addition, fieldwork was undertaken to assess the former railway corridor, to assess current uses of it and to identify any physical constraints that may hinder the development of the proposed rail trail.

Discussions and on-site meetings were held with a number of farmers in the region (adjoining and/or leasing the former railway corridor) to ascertain their feelings towards the prospect of the rail trail being developed. Conversations were also held with farmers who now own sections of the former railway corridor near Birregurra, near Whoorel Station, near Deans Marsh and near Barwon Downs.

A series of 'open houses' were held whereby interested members of the communities and adjoining landowners (and owners of parts of the former railway corridor) could 'drop in' and discuss the projects with the consultants. These community engagement sessions revealed strong community support for the proposed rail trail, with attendees also recognising the issues associated with much of the former railway corridor being in private ownership.

The investigations undertaken in this study have revealed that long lengths of the former railway corridor are now in private ownership (in four distinct areas: near Birregurra, south-west of Whoorel station, around Deans Marsh and near Barwon Downs). All of the landowners spoken to (who now own parts of the former railway corridor) are opposed to the development of the rail trail through their privately owned land (with the exception of the landowner near Barwon Downs). Barwon Water also owns a considerable amount of the former railway corridor and, while it is not opposed to the potential use of the corridor for the purposes of a trail, it is concerned about the impact on adjoining landowners to whom it leases sections of the corridor.

The entire former railway corridor between the Forrest Station and Birregurra is approximately 31.7km. Of the 27.2km (between the northern end of the existing trail and Birregurra), approximately 8.6km (32%) is now in private ownership. A further 12.6km (46%) is owned by Barwon Water, much of which is leased to adjoining



*The existing Tiger Rail Trail is incomplete, and terminates in the forest several kilometres north of Forrest. This Feasibility Study recommends its extension through to Barwon Downs.*



*Tiger Rail Trail Feasibility Study*

landowners. Consequently, significant bypasses of the original railway corridor would need to be developed for a complete trail route to be established.

Of the original 26 bridges, it is understood that all but 4 are now missing, meaning that millions of dollars will be required to replace them if a trail proceeds. The total length of the original bridges (as provided to the consultants) was around 1,800 metres. It is estimated that around 1,500 metres of bridges (at an average cost of \$5,000/m) would need to be reinstated for the trail to be developed along the corridor (should it be possible). This is a potential cost of approximately \$9 million – just for replacement of the missing bridges.

A number of alternative trail routes (bypassing the privately owned sections of the former railway corridor) were evaluated. Stage 1 of this study concluded that none of the options evaluated would provide the desired outcome that a complete rail trail would provide. By diverting off the original railway corridor (and the flat grades and history that it provides) the less attractive proposition it becomes. Roadside trails, away from the original railway corridor, may be tolerable for some walkers and cyclists but are not what rail trail users are seeking.

**It is therefore recommended that the proposal to extend the Tiger Rail Trail from its current termination north of Forrest to Birregurra be abandoned.**

This recommendation was submitted to the Colac Otway Shire and the Steering Committee via an "Issues and Opportunities Paper", which was made available for community information in September. The Issues and Opportunities paper indicated that while the development of a complete rail trail through to Birregurra was not viable, it did suggest that there are other projects worthy of consideration.

In particular, it may be possible to extend the existing rail trail (from its current end point) through to Barwon Downs, as the majority of that corridor remains in public ownership and the private owner of a section of the former railway corridor is not opposed to development of the trail on his land. Barwon Water, which owns long sections of the former railway corridor (including that section between the branch of the Barwon River and Wickham's Lane), would also need to agree to the development of the trail. The continuation of the rail trail through to Barwon Downs is highly supported by both the Barwon Downs community and the Forrest community. Both communities are enthusiastic and welcoming of the prospect of the trail being extended to Barwon Downs. The additional section of new rail trail would add approximately 3.4km to the existing trail – giving a total length of 7.6km.

Given the discontinuities of the former railway corridor, and the absence of viable alternatives for a continuous trail between Forrest and Birregurra, the Colac Otway Shire (and the Steering Committee) agreed with the recommendation to not proceed beyond the HOLD POINT (and to not carry out the feasibility study for the originally proposed rail trail between Forrest and Birregurra) and instead directed that a limited feasibility study for the extension of the trail to Barwon Downs be carried out.

The feasibility of extending the existing trail through to Barwon Downs has now been examined in detail, and the results are set out in this report. In summary, the cost is estimated to be around **\$544,000** (exclusive of GST), subject to the preparation of a detailed trail development plan, including inspection and evaluation of the two timber bridges. The estimated economic benefit arising from local people and visitors using the trail (and spending money in the towns and the region) is calculated to be around **\$550,000** per annum.

*Tiger Rail Trail Feasibility Study*

In time it may also be possible to continue the rail trail further north from Barwon Downs (as far as the former Murroon station site) although the financial merit of doing this has not been required in this feasibility study. This potential longer rail trail does not pass any additional (existing) businesses, but would bring trail users closer to a cluster of businesses in the Pennyroyal locality.

Although this part of the former railway corridor (Barwon Downs to Murroon) has not been analysed in detail (such a task being part of a detailed trail development plan), it would be physically possible but entirely dependent on the corridor being made available for trail use by Barwon Water. Extension of the rail trail to Murroon Station has both advantages and disadvantages. The major disadvantages are that it 'dumps' trail users in the middle of nowhere (although a trailhead could be established on the former station grounds), it would disrupt some farming operations (which would require innovative trail design and alignment solutions, and compromises to be adopted). Adjoining landowners and/or lessees are not supportive at this time. It would also come at a considerable additional cost (as replacement of several missing bridges would be required, amongst other construction requirements).

The major advantage is that it adds another 5.5km to the rail trail. The entire rail trail from Forrest to Murroon would be around 12km.

Given the costs and benefits (set out above) for the extension of the existing rail trail through to Barwon Downs, a decision to proceed with its construction would mean that a detailed trail development plan would need to be prepared to guide the construction.

The detailed trail development plan would include the following tasks:

- Consultation with key stakeholders (notably Barwon Water, which owns some of the former railway corridor);
- Consultation with adjoining landowners (including the owner of a section of the former railway corridor);
- Consultation with both the Barwon Downs and Forrest communities;
- Traverse of the corridor (to prepare a detailed and comprehensive works list including such matters as clearing requirements, fencing and gates, road crossing treatment, trail surfacing, stock crossings, signage and trailside furniture);
- Inspection of the two timber bridges by a structural engineer (and designs for refurbishment of the bridges - assuming they can both be re-used for the trail); and
- Preparation of a report (detailing all construction requirements and the estimate of probable costs).

A detailed trail development plan, including bridge inspections and concept designs for the refurbishment of the bridges, could cost in the order of \$30,000 (excluding GST).

## *Tiger Rail Trail Feasibility Study*

### *1.0 The Brief and Scope of Work*

As set out in the Contract Brief, the objectives of this project are to determine:

- a. The feasibility of establishing a shared-use trail on the former railway alignment between Birregurra, Deans Marsh, Barwon Downs and Forrest.
- b. The level of support for developing the proposed Tiger Rail Trail including from the community, landowners, tourism and business sector, and government.
- c. The demand for the proposed rail trail – understanding the target market, the proposed use, experiences and resultant visitation to the area particularly in light of the other existing and proposed quality trails in the region.
- d. The experiences that the proposed trail is best suited to offer and develop the experiences accordingly.
- e. The strategic fit for the development of trails including policy, strategic land use planning and literature support. This includes an assessment of the proposed trail against the significant trail assessment criteria identified in the BSW Regional Trails Master Plan (2009).
- f. The issues, barriers, constraints and opportunities associated with developing the proposed trail.
- g. The social, economic and environmental impacts and benefits of developing trails, in particular rail trails, in regional areas.
- h. Tourism/economic opportunities, and subsequent township development, through trail development. This should include a case study on one or more of the towns associated with the proposed trail to highlight the impact the trail could have.
- i. A proposed route that has strong community, government and private landowner support.
- j. The capital cost and ongoing maintenance support required for the proposed trail, including identification of possible funding sources.
- k. Should the trail be considered feasible, an implementation plan with priority areas for action including the consideration of destination plans for each community along the proposed route.



*The existing rail trail north from Forrest is already popular, despite its short length. The intention of this feasibility study is to determine whether it is viable to extend it through to Birregurra.*

#### *Deliverables:*

The Tiger Rail Trail Feasibility Study will be made up of:

An Issues and Opportunities Analysis that includes:

*Transplan Pty Ltd and Mike Halliburton Associates*

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*Tiger Rail Trail Feasibility Study*

- Identifying a proposed route and assessing the issues, barriers and opportunities associated with the alignment.
- A literature and policy review which outlines current trends and best practice throughout Australia and internationally.
- Understanding the key markets for rail trails and identifying trail use and visitation to the region.
- Identifying existing facilities and infrastructure that support the development of the Tiger Rail Trail.
- Identifying tourism, economic and township development opportunities.
- Overview of discussions/consultation with key stakeholders including affected public and private landowners, government agencies, and community and business organisations.

**HOLD POINT**

**At this stage of the project, the consultant will provide advice to the Project Steering Committee on the achievability of the proposed Tiger Rail Trail. Should the proposed trail not be considered achievable (eg: no alignment available, no support from landowners and/or community) the project will cease. If the proposed trail has an identifiable, achievable alignment, the project will continue.**

A Final Study which details the feasibility or otherwise of the proposed Tiger Rail Trail. The final study should include:

- Identification of the most preferred/appropriate alignment (if considered viable) which has strong support from landowners, community and government.
- A thorough overview of the research, policy and community engagement that supports the proposed trail.
- Design and development direction for the proposed trail including indicative designs and engineering requirements, broader level capital costs and ongoing maintenance costs. This should include consideration of a staged construction process.
- Assessment of the economic, social and environmental impacts on the Birregurra, Deans Marsh, Barwon Downs and Forrest townships and the broader Otways Region.
- A thorough understanding of the statutory planning, consents and approval requirements of developing the proposed trail.
- Core infrastructure needs along with complimentary facilities and infrastructure required.
- Tourism and other business and service opportunities.
- The development of a business case for investment and ongoing financial support. This sustainable funding model should include an indication of available funding opportunities, as well as support from Government, private investment and the community.
- Appropriate governance models for any future trail infrastructure including management and maintenance responsibilities.
- Recommendation on the feasibility or otherwise of the proposed Tiger Rail Trail for presentation to and consideration by key agencies.

As indicated earlier, the recommendation to abandon the proposal to extend the Tiger Rail Trail from its current termination north of Forrest to Birregurra was submitted to the Colac



*Tiger Rail Trail Feasibility Study*

Otway Shire and the Steering Committee via an "Issues and Opportunities Paper", which was made available for community information in September 2014. The Issues and Opportunities paper indicated that while the development of a complete rail trail through to Birregurra was not viable, it did suggest that there are other projects worthy of consideration, that may bring to the region the desired increased visitation and consequent economic (and other) benefits.

Agreement was reached on the recommendation to not proceed beyond the HOLD POINT.

However, given the possibility of an extension to Barwon Downs being possible, Council decided it would proceed with a component of 'Stage 2 - Preparation of Feasibility Study Report' as identified in the original tender. Specifically, it requested a cost-benefit analysis be undertaken for the section of the proposed trail through to Barwon Downs (from the current end point of the existing trail). This would then provide Council and the community with an understanding of the estimated costs and the likely benefits (eg: social, economic and environmental) as well as a business case to present to funding agencies.

Section 10 presents an assessment of the economic, social and environmental benefits of the proposed "Forrest to Barwon Downs Rail Trail".

## *Tiger Rail Trail Feasibility Study*

### *2.0 Literature and Policy Review*

This section summarises the review made of various documents and policies that outline current trends and best practice throughout Australia and internationally.

Prior to, and during the course of the project, numerous existing policies and strategies at State, region and local level were reviewed for their relevance to the proposed (extended) Tiger Rail Trail.

#### *2.1 State-level Documents*

##### *Victoria's Trails Strategy 2014-24 (July 2014)*

- Includes Forrest Mountain Bike Hub as an example of a State Significant Trail for cycling. Rated as some of the best mountain bike trails in Australia, Forrest has become a "must do" location. With over 60 kilometres of sign-posted single tracks, there is way too much for just one day. Further investment and upgrading is required to strengthen its tourism appeal.

##### *Victoria's Regional Tourism Strategy 2013-2016 (Tourism Victoria, December 2013)*

- The Strategy does not identify any specific projects for the Forrest-Birregurra sub-region

##### *Victoria's Cycle Tourism Action Plan 2011 – 2015 (Tourism Victoria)*

This plan outlines a range of initiatives aimed at growing cycle tourism in Victoria. The key objectives of the plan are:

- Strengthening the supply of cycle tourism experiences
- Building consumer demand for cycle tourism experiences
- Attracting and leveraging events.

##### *Victoria's 2020 Tourism Strategy (Tourism Victoria, July 2013)*

- Notes that the new Victorian Trails Strategy will provide for the development of Victoria's cycling, walking and multi-use off-road trails to drive visitation and establish key directions for trails planning, development, management and marketing.
- States that the Victorian Government is also committed to further developing nature based tourism.

##### *Victoria's Nature-Based Tourism Strategy 2008-2012 (Tourism Victoria, 2008)*

- Recommends capitalising on the existing network of tracks and trails to create high yield experiences.
- Recommends working with existing and new transport providers to facilitate better access to and within key NBT destinations for visitors.
- Suggests operators to offer pick up points along key tracks and trails.

#### *2.2 Regional-level Documents*

##### *Barwon South West Regional Trails Master Plan (Inspiring Place Pty Ltd)*

- Recognised Forrest MTB Trails as a regional mountain bike hub.
- Recognised that the Forrest-Birregurra Rail Trail was not presently considered a regional trail due to a range of factors including private ownership of corridor,

### *Tiger Rail Trail Feasibility Study*

making a continuous trail hard to achieve. The Plan recognised its potential in the future and suggested the development of short sections of the trail near towns would increase local trail opportunities.

- This Master Plan is being further refined through the *Growing Adventure Tourism in Barwon South West Region* – a project that is still under development but nearing completion. (See [trctourism.com/news/growing-adventure-tourism-in-barwon-south-west-region](http://trctourism.com/news/growing-adventure-tourism-in-barwon-south-west-region))

#### *Great Ocean Road Destination Management Plan*

- The plan identified that trail infrastructure is a gap in nature-based tourism product, though it notes challenging and scenic trails as a strength in terms of cycling. It also identifies that services for cyclists (spares etc.) and complimentary products such as accommodation, food, retail are weaknesses in the product category.
- It does not specifically identify any trail projects in the Colac Otway sub-region as priority projects.

### *2.3 Local-level Documents*

#### *Forrest MTB Strategic Plan*

This study (currently underway) builds on the Forrest Mountain Bike Trails Future Opportunities Workshop held in 2011. A draft Issues and Opportunities Paper was released in February 2014 to inform the Draft Strategic Plan. Notable elements for this project are:

- Survey findings indicate that the facilities and services provided by the town to MTB visitors are crucially linked to MTB rider visitation and to the town.
- The paper notes that the Tiger Rail Trail Stage 1 is planned to eventually link Forrest to the township of Birregurra over a distance of 42kms, subject to funding and planning constraints.
- The paper notes the existing commercial facilities and services and recommends the development of further facilities and services. This is discussed in further detail in Section 7 of this document.

## *Tiger Rail Trail Feasibility Study*

### *3.0 Visitor Market and Needs Analysis*

This section presents an outline of the key markets for rail trails and identifies trail use and visitation to the region.

A trail such as the proposed Tiger Rail Trail will provide a number of opportunities generally associated with recreation trails.

Should the trail prove feasible, it may help the area become more of a 'year-round' destination, bringing additional tourists and keeping them longer in the area.

Other possible benefits from developing the trail include:

- Improvements to community connectivity;
- Increasing recreational options for local people; and
- Creating opportunities to build on existing industries and enterprises of the area

#### *3.1 General Visitor Numbers*

Visitation to regional Victoria has been relatively stagnant in recent years. For example, during the period 2000 to 2012, domestic overnight visitors to regional Victoria declined at a rate of 0.5 per cent per annum. Despite modest growth in intrastate overnight visitation within Victoria since 2008, visitor numbers are yet to exceed levels experienced in 2000 (*Tourism Victoria, July 2013*). This pattern is repeated in the Great Ocean Road Tourism Region (*Great Ocean Road Destination Management Plan 2012*).

There is a large amount of visitor data available for the Great Ocean Road Tourism Region (from Tourism Victoria). In 2013, Colac, Colac Region and Otway received around 19% of domestic visitors to the wider Great Ocean Road region, and 15% of day trips.

Available figures for Colac Otway for the last 5 years are shown in Table 1 (the trends do not necessarily match the overall regional Victoria trends – visitation has gone up and down over the last 5 years).

*Table 1: Visitor numbers to Colac, Colac Region and Otway 2009 - 2013*

| Year ending | Overnight Visitor numbers | Day-tripper numbers |
|-------------|---------------------------|---------------------|
| Dec 2009    | 319,000                   | 289,000             |
| Dec 2010    | 310,000                   | 308,000             |
| Dec 2011    | 343,000                   | 419,000             |
| Dec 2012    | 352,000                   | 434,000             |
| Dec 2013    | 323,000                   | 301,000             |

Source: *Tourism Research Australia 2013*

Key markets for Colac Otway are Melbourne and Regional Victoria. Melbourne provides just over 50% of overnight visitors, while Regional Victoria provides just over 33% of overnight visitors.

The short break market (1-3 days) has been a predominant market for domestic tourism for some time and it remains a key market for visitors to the region. People on short breaks often look for a trail experience as part of their holiday.



## *Tiger Rail Trail Feasibility Study*

### *3.2 Trail User Numbers*

#### *3.2.1 Visitors*

Recreation trails provide an important piece of tourism infrastructure and provide experiences in the nature-based tourism market and particularly the adventure tourism market. Nature-based tourism is estimated to be growing at 10-30% per annum – a significant growth market to target (*Victorian Nature-based Tourism Strategy 2008-2012*).

Visitors most likely to participate in cycling or walking activities are 'nature visitors'. (A nature visitor is a visitor who participates in at least one of a number of nature-based activities while travelling including visiting national parks or state parks, visiting wildlife parks, zoos or aquariums, visiting botanic gardens, and bushwalking or rainforest walks). According to Tourism Research Australia (TRA), the majority of nature visitors in Australia are domestic visitors rather than international visitors. Research undertaken by TRA indicates the number of nature visitors in Australia in 2009 totalled 28.31 million people; made up of 3.3 million international visitors, 12.46 million domestic overnight visitors and 12.55 million domestic day visitors. TRA estimates that 48% of domestic overnight nature-based visitors take part in bushwalking / rainforest walks, whilst 36% of domestic day visitors and 38% of international visitors enjoy this type of activity (*TRA Snapshots 2009*).

Not all nature visitors are interested in the types of activities undertaken on tracks and trails, however Tourism Research Australia estimates that 51% of domestic overnight nature visitors take part in bushwalking / rainforest walks, whilst 39% of domestic day visitors and 37% of international visitors enjoy this type of activity. This is an established activity in Colac Otway Shire. In the year ending December 2013, 36.8% of overnight visitors and 16.2% of daytrippers took part in a bushwalk or rainforest walk during their visit.

A number of high profile trails in Australia and New Zealand provide examples of user numbers that can be achieved on tracks and trails (a product within nature-based tourism). Users are attracted to developed trails that are both 'known' or advertised in some way, and offer a range of facilities such as signage and interpretation, parking, toilets and water.

- Use of the Bibbulmun Track (WA's long distance walking track between Perth and Albany) increased from 10,000 in 1998 to 35,000 in 1999-2000 to 137,500 in 2003 (*Bibbulmun Track Foundation 2004*) to over 167,000 in 2008 (*Colmar Brunton 2009*). 79% of 2007/08 users came to the track specifically to use the track.
- The Munda Biddi Trail is WA's cycling (off-road cycle touring) equivalent of the Bibbulmun Track. Running from Perth to Albany (a distance 1,088 km), it attracts 21,000 users per year (*Munda Biddi Website*).
- The Great Ocean Walk in Victoria attracts 100,000 visitors per year (*pers.comm Parks Victoria*).
- The Wilsons Promontory Walk (also in Victoria) attracts some 60,000 visitors/year (*pers.comm Parks Victoria*).
- The Murray to the Mountain Rail Trail (Victoria) attracts 59,900 annual visitor days in 2010 (*SGS Economics and Planning 2011*)

### *Tiger Rail Trail Feasibility Study*

- The Otago Central Rail Trail (NZ) offers a 3-day cycle or 5 day walk experience covering 150 kms. Over 14,000 users traverse the entire length each year, with the most popular section attracting over 20,000 users (*Central Otago District Council 2011*).
- Data from Colac Otway Shire shows that the total usage on monitored sections of the Old Beechy Rail Trail for 2013 (excluding Beech Forest) was 23,368. This does not include data for the Colac section of the trail, as monitors were not installed at that location.

It is also worth noting that the Great Ocean Road Destination Management Plan highlights two key market segments that should be targeted (with tourism products generally). These market segments are socially aware, and visible achievement; both segments have an interest in nature-based tourism (among other activities). These segments are also potential consumers of a trail such as the Tiger Rail Trail.

#### *3.2.2 Local users*

Tourism numbers are important and in fact drive this project. However, it is important not to overlook the contribution of local residents to the success of a trail. In 2001, the Mundaring Shire (in Western Australia) trail network was used by over 200,000 people (*Jessop and Bruce 2001*), having grown from a low base when the network was first fully opened. Only 10% of these users were locals (residents of Mundaring Shire) with many other users drawn from the Perth metropolitan area. The total annual visits (people generally use trails more than once a year) were a staggering 2.454 million visits annually, with local residents accounting for 63% of these visits. Their expenditure on the trail was also significant. While the individual value was low (i.e. expenditure per person per visit), the cumulative economic impact was significant. Local trail users spent an average of \$1.44 per visit to the trails in the Shire. This injected a further \$2.23 million into the local economy annually. The same local trail users spent an additional \$2.62 per visit outside the Shire, adding a further \$4.05 million to the total State economic benefit.

### *3.3 Trail User Characteristics*

#### *3.3.1 What Do People Do on a Trail?*

The latest Exercise, Recreation and Sport Survey (*ERASS 2010*) reports on the propensity of Australians to participate in trail-related activities at a general level (note that these figures show the number of people who have participated in the activity at least once in the last year):

- 35.9% of survey respondents across Australia participated in walking, making it the most popular form of activity. This percentage has been consistent since 2001, and walking has been the most popular exercise activity since 2001 (increasing by 44% in that time). Victorian figures for 2010 are consistent with this national average, with 36.6% of survey respondents across Victoria participating in walking. This number has increased over the ten years, while participation in other activities has fallen.
- 11.9% of survey respondents across Australia participated in cycling, making it the fourth most popular form of activity. Again, cycling has been amongst the top 5 activities since the ERASS began in 2001 and has increased by 45% between 2001 and 2010 (though it has decreased and increased over that ten year period). The 2010 level is the highest in 10 years. Victorian figures for 2010 are consistent (though higher) with this national average, with 12.7% of survey respondents

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across Victoria participating in cycling. This number has increased over the ten years, while participation in other activities has fallen.

- 4.8% of survey respondents across Australia participated in bushwalking, making it the seventh most popular form of activity. Bushwalking's percentage share of exercise has moved up and down since 2001, but it consistently appears in the Top 10 activities. Victorian figures for 2010 are consistent with this national average, with 4.6% of survey respondents across Victoria participating in bushwalking. This number has increased over the ten years, while participation in other activities has fallen.
- An estimated 6.7 million persons aged 15 years and over participated at least three times per week in non-organised physical activity (which includes walking, cycling and bushwalking), a regular participation rate of 38.5%.

Two general findings from the 2001 inaugural Exercise, Recreation and Sport Survey are also relevant. While these comments were made in 2001, they are still relevant in 2014.

- Significant technological advances in equipment design and function have created new forms of outdoor activities and extended the scope and levels of participation for the general population.
- In general the population are making increased 'lifestyle' choices that associate with greater access and contact with the natural environment. This includes aspects of urban to rural ('sea change') residential drift, increased demand for open space (parks, recreation trails etc.) in urban developments, and increasing demands for recreational time in the outdoors (changing work patterns and day trips from home).

Together, these two general trends have helped increase demand for passive non-organised recreation (as opposed to organised sporting activities).

A number of survey-based studies are available which together give a consistent indication of participation levels relevant to trails-related outdoor recreation activities. These studies come from South East Queensland (1998, 2001 and 2007), South Australia (Adelaide and Adelaide Hills, and Market Equity 2004), and the ACT. Table 2 provides a summary of the relevant participation rates.

*Table 2: Participation Rates in Outdoor Recreation Activities*

| Study              | Walking | Cycling |
|--------------------|---------|---------|
| SE Qld (1998)      | 60%     | 25%     |
| SE Qld (2001)      | 50%     | 26%     |
| SE Qld (2007)      | 35%     | 29%     |
| South Australia    | 59%     | 26%     |
| SA – Market Equity | 69%     | 29%     |
| ACT                | 73%     | 58%     |

All studies used large samples. The ACT study included a large number of school-aged children, which may explain the higher participation rates, particularly for cycling. The very extensive Canberra bike path network may also have contributed to the high participation in cycling. The figures for participation show the percentage of the

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population for the town or region who had participated at least once in walking or cycling in the previous 12 months.

The point of most significance in these figures is the relative proportion or level of participation for each of the two activities. Clearly walking is the most popular trail related activity, and is in fact one of the most popular outdoor activities amongst all Australians. It is likely to remain so as the population ages. Walking continues to be most popular activity for people aged over 34 (ERASS 2010). Bushwalking continues to be a relatively popular activity.

Unfortunately none of the surveys distinguish between cycling generally and off-road cycling (both off-road cycle touring and traditional mountain biking). Off-road cycle touring and mountain biking is a rapidly growing recreational pursuit around Australia, and there is growing usage of non-urban areas for this activity. Cycle tourism is a growing market within the Australian tourism sector, particularly within the nature-based tourism segment. Available research demonstrates that cycle tourism has the potential to make an active contribution towards the economic revitalisation of regional Australia as well as improve quality of life for its residents (*Victoria's Cycle Tourism Action Plan 2011-2015*).

Mountain biking underwent a tremendous increase through the 1990's. It has been one of the 'boom' recreational pastimes of the last decade. Cyclists are the most dominant user group on the Tasmanian Trail. The Mawson Trail in South Australia was primarily designed for off-road cycle touring, and the 1,000km Munda Biddi Trail in WA is designed exclusively for off-road cycle touring. These projects indicate a growing demand for cycle trails, as does the popularity of rail trails in Victoria. Over the last three years, much of the trail planning and building activity across Australia has focussed on mountain bike trails, either within reserves or in specifically prepared mountain bike parks (such as the Forrest Mountain Bike Trails). The SEQ Regional Trails Strategy (*Qld Outdoor Recreation Forum 2007*) also noted a strong demand for cycling in younger age groups (less than 30 years old). Work by Market Equity (2004) for the South Australian Office of Recreation and Sport adds to the body of evidence on the popularity of cycling, particularly on certain trails. Market Equity's survey of five trails in South Australia (interviewing 933 trail users) included the Riesling Trail (a rail trail); the percentage of trail users that were cyclists was quite high at 65% (compared to an average of 29% of cyclists across the five trails).

Cycle tourism is a growing market. In 2010, Australia recorded approximately 258,000 international overnight visitors who participated in cycling (*Victoria's Cycle Tourism Action Plan 2011-2015*). Victoria received 320,000 cycling visitors in 2010 who stayed an average of 5.3 nights. Domestic overnight visitors who participate in cycling on their trip stay longer and do more while on holiday when compared with other tourists, making them a stronger source of income for regional communities.

Many of the cycle touring trips would be confined to bitumen (quiet back country roads etc.) but a significant portion may be interested in an off-road cycling experience. The New Zealand Cycleway Market Research (2009) found that, in general, international cycle tourists want easy multi-day trips with good supporting services or events. The holidays can also be location-based and utilise nearby trail networks. Domestic cycle tourists and recreational riders are not primarily focused on cycling but on the broader experience. This group is likely to be older or consist of families rather than single visitors or couples. Both markets are looking for easy access to safe and traffic-free trails. Trail gradient is a critical factor in successfully designing a trail for a specific market or type of rider. For a



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large portion of the location-based cycling and cycling holiday market average trail gradients of 2-3° are required (this explains the popularity of rail trails for this market).

In summary, the proposed rail trail would provide experiences for a range of user groups in a series of markets that have been consistent over time – walking and bushwalking and cycling – or growing significantly – off road cycle touring. The trail would provide for both visitors and local people who participate in a range of activities.

#### *3.3.2 How Long Do People Spend on a Trail?*

A Victorian study (prepared for the Victorian Trails Strategy 2005-2010) found that there is a clear preference for shorter walks (up to 6 kilometres and taking between 30 minutes and 2 hours to walk) both in metropolitan and “remote” trails. The Market Equity work in South Australia confirms this finding with 76% of walkers using trails for less than 2 hours. Recent work done by the Bibbulmun Track Foundation showed that 40% of the users spent less than 4 hours on the trail, while another 29% spent between 4 hrs and a day, meaning that 69% of all users (115,000 of a total of 167,000) spent no more than a day on the track (*Colmar Brunton 2009*). The tremendous success of the Great Short Walks of Tasmania program is testimony to the fact that there is a huge market for this type of walk. Many of the 60 walks promoted through this program are around this length.

Use patterns for cyclists are somewhat different. Results from a recent survey carried out by the Queensland Outdoor Recreation Forum (June 2013) on mountain bike riding indicate that the most popular “ideal length of ride” for biking was 21-30km followed by 10-20km. Most rides are between 1 and 3 hours. Studies of the Forrest Mountain Bike Trails show that the majority of users (52%) spend 3-4 hours on the trail network. Market Equity’s 2004 South Australian work showed that the majority of cyclists surveyed (74%) use a trail for 3-4 hours and are more prepared than walkers to travel to use a trail (36% of cyclists interviewed on the five trails were non-locals).

There is no doubt that visitors in particular are likely to put aside the time to travel along the potential trail (or parts of it) – people have more time on holidays than they do in their normal day.

#### *3.3.3 Who Uses Trails and Why?*

What sort of person is a trail user? Unfortunately, there is limited Australian research on who uses trails in general (characteristics of rail trail users are discussed in more detail in 3.3.4 below). The limited research that has been done shows some interesting attributes of trail users across Australia:

- The majority of people (53%) who participate in outdoor recreation are aged between 25 and 54 (*SE Queensland Outdoor Recreation Demand Study 2007*).
- The single biggest group (53%) of users of the Bibbulmun Track (WA’s primary long-distance walk track) are aged between 25 and 39, with 25% between 15 and 24, and 17% between 40 and 65 (*Colmar Brunton 2009*).
- The City of Greater Geelong conducted a very extensive survey of walkers (not just on trails) in the City. 82.9% of survey respondents who had a degree or post-graduate qualifications had walked for exercise or pleasure in the last 2 weeks, while only 62.9% of those who had left school in Year 10 or earlier had walked for exercise or pleasure in the last 2 weeks. The authors of this survey concluded that walking participation increases with educational achievement (*City of Greater Geelong 2003*).

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- People using a series of walk and cycle trails in SA (including the Riesling Trail) are motivated by a desire to attain a sense of well-being (95% of users listed this as a motivation), to unwind and relax (91%), to be close to nature (87%), and to be close to family and friends (70%) (*Market Equity 2004*)
- Taking time out and participating in an activity are more important to domestic cycle tourists than international cycle tourists. On the other hand, exploring a unique place or must-see destination, experiencing local culture and learning about other cultures are all more important to international cycle tourists than their domestic counterparts (*Tourism Resource Consultants 2009*).



*The Otago Central Rail Trail in New Zealand attracts 14,000 users each year.*

#### *3.3.4 Who Uses Rail Trails and Why?*

Observation of many operating rails trails throughout Australia, New Zealand and North America indicates that there is a very wide diversity of people (and groups) that use rail trails.

The predominant user group for rail trails is cyclists, ranging from elderly people, to baby boomers, young couples, family groups with children, teenagers and young children. Walkers and horse riders are also attracted to rail trails, but in far lesser numbers. They all are using rail trails for a reason: they enjoy motor vehicle traffic-free routes, away from the noise and smell of roads, away from trucks and cars.

Rail trails appeal to individuals, to couples, to groups. In fact, a significant proportion of trail users on the Otago Central Rail Trail on the South Island of New Zealand are groups. These groups consist of sporting clubs, work groups, social clubs, Over 50's groups and organised tour groups. Some use the rail trail for team-building, some use it for fitness training, others for a social club outing. Others cycle and walk the Otago Central Rail Trail simply for the outstanding beauty and scenery that it provides.

Professor Sue Beeton of La Trobe University undertook a study of the impact of rail trails on the communities through which they pass. The study involved interviews and a survey of users of the Murray to the Mountains Rail Trail in NE Victoria over the 2009 Easter weekend. It found:

- ◆ Of the 128, only 22 identified themselves as living close to the Rail Trail but were all travelling with visitors. Travel companions were evenly spread between travelling

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with a partner, family or friends, while only a small number of respondents (5 percent) travelled alone.

- ◆ The respondents were predominantly employed in professional and administrative positions (47 and 25 percent respectively) with 14 percent retired; however no respondents identified themselves as unemployed.
- ◆ Ages were varied, ranging from one year old to 79, with a slight majority of men (53%). The largest group was aged between 41 and 60 years old, however the high representation of riders in the 0-10 age groups illustrates the significance of mixed family groups and the suitability of the Rail Trail for all ages.
- ◆ Half of the respondents had past experience in using rail trails and identified the Murray to the Mountains Rail Trail as one they had visited previously. Over half (53%) considered themselves to be frequent riders, cycling more than once a week, but not daily. The next largest group (23%) were regular weekly riders, suggesting that while the trail is being used by people who cycle often, they are primarily recreational cyclists with a quarter who do not cycle regularly.



*The existing Tiger Rail Trail passes through some beautiful forest and farmland, over one bridge and alongside another – some of the special features that users expect along a rail trail.*

The Hauraki Rail Trail in New Zealand is particularly popular with the "baby boomer" and family clientele from Auckland and the wider Waikato, with 24% of users coming from Auckland, 15% from Hamilton, and a large proportion of users being older riders (*New Zealand Ministry of Business, Innovation and Employment 2013*).

Apart from motor vehicle free conditions, there is a wide range of features that make rail trails popular. Generally speaking, it is the flatness of the corridor and the many historic features of the railway (embankments, cuttings, bridges, tunnels, signals, switches, stations and sidings, turntables etc) that attract and fascinate visitors to a rail trail.

Not all rail trails are the same: some are located through agricultural land, some are located in inner urban areas, others are located through forests, some along coastlines.

Rail trails are different from each other, but a number of characteristics often distinguish the good ones. These features are drawn from a number of published sources and the consultants' own extensive experience with rail trails.

- ✦ Many successful rail trails have accessibility to large population centres both for visitors and as a stimulus for local demand.
- ✦ There are existing or easily developed tourism infrastructure and other attractions in or near townships along the rail trail – cafes, wineries, places to eat, explore and stay.



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- ✦ The best rail trails are located entirely on the original formation (through cuttings and embankments) of the former railway. Using on-road sections, off the original formation and railway corridor, detracts from the experience of visitors.
- ✦ Good rail trails have some heritage infrastructure in place such as historic stations, bridges, tunnels, goods sheds, sidings, platforms, switches, signals, railway signage and mile posts. Rail trails elsewhere have utilised their railway history as part of their attraction. Stations in particular can provide a focal point for community activities as well as an interesting attraction for visitors. Remaining major elements of the railway infrastructure (formations, deep cuttings, high embankments, bridges, culverts) add significantly to the user's experience. Built and social heritage values are a critical part of the rail trail experience not often experienced on other types of recreational trails.
- ✦ A common feature is community and adjacent landholders' level of support for the project to move ahead. Many (though not all) adjacent landholders are initially suspicious of rail trails; they often become converts once a trail is built.
- ✦ A uniqueness of experience is often important – be it landscape, trail type, a 'one-of' nature.
- ✦ Many of the good rail trails have a regional or state tourism significance (some have national and international significance). Significance is elevated where extensions are made to connect to services in towns. The best rail trails have natural terminuses in major centres or towns. Intermediate towns easily accessible along the trail are critical when a trail is long and an added bonus when the trail is short.
- ✦ The best rail trails are located in highly scenic surrounds, with spectacular views of the surrounding landscapes. These trails are often full of variety and interest. The best rail trails traverse places of cultural and natural history and conservation and provide opportunities to view birds, other wildlife and remnant vegetation.
- ✦ The good rail trails often provide opportunities for short, medium and long length rides and walks on the main trail.
- ✦ Railway corridors can provide a great insight into the history of the region – both European settlement and Aboriginal use. Good interpretation will mark out an excellent trail – this is the next frontier in all trail development. There are many good recreation trails (including rail trails) in Australia – few have good interpretation. Interpretation adds significantly to the user's experience.
- ✦ In a similar vein, trails that emphasise local conditions – flora, fauna, history, construction materials, etc. – are very popular. Good interpretation will bring out this local flavour.



*Few of the original bridges remain along the former railway corridor. However, two significant timber bridges remain just south of Barwon Downs.*



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- ✦ Well-signed and mapped trails - both on the trail and easily available elsewhere - are more successful than those that are not.
- ✦ Informed locals make a user's experience more pleasurable.
- ✦ The best rail trails offer a challenge, and they offer peace and solitude.
- ✦ A well-maintained trail and a strong community support network adds to the user's experience, primarily because the trail remains in good condition. Such a community network could include a committed and purpose-dedicated management committee, a strong "Friends of the Trail" Group or even a full-time trail manager. Various rail trails in Australia feature at least some of these elements.

In summary,

- Rail trails are trails for people of all abilities and all types of bicycles (depending on surface material). Good trails provide equity for people of many levels of fitness and equipment to gain access to the types of experience within the region.
- All rail trails are motor vehicle free i.e. safe for all types of trail users.
- Minimising major road crossings adds to the experience. Trails rarely interrupted by road crossings appeal more than those which constantly cross roads – well marked and safe crossings where necessary add to the success.
- All railway formations (through cuttings and along embankments) provide a gentle gradient and sweeping bends, suitable for all types of cyclists, walkers, and where appropriate, horse riders.
- All rail trails offer safety for users compared with urban shared pathways which have driveways, light poles, blind corners, poor sightlines, and are often "congested" as users cannot see other users approaching due to poor sightlines.



*Above left: the Oxenberry Farm Winery and café is strategically located immediately alongside the Coast to Vines Rail Trail in McLaren Vale, South Australia and benefits from passing cyclists and walkers. Above right: the farmer living alongside the Otago Central Rail Trail in New Zealand saw an opportunity for a chalet development to cater for passing trail users.*

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#### *3.3.4 How Much Do Trail Users Spend?*

Successful trails are already attracting large numbers of visitors and they are spending reasonable amounts of money both in the local economies and in the broader economy. Tourism already provides over 7% of employment opportunities in the Shire; developing a trail will add more employment opportunities. Taking trail users through towns will provide new business opportunities for service providers.

The following figures provide a snapshot of expenditures from a range of trails to demonstrate user expenditures.

- The Mundaring Trails Network, 1 hour from the Perth CBD, injected some **\$12.62 million** into the local economy and a **further \$15.21 million** into the State economy annually. Local residents spent \$4.06/visit to the network and visitors (primarily day users) spent \$23.71/visit. The key is that the total number of trips on the trails studied was a staggering 2.454 million visits annually (*Jessop and Bruce 2001*).
- Users of South Australia's Riesling Trail (a 35 km rail trail in the Clare Valley) who come primarily to use the trail are estimated to spend **\$1.08 million/year** (\$215/person/visit with daily expenditure of around \$100). This does not count the other 50% of trail users who use the trail as a secondary purpose for their visit (*Market Equity 2004*).
- The economic impacts of the Bibbulmun Track (WA's long distance walking track) have been studied over two periods (in 2003 and 2007/08). In 2003, the track was shown to have generated \$21 million of expenditure **annually** by track users, well in excess of its **one-off** construction costs of \$5 million (*Colmar Brunton 2004*). More recent figures show an increase in this amount (due to an increase in both users and how much time they spend on the track). The estimated expenditure in 2008 is around **\$39 million annually** (*Colmar Brunton 2009*). The 2007/08 study shows that the average day walker (some 70% of all users) is spending \$50-60/day, while those walking the track for 2-3 days are spending around \$200/visit. Those using the trail for 6 weeks or more, while small in number, are spending \$1,400/visit.
- The Murray to the Mountains Rail Trail in NE Victoria is one of the better known rail trails in Australia. Recent research work (*Beeton 2006*) undertaken on this trail over Easter 2006 found that average daily expenditure was **\$258/user/day**. The bulk of this expenditure was on food and beverage (57% of daily expenditure which equates to \$147/user/day). Beeton applied accepted economic multipliers to these figures and calculated that the direct contribution to the local economy per user per day was in excess of \$480. (Recent follow-up work by Beeton (2009) confirms these figures).
- Users of New Zealand's Otago Central Rail Trail are spending \$NZ 157.30/day with the average length of stay of 3.7 days (visitor numbers as noted above are in the order of 14,000 users who traverse the entire trail) (*Central Otago District Council 2011*).

Successful trails are already attracting large numbers of visitors and these are spending reasonable amounts of money both in the local economies and in the broader economy.

Providing accommodation, equipment, and off-trail experiences are some of the businesses that have arisen along other trails. Trail users spend money before coming to a trail and in towns and villages along the way. Trails generate new businesses but also

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help existing businesses. In New Zealand across 4 recreation trails subject to detailed research (*New Zealand Ministry of Business, Innovation and Employment 2013*), 1 in 5 businesses surveyed reported that they had either expanded their services (e.g. added capacity) or added new services since the trail opened in their region. These ranged from provision of cycle tours to cellar door tasting sessions, but were commonly in the provision of accommodation, transport or shuttles, or cycle hire. There was anecdotal evidence that trails have been beneficial for existing businesses either by absorption of existing excess capacity and by spreading the risk through the diversification of product.

*3.4 Trail Market and Trail User Conclusion*

Australians are increasingly looking for passive, non-organised recreation opportunities, often in natural or near-natural settings. Demand for this type of opportunity will only increase as the population ages. While walking remains the most popular of these activities (and is likely to remain so as the population ages), off-road cycling shows a growing and often unmet demand within the trails market.

A proposed (complete) Tiger Rail Trail (should it be feasible) would provide experiences for a range of user groups in a series of markets that have been consistent over time – walking and bushwalking and cycling – or growing significantly – off road cycle touring. The trail would provide for both visitors and local people who participate in a range of activities. The potential expenditures are quite significant based on trail user expenditures elsewhere.

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### *4.0 Route Alignment Assessment - Issues and Opportunities*

This section sets out the range of issues identified in the study area which impact on the viability of the proposed rail trail.

In determining whether a viable rail trail between Forrest and Birregurra was possible, considerable effort was spent in ascertaining land ownership details for the former corridor railway and adjoining land. In addition, fieldwork was undertaken to assess the former railway corridor, to assess current uses of it and to identify any physical constraints that may hinder the development of the proposed rail trail.

Discussions and on-site meetings were held with a number of farmers in the region (adjoining and/or leasing the former railway corridor) to ascertain their feelings towards the prospect of the rail trail being developed. Conversations were also held with some farmers who now own sections of the former railway corridor.

The results of the research, land tenure investigations, fieldwork and consultations revealed a series of 'issues', which are summarised below:

#### *4.1 Issues*

- Long lengths of the former railway corridor are now in private ownership (in four distinct areas: near Birregurra, south-west of Whoorel station, around Deans Marsh and near Barwon Downs). All landowners spoken to (who now own parts of the former railway corridor) are opposed to the development of the rail trail through their privately owned land (with the exception of the landowner near Barwon Downs and Barwon Water).
- A long length (12,270 metres) of the former railway corridor is owned by Barwon Water, much of which is leased to adjoining landowners. Barwon Water is not opposed to the use of the section of former railway corridor it owns providing existing leaseholders have no objections. Barwon Water leaseholders spoken to for this study are opposed.
- Of the original 28 bridges, we understand that all but 4 are now missing, meaning that millions of dollars will be required to replace them if a trail proceeds. The length of the original bridges (as provided to the consultants) was around 1,800 metres. It is estimated that around 1,500 metres of bridges (at around \$6,500/m) would need to be reinstated for the trail to be developed along the corridor (should it be possible). This is a potential cost of around \$11.7 million – just for the bridges.
- Alternative access into Birregurra (via Birregurra-Forrest Road and Birregurra-Deans Marsh Rd) would require hundreds of metres of elevated structures and raised embankments across the flood plain alongside the road.



*Very little remains of the railway bridge over Matthews Creek. Replacement of this and numerous other bridges would be required for a rail trail between Forrest and Birregurra to proceed.*



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- Potential use of Barwon Water's water supply channel cannot be considered as a viable alternative due to Barwon Water's stated opposition to its use (based on safety issues, and potential contamination issues). Barwon Water fears that trail users may deliberately (or inadvertently) find their way into the channel (even if it was fenced) and be swept away in the fast flowing water. Barwon Water is also very conscious of the need to prevent contaminants (pathogens) from humans from entering the water supply. Barwon Water is of the view that the best barrier is the first barrier in terms of risk containment. While the channel could be fenced, this would be a significant cost and consideration of this option becomes a consideration of benefits versus costs. The channel would need to be closed at certain times of the year for maintenance, meaning a trail along the channel would also be closed. Barwon Water has no plans to cover the channel in the short to medium term. (Parts of the former railway corridor were originally purchased by Barwon Water to build a covered pipeline sometime in the future, but this is not an option being considered by Barwon Water in the short to medium term.) The use of the water channel has been disregarded.
- In order to avoid those parcels of the former railway corridor that are now in private ownership, an investigation of alternative alignments was undertaken, including the use of the network of gravel roads running parallel or near to the former railway corridor. At the time of inspection and evaluation (Autumn 2014) many of these gravel roads were very boggy and not passable. Consequently, use of the network of gravel roads was not considered viable due to many being 'dry weather roads' only (ie. not trafficable in wet weather, even by motor vehicles). These gravel roads would be unusable for many months of the year. They do not therefore provide an option where use of the former railway corridor is not available.
- As part of the investigation of alternatives (where use of the former railway corridor was not possible due to it being in private ownership), an investigation was undertaken of the potential for use of unformed (ie. unconstructed) roads (eg. Salt Creek Rd). Although some of these lanes provide a physical connection to the former railway corridor, they do not actually provide a connection with publicly owned parts of the former railway corridor. Several unconstructed road (reserves) are the subject of 99-year grazing licenses.
- Another possible alignment option (to circumvent the privately owned sections of the former railway corridor) is to use the verges of nearby roads. Some roads in the area of interest are wide, grassy and flat and while they potentially provide for easy trail construction, they would not provide the desired quality experience that a



*An assessment of local roads was undertaken to evaluate their potential in providing a 'bypass' around privately owned sections of the former railway corridor. Most were considered unsuitable.*

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rail trail would provide – even if they provided a necessary (short) connection between publicly owned sections of the former railway corridor. As it is, use of lengthy stretches of road verges (9.6km in total) would be required and not all verges provide flat, wide open spaces. Some are in fact narrow, steep and/or heavily vegetated making trail construction difficult. Taking into account the nature of the road verges 'available' for trail use, it is considered undesirable to route a trail along road verges due to their limited appeal (safety, environment, not the 'rail trail' experience), reduction in number of market segments to which the proposed trail would be appealing to (i.e. rules out many families in particular), and the consequent decline in projected visitor numbers. Trails need to have an identified market, be attractive to potential/expected user groups and be beneficial financially for them to be worth developing.

- In attempting to find a suitable trail route (given the unavailability of much of the former rail trail corridor), the potential use of a combination of the railway corridor, gravel roads and road verges was considered. However, this option was not considered viable due mainly to the undesirability of routing a trail along a series of road verges and the issues with often-boggy gravel roads. Although there is no recognised 'formula' or percentage for determining how much of a rail trail



*The former railway corridor dissects numerous paddocks, potentially hindering well-established farming practices. These issues could be overcome if the proposed rail trail was considered feasible.*

should be along the original alignment (and not on adjoining or nearby roads), the desirability of using alternative alignments will be determined by: the amenity of the roads and road verges to be used; the landscape they pass through; the ease of construction of a trail along the alternative route; the distance (separation) of the trail from the road; the volume, speed and type of motor vehicle traffic on the adjoining roads and other factors. If the alternative trail route is 'pleasant' and well separated from nearby roads, users may be inclined to accept the 'detour' off the former railway alignment. This decision may also be influenced by the gradient of the alternative trail. As noted earlier, trail gradient is a critical factor in successfully designing a trail for a specific market or type of rider. For a large portion of the location-based cycling and cycling holiday market average trail gradients of 2-3° are required (this explains the popularity of rail trails for this market).

- Adjoining landowners (who lease portions of the former railway corridor) are opposed to a rail trail along the former railway corridor (which they lease from Barwon Water) due to the perceived disruptions to their longstanding farming practices. The railway corridor passes diagonally through numerous paddocks, with the potential to create a number of triangular paddocks that would be difficult to navigate farm vehicles through (tractors etc). As the rail trail would need to be double fenced (for insurance and public liability and risk issues), farming practices would be impaired. Gates could be built into the fencing to enable stock to cross

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from one side to the other. However, not all adjoining farms have stock. Some farmers grow crops and the former railway (ie. embankment/cutting) has completely disappeared in some situations though decades of ploughing and cropping. Although not desirable, a possible solution could be to divert the trail away from the original (straight) railway formation to the edges of properties or paddocks where required, thereby creating a zig-zag trail route. It is not an ideal solution as it further dilutes the overall impact of a trail on a flat, straight, raised railway embankment that, along with railway reminders (bridges, embankments, cuttings) rail trail users are seeking.

- While the majority of the former railway corridor is located within the Colac Otway Shire, a substantial segment of the corridor passes through the Surf Coast Shire in the vicinity of Deans Marsh. Most of the section that is located within Surf Coast Shire is now in private ownership. Alternative trail alignments considered would take potential trail users further away from Deans Marsh than the original alignment of the railway. By not taking the trail through Deans Marsh, or anywhere near Deans Marsh, the potential benefits of the proposed trail would not be realised in that town.

#### *4.2 Opportunities*

##### *4.2.1 Appealing Landscape and Views*

Cycling and walking along the former railway corridor potentially provides good views to the Otway Ranges, farmlands, rivers and a range of landscapes. The allure of river flats with grazing cattle and sheep also has strong visual appeal. Views of gently undulating countryside, containing water bodies and trees are one of the most attractive landscapes and relaxing for many people.

##### *4.2.2 Connections Between Towns*

One of the key benefits of the proposed trail, should it be viable, is the potential for bringing economic benefits to the towns through which it passes and other existing (and possible future) businesses in the region. Developing a trail would add more employment opportunities. Taking trail users through towns would provide new business opportunities for service providers.

The distances between towns is also important when considering likely trail users. The good one-way trails often provide opportunities for short, medium and long length rides and walks on the main trail. Having options is a bonus. Intermediate towns easily accessible along (or from) the rail trail are critical when a trail is long and an added bonus when the trail is relatively short (such as this one). An 8km ride (which would take users from Forrest to Barwon Downs) provides a perfect distance for young families looking for a one-way ride. It also (potentially) provides a perfect stopping point for these groups on a longer 31km ride (between Forrest and Birregurra).

Connecting the 4 towns (Forrest, Barwon Downs, Deans Marsh and Birregurra) via a trail would also provide an opportunity for local residents to choose a non-motorised connection for visiting friends or undertaking some exercise (or possibly travelling to work). A non-motorised trail provides another psychological link between the towns on the route. Importantly, the development of a trail will provide economic opportunities (further discussed in Section 7) that may include the development of a retail facility (basic provisions, light meals) in Barwon Downs. This could be a new village hub – missing since the general store closed. In this way the trail provides an opportunity for connections within towns as well as between towns.



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#### *4.2.3 Extending Existing Trail to Barwon Downs*

Extension of the existing rail trail from its current end point (which is some 4.2km north of Forrest) through to Barwon Downs is a realistic option as the majority of the corridor is in public ownership (with the exception of one section owned by a neighbouring landowner and that part owned by Barwon Water).

The revitalisation of Barwon Downs is likely if the rail trail is extended. The Barwon Downs community has aspirations of the General Store re-opening and perhaps for a café and/or accommodations being opened, on the back of an increased level of visitation from rail trail users.

Completing the rail trail to Barwon Downs opens up the family market as it becomes a ride/walk of a reasonable distance and with a logical start finish point.

Completing the rail trail to Barwon Downs provides another attraction to the area and extends the market appeal of Forrest. It is likely the existing segment of rail trail out of Forrest is currently used primarily by those using the Mountain Bike Park trails rather than those seeking a rail trail experience – as there is no logical end point.



and

*Dozens of cyclists, including many day-trippers from nearby Alexandra, frequent the Chatto Creek Tavern on the Otago Central Rail Trail in New Zealand. Without the development of the rail trail, the tavern would never have been re-opened.*

#### *4.2.4 Proximity of Attractions and Visitor Sites*

As well as passing through (or near to) the towns of Forrest, Barwon Downs, Deans Marsh and Birregurra, the rail trail would pass close a number of attractions along its route. These include:

- Gosling Creek Wines
- Pennyroyal Raspberry Farm Tea House and B&B
- Gentle Annie Berry Gardens and Café
- Sunnybrae Restaurant
- Numerous commercial accommodation facilities in the region

These attractions are commercial facilities that would benefit from users passing, stopping and staying – should the trail be developed.

The Otway Harvest Trail (2013-2014) initiative provides good information via a brochure and website. The trail features over 40 businesses throughout the region, a number of which are located in the area between Forrest, Deans Marsh and Birregurra.



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### *4.2.5 Topography of the Preferred Route*

One of the major appeals of rail trails is the gentle gradient, suitable for all types of cyclists, and walkers. This is the market that would be attracted to an extension of the existing rail trail (from its current termination) through to Birregurra – their demands are paramount in considering route options and trail feasibility. Consequently, a route that uses gentle grades (as is the case with former railway formations) is more suitable for this market and is more likely to attract a range of users.

Deviating away from the flat grades of a former railway will result in grades that will inevitably deter much of the market that would be attracted to the trail if it were entirely constructed on the original railway formation. Due to the fact that much of the former railway corridor is unavailable for use, it is inevitable then that (sometimes) steep road verges would have to be used in order for a complete trail to be developed.

### *4.2.6 A Trail with High-Profile Anchors*

One-way trails (or out-and-back trails) need an anchor at both ends to be attractive to users. The best one-way trails (including many rail trails) have natural terminuses in major centres or towns, or pass through major towns. Forrest and Birregurra are high profile anchors that draw people for a range of tourism purposes. Forrest is already popular with mountain bikers because of the variety of trails within the mountain bike park. The addition of a lengthy rail trail would provide another cycling possibility for those visitors who do not (or cannot) ride the single-track mountain bike trails.

Birregurra is situated on a railway station on the Melbourne-Warrnambool line and therefore well situated for those wishing to access the area by public transport (with bikes). The historic buildings and heritage nature of the village, its proximity to Melbourne, together with its cafes, numerous accommodations and short distance to the 'surf coast' make Birregurra an attractive destination already for visitors. A strong community group in Birregurra supports a trail connection.



*Existing interpretation in Forrest highlights the old timber tramways in the region. It may be possible to develop these into a network of trails.*

### *4.2.7 Broadening the Recreation Offerings*

Provision of an off-road cycling and walking trail adds to the list of tourist offerings and encourages visitors to stay a little longer to go for a pleasant walk or bike ride. A new nature-based attraction has the power to retain those visitors for longer, spending money and generating business opportunities. In addition, providing an "extra trail" (in addition to the 'serious' mountain bike trails of Forrest and the existing Old Beechy Rail Trail from Colac to Beech Forest) may encourage more family groups to visit Forrest and the other towns of the area.

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*4.2.8 Other Trail Opportunities*

There is a network of old timber tramways throughout the Otway Ranges. Consideration could be given to the possibility of developing a series of walk/cycle trails on these disused tramways, incorporating visitation to the old timber mills and historic artifacts still to be found throughout the area. Some of the tramways from the mountains once connected with the stations along the former Birregurra to Forrest railway line (including Forrest and Deans Marsh).

Although not considered in detail (as it was outside the scope of works for this rail trail feasibility study), a trail linking Forrest and Birregurra (utilising a combination of the former railway corridor and road verges) is possible – but would cater for a completely different market than intended for the rail trail. It would be a very different product to a rail trail. A roadside (verge) trail would have the benefit of providing safer local cycling and walking conditions than exist now, and provide a non-motorised link between all four towns. It would not, however, provide a significant level of direct economic benefit to the local communities due to the anticipated low expenditure patterns of local users compared to the high expenditures of visitors (on such items as accommodation and meals).

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### *5.0 Trail Route Alignment Options*

This section describes the various trail route alignment options investigated as a result of the inability to use significant portions of the original railway corridor.

As indicated above, the research into land tenure along the former railway corridor revealed that substantial lengths of the former railway corridor are now in private ownership (and most of these private owners are opposed to their privately owned land being used for the purposes of a trail).

Consequently, it was necessary to investigate and evaluate a number of potential alternative alignments in order to (potentially) circumvent those sections of the former railway corridor that are unavailable for the proposed rail trail.

The various trail route alignment options are described below:

#### *Alignment Option 1 (entirely on former railway corridor)*

This alignment option involves using the former rail corridor in its entirety, between the northern end of the existing rail trail (4.2km north of Forrest) and Birregurra. As discussed elsewhere in this report, private ownership of much of the corridor, particularly either side of Deans Marsh but elsewhere along the corridor, makes the use of the entire corridor impossible (at least on those sections which are privately owned, based on the views of these landholders as expressed in person or over the phone).

The unavailability of much of the corridor was unexpected at the outset of this project but quickly became apparent once comprehensive research was undertaken of land ownership.

The entire former railway corridor between the Forrest Station and Birregurra is approximately 31.7km. Of the 27.2km (between the northern end of the existing trail and Birregurra), approximately 8.6km (32%) is now in private ownership. A further 12.6km (46%) is owned by Barwon Water. Consequently, significant bypasses of the original railway corridor would need to be developed for a complete trail route to be established.



*There are sections of the former railway corridor eminently suitable for the development of a rail trail. Unfortunately, the occurrence of privately owned parts of the corridor does not permit a continuous rail trail to be developed.*

#### *Alignment Option 2 (combination of former railway corridor and water channel)*

This alignment option involves using sections of the water channel as an alternative to the former rail corridor (where the former railway corridor is not accessible due to land tenure). Barwon Water considers such an option presents considerable concerns, notably the safety of trail users and the potential contamination of water supplies from pathogens from humans. While the channel could be fenced, this would be a significant cost and consideration of this option becomes a consideration of benefits versus costs. The channel would need to be closed at certain times of the year for maintenance, meaning a trail along the channel would also be closed. Barwon Water's approach to water quality



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protection is in accordance with its regulatory obligations (*Safe Drinking water Act 2003*), and the risk management framework of the *Australian Drinking Water Guidelines (2011)* which prescribes a multi-barrier approach to water quality risk management, and advocates prevention of waterborne disease outbreaks through the protection of source waters. The first barrier in supplying safe drinking water is to use high quality, protected source waters as a means of reducing the potential load of drinking water contaminants, and thus reducing treatment costs and subsequent health risks to consumers.

The strong view of Barwon Water that the water channel is a 'no go' area, due to public safety and water quality risk management considerations, means that use of the water channel (and this alternative alignment option) has been disregarded.

#### *Alignment Option 3 (using the network of gravel roads where needed, and unconstructed road reserves)*

This alignment option involves 'bypassing' those privately owned sections of the former railway corridor by using a number of existing gravel roads that can be found between Forrest and Birregurra (such as Barholm Lane and Middle Murroon Rd) – as well as the verges of sealed roads (where quiet gravel roads do not exist) and unconstructed road reserves (such as Salt Creek Lane). However, despite their existence, this option is highly unlikely to produce a trail 'product' of sufficient quality to attract sufficient numbers of users to warrant consideration. The adjoining landowner has a 99 year lease over Salt Creek Lane road reserve.



*The flatness of the maintenance track alongside the water channel was regarded as a potential trail alignment option. Barwon Water, the owner, does not support its use as a trail route.*

Investigations have shown that many of these gravel roads are not trafficable for significant parts of the year due to wet weather (they are 'dry weather only' roads).

The fact that the gravel roads are unsuitable for use in their current state, and the likely high cost for upgrading these roads (to an all-weather condition), coupled with the undesirability of routing trail users along roads where motor vehicles might be encountered, effectively rules out this alternative as a viable trail route option.

The typical rail trail user would not be attracted to a trail where significant lengths (over 10km) of on-road riding and walking is required; where sharing the road with cars and trucks would be an everyday occurrence.

This option (involving the upgrading of gravel roads and the construction of a gravel trail along sealed roads) adds approximately \$2 million to construction costs (mostly in the upgrading of gravel roads to an all-weather condition).

#### *Alignment Option 4 (road verges of existing sealed and unsealed roads where required)*

This alignment option involves the use of over 9.6km of verges of existing sealed and unsealed roads between Barwon Downs and Birregurra (such as Barholm Lane, Murroon Road, Bushs Lane, Birregurra-Deans Marsh Rd). While some of these roads could be

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used, as much of their verges are wide and grassy, some are not suitable for use (by the target market) as they are steep and often heavily vegetated. In addition, they are not especially attractive – certainly they do not have the qualities of a railway formation. Road verges do not provide the unique appeal of a rail trail that, on occasions, may be flat but at least rail trails have railway heritage (and usually considerable separation from adjoining roads).

The likely (very high) expense associated with building a trail alongside Birregurra Road immediately east of Birregurra (across the wide floodplain of the Barwon River), would negate any benefits associated with its use (the benefit here being 'bypassing' that part of the original railway corridor that is now in private ownership). The land alongside Birregurra Rd is very low lying (the road is actually built on an embankment over the river floodplain) and approximately 250m of boardwalk/bridge would be needed within a relatively narrow road verge (in a number of separate sections). As well as these bridges and/or boardwalks, a significant built-up embankment for another lengthy section of the road verge would be required to ensure that the trail was not inundated during periods of wet weather.

Use of road verges of sealed and unsealed roads is not a satisfactory solution and is not the trail experience that would attract sufficient trail users to warrant the considerable expenditure that would be required. (Use of road verges to provide safer cycling and walking options for local people however should not be completely ruled out).

This option (involving the construction of a gravel trail along sealed roads) adds approximately \$1.2 million to construction costs (not including the cost of a path alongside Birregurra-Forrest Rd over the Barwon River Floodplain).



*The Barwon River floodplain near Birregurra would mean that any trail constructed alongside the Birregurra Road would require hundreds of metres of elevated boardwalks and/or bridges, together with hundreds of metres of embankment to provide a suitable trail route.*

*Option 5 (uses former railway corridor not privately owned or owned by Barwon Water, use of existing gravel and sealed roads and the verges of some suitable roads)*

This alignment option involves a combination of use of the former railway corridor not in private ownership or owned by Barwon Water, use of existing gravel and sealed roads and the verges of some suitable roads.

As described in the other alignment options, use of gravel roads is undesirable as is the use of considerable lengths of road verges. This option would not provide the quality experience that the rail trail market is seeking. While sections of this potential trail may appeal to, and be used by, local people it would not be a tourism product of sufficient quality to generate an economic benefit to the region.

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### *6.0 Existing Facilities and Infrastructure*

Trail users spend money before coming to a trail and in towns and villages along the trail. The broad categories where money is spent are:

- Accommodation
- Food and beverage
- Transport
- Other (including cycle maintenance)

It is worth examining existing facilities, infrastructure and services under each of these categories.

#### *6.1 Accommodation*

The Draft Issues and Opportunities Paper for the Forrest Mountain Bike Strategic Plan notes there is a range of accommodation types available in Forrest including camping, B&B's, full service Guest House, secluded self-contained cabins and houses with basic amenities that cater for small to large groups. The caravan park is well sited and provides excellent links to the adjoining open space of the township with tennis courts, playground and barbecue facilities. There is insufficient accommodation during peak holiday periods and events. It also notes that there is unmet demand for eco-lodge accommodation within the region.

A similar spread of accommodation (B&Bs, self-contained cottages, houses) can be found along the vicinity of the proposed rail trail route.

#### *6.2 Food and Beverage*

The Draft Issues and Opportunities Paper for the Forrest Mountain Bike Strategic Plan notes that there are four key food and beverage locations within Forrest (operating within certain operational hours/season basis). The Paper also notes that the ability to purchase general provisions in Forrest township is very limited. General provisions are generally purchased prior to staying overnight at Forrest. There is no bakery in town, while take away coffee is limited to the Brewery and Corner Store.

Barwon Downs has no such facilities; the general store closed recently. All who attended the community consultation open house in Barwon Downs acknowledged the negative impacts on the community that the closure of the shop had (particularly the loss of a meeting place) and all agreed that bringing the shop "back to life" would be a good outcome for the community. There was considerable interest in the suggestion that one way to bring the shop back to life was the possibility of developing the rail trail from Forrest to Barwon Downs. Deans Marsh has a general store and a café. Birregurra has a range of outlets offering groceries and dining opportunities.



*The existence of numerous visitor attractions throughout the region would provide plenty of off-trail destinations for trail users if the proposed rail trail was considered feasible.*

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There are a number of dining options offered in the vicinity of the rail trail and some of these are discussed in Section 4.

*6.3 Transport*

Birregurra can be accessed by a regular V-Line service from Melbourne and Warrnambool.

*6.4 Other Services*

Forrest offers one mountain bike hire outlet. This outlet also offers a range of supported and guided bike tours, and skills development courses. Other commercial operators offer supported and guided cycle tours of the Otways (including the Forrest Mountain Bike Trails).

The Draft Issues and Opportunities Paper for the Forrest Mountain Bike Strategic Plan includes recommendations that there needs to be:

- Town based equipment hire and tour groups to support tourist recreational needs.
- Mountain bike sales, hire and repair store.

Presumably, this is in addition to the existing Corner Store.



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*7.0 Tourism, Economic and Township Development Opportunities*

There is a range of business opportunities for private sector investors arising from the potential development of the Tiger Rail Trail. Providing accommodation, food and beverages, supported and guided tours, and equipment, are some of the businesses that have arisen along other trails.

Identifying specific business opportunities along a trail that may take years to develop is not a simple task. The best approach is to look at success stories from businesses elsewhere to illustrate the types of businesses that may respond to trail development.

It is important to understand how trail users spend their money before looking at some of these success stories. Trail users spend money before coming to a trail and in towns and villages along the way. Tables 3 and 4 show the broad sectors in which their money is spent.

*Table 3: Trail user expenditure by category for overnight visitors*

*(Overnight users includes those staying 1 night or more in the region to use a specific trail)*

|                                     | Average expenditure/day |
|-------------------------------------|-------------------------|
| Accommodation                       | \$23.10                 |
| Food and beverage                   | \$54.35                 |
| Transport                           | \$18.90                 |
| Retail                              | \$15.44                 |
| Other (including cycle maintenance) | \$11.34                 |
| <b>TOTAL</b>                        | <b>\$123.13</b>         |

*Table 4: Trail user expenditure by category for day-trippers*

|                                     | Average expenditure/day |
|-------------------------------------|-------------------------|
| Accommodation                       | \$0                     |
| Food and beverage                   | \$23.53                 |
| Transport                           | \$18.90                 |
| Retail                              | No figures available    |
| Other (including cycle maintenance) | \$30.02                 |
| <b>TOTAL</b>                        | <b>\$72.45</b>          |

This expenditure data represents an amalgam of existing research data. There are a number of specifically trails-related research projects on user expenditures. These are:

- Use and Users of the Appalachian Trail: A Source Book 2000;
- 2008 Bibbulmun Track User Research Report;
- An Economic Analysis Of Rail Trails In Victoria, Australia 2003;
- Regional Communities And Cycling: The Case Of The Murray To The Mountains Rail Trail, Victoria, Australia 2006;
- Cycling in Regional Communities: A Longitudinal Study of the Murray to the Mountains Rail Trail, Victoria, Australia 2009;



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- Trails Research Project (South Australia) 2004;
- Nga Haeranga – The New Zealand Cycle Trail Evaluation Report (2013); and
- Otago Central Rail Trail User Survey 2010/11.

The existing data is limited and may not fully explain expenditure associated with trails. For example, expenditure on accommodation ranges from \$2.22/day for Appalachian Trail through-hikers (those walking the trail from end to end – all 3,200 kms) to over \$100/person/day for some rail trails in Victoria. The average of \$23.10/day for overnight visitors includes all users who “camped out” along the trails (where charges are either \$0 or very small). Some of these trails (notably the Appalachian Trail and Bibbulmun Track) provided on-trail camping options and consequently accommodation expenditure was relatively low (these low costs may distort the typical expenditure). All the other trails included in the research only provided off-trail accommodation options.

Taking out expenditure on the two long distance walk trails, accommodation expenses range from \$26/day to \$102/day. The most recent data on trail expenditure from the Central Otago Rail Trail (2011) shows that total expenditure was \$472.61 per person per trip, with the largest component of expenditure for package expenses (including accommodation). Separate information on accommodation was provided by only a few users who spent an average of \$60/day. Other research data is also available. In the *Nga Haeranga – The New Zealand Cycle Trail Evaluation Report 2013*, users spent an average of NZ\$42.46/person/night across 4 trails (on off-trail accommodation options only).

The most recent research data from the Murray to the Mountains Rail Trail shows users spending \$52/person/night. This figure has gradually grown over time from \$22/person/night in 2003 to \$27/person/night in 2006 to \$52/person/night in 2009. This is reflected in shifts in choices from camping (which accounted for 23% of accommodation choices in 2003 but only 8% in 2009) to more formal accommodation (hotels/motels/apartments/caravan parks etc that grew from 52% in 2003 to 70% in 2009). Part of this growth could be attributed to wet weather during the 2009 survey and part of it is the fact that there are now many more accommodation options in many more places along the trail. In 2009, 45% of users spent between \$51 and \$150/night (25% between \$51 and \$100 and 20% between \$101 and \$150). It is worth noting that almost half of the trail users of the Murray to the Mountains Rail Trail listed their employment status as professional (e.g. doctors, lawyers, managers); trail users come from across the societal spectrum but there are many who are potentially high yield visitors.

Some success stories from other trails are worth considering.

#### *Equipment hire*

While many visitors will bring bikes, some will not and a business opportunity presents itself to address this market. A number of cycle hire businesses (and bike repair and bike guided tour businesses) are accredited businesses under the Munda Biddi Trail Foundations Cycle Friendly Business program. These businesses offer a range of services along the length of the trail and pay an annual subscription fee to remain in the accredited program.

#### *Supported tour opportunities*

Cycle tourism is a growing market. Domestic overnight visitors who participate in cycling on their trip stay longer and do more while on holiday when compared with other tourists, making them a stronger source of income for regional communities. Many of the cycle touring trips would be confined to bitumen (quiet back country roads etc.) but a significant portion may be interested in an off-road cycling experience. The New Zealand Cycleway Market Research (2009) found that, in general, international cycle tourists

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want easy multi-day trips with good supporting services or events. The holidays can also be location-based and utilise nearby trail networks. Cycle tourists are looking for easy access to safe and traffic-free trails. Trail gradient is a critical factor in successfully designing a trail for a specific market or type of rider. For a large portion of the location-based cycling and cycling holiday market average trail gradients of 2-3° are required (this explains the popularity of rail trails for this market).

This service is offered on the Otago Central Rail Trail where some 10% of visitors take advantage of this service (14,000 users/year traverse the whole trail, while 24,000/year visit the highest use section). A recent survey by the Otago Central Rail Trail Trust showed that total expenditure was \$472.61 per person per trip along the rail trail. The largest component of expenditure is on package expenses (as it was in 2008/2009 when a previous survey was carried out).

'Off the Rails' is one such bicycle tour company that offers premium, eco-friendly and fully supported bike tours. The company offers various tours including accommodation, bike hire and guided sightseeing activities. All tours include transfers, care of all luggage during the tour and meals, providing a fully-inclusive cycling experience. A key to its success is its ease of planning/organising for visitors – once the tour is booked in they do not have to think about anything else. (*SGS Economics and Planning and Quantum: Tourism NE Product Gap Analysis 2012*)

Such services are also offered on the Bibbulmun Track. The Bibbulmun Track Foundation offers "Best of the Bibbulmun 8 day tours" which take users to a number of day walks with off-track accommodation rather than along a continuous section of track. The Foundation has recently launched a 9-day package. A number of other private providers offer similar supported activities.

Qualitative research done by SGS Economics and Planning and Quantum (*Tourism NE Product Gap Analysis 2012*) indicates respondents wanting activities and experiences that are easy to organise – the 'facilitated' experience, which would complement the existing 100km of scenic and safe trails through iconic rural villages. Facilitated itineraries would seek to emulate the best facilitated road cycling experiences in Europe, including the provision of regional interpretation, food and wine. The report noted that the North East's Rail Trail is a key asset for the region, providing infrastructure from which a cycling experience could be leveraged.

While a trail connecting Forrest and Birregurra is not a long trail (and one which connects Forrest and Barwon Downs is even shorter) and would be unlikely on its own to warrant development of businesses offering supported tours, a package which included the rail trail (with other trails) could provide opportunities for supported tours, as already happens with offerings from Ride the Otways for example. Offering the rail trail as part of the package broadens the riding (and walking) package on offer and potentially adds a new user group.

#### *Guided walking/cycling touring*

This facility provides an even greater level of support for trail users; all "traversing" is done with the accompaniment of a knowledgeable guide (as well as the provision of all necessary equipment). These tours can be up to a day.

This type of service is offered on the Great Ocean Walk. For example, Bothfeet Walking Lodge and Tours offer a multi-night guided walk experience. Internationally renowned adventure company World Expeditions offer a 7-day guided and supported hike along the Bibbulmun Track. One of the key features of these packages is that users simply pay just one flat fee for their entire holiday.

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Again, the length of the trail may not be suitable for such an opportunity on its own but it could be packaged with other walk and cycle rides in the Otways.

#### *Off-trail accommodation*

The opportunity exists to provide users with off-trail accommodation of varying qualities (adding to the existing stock of options). Riesling Trail Cottages and Riesling Trail Bush Cottages provide self-contained accommodation adjacent to South Australia's famous Riesling Trail through the Clare Valley. When these were first constructed, the owner was often asked "How close are your cottages to the winery"; over time, the more common enquiry became "how close are the cottages to the rail trail".

#### *Basic services*

As noted in Section 6, there are limited opportunities to purchase general provisions in Forrest and no facilities in Barwon Downs. Development of the rail trail, if feasible, may provide enough "passing traffic" to justify the expansion of facilities in Forrest or the development of a new facility in Barwon Downs. Given the lack of any facilities in Barwon Downs, a facility offering both general provisions and similar offerings to The Corner Store in Forrest may well be able to be set up to meet demand. There is an added social advantage of developing a facility in Barwon Downs; it creates a meeting place for local people to gather and exchange news – a critical element in keeping the village together socially and one which has been missing since the general store closed (as noted in the community consultation).

#### *Supporting existing businesses*

A trail increases the opportunities offered to existing businesses that currently provide relevant services across the sub-region to provide such services on a more regular basis. These types of examples are critical economic opportunities to diversify and solidify the sub-region's economic base. In New Zealand across 4 recreation trails subject to detailed research (*Nga Haeranga – The New Zealand Cycle Trail Evaluation Report 2013*), 1 in 5 businesses surveyed reported that they had either expanded their services (e.g. added capacity) or added new services since the trail opened in their region. These ranged from provision of cycle tours to cellar door tasting sessions, but were commonly in the provision of accommodation, transport or shuttles, or cycle hire. There was anecdotal evidence that trails have been beneficial for existing businesses either by absorption of existing excess capacity and by spreading the risk through the diversification of product.

While no original structured research was carried out for this Feasibility Study, discussions with existing business owners in Forrest during the 'open house' indicated that the existing mountain bike network in Forrest has provided significant economic benefits for some existing local businesses.

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## *8.0 Stakeholder Consultation*

This section sets out the outcomes of discussions/consultation with key stakeholders including affected public and private landowners, government agencies, and community and business organisations

Consultation took a number of forms during the course of the project, including:

- Telephone conversations with a number of farmers in the community who either leased a portion of the former railway corridor (from Barwon Water) or who now own a portion of the former railway corridor.
- 'Face-face' meetings and site inspections with several farmers (who either lease a portion or own a portion of the former railway corridor).
- The preparation and distribution of several newsletters, informing the community and key stakeholders of progress of the feasibility study and key dates for community engagement.
- Correspondence sent to adjoining landowners, including project newsletters.
- 4 'Open Houses' were conducted (in Birregurra, Deans Marsh, Barwon Downs and Forrest) at which members of each of the 4 communities could meet with the consultants and discuss aspects of the project on a one-on-one basis. A display comprising a plan of the former railway corridor and a series of photographs illustrating fencing and stock crossings and other solutions typically found on other (similar) rail trails were available for people to view and discuss. The display also comprised photographs of features of rail trails that make them so popular, such as access to cafes and wineries.

Additional meetings have been held with other organisations and key stakeholders (including Barwon Water).

Consultation is an ongoing process; as/when issues and ideas need to be clarified.

The primary purposes of the consultation were as follows:

- To alert communities and key stakeholders to the project, the actual alignment of the former railway corridor and the potential for a rail trail.
- To ascertain from adjoining landowners their reaction to, and concerns with, the prospect of a rail trail along the former railway corridor.
- To ascertain from landowners (who now own the former railway corridor) their views on the potential for use of that part of the corridor that they own.
- For local people to provide input to the project.
- To assess opportunities for businesses in the region to benefit from the development of the proposed rail trail.

### *8.1 Conversations With Owners of the Former Railway Corridor (and Adjoining Landowners)*

Almost without exception, all (private) owners of sections the former railway corridor are opposed to the use of their privately owned land for the purposes of a rail trail. Some are vehemently opposed and have stated they wish to have no further discussions about the proposed rail trail.



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Similarly, adjoining landowners (who lease sections of the former railway corridor from Barwon Water) have expressed their concerns and opposition to the development of a rail trail. They cite a range of issues and concerns, notably major disruptions to their well-established farming practices (which involve use of the corridor for a range of agricultural pursuits including cropping, grazing, storage of equipment and produce and access along the embankments as a wet weather route).

The former railway corridor cuts diagonally across a number of paddocks and the development of the rail trail would cause undesirable division of the paddocks with some small triangular segments of paddocks not being able to be farmed effectively and efficiently.

#### *8.2 Barwon Water*

Barwon Water owns much of the former railway corridor and owns a water supply channel in the study area (that was originally perceived as a possible alternative trail route should use of the former railway corridor not be possible).

A significant length (approx. 12.3km) of the former railway corridor was purchased by Barwon Water as a potential route for a pipeline, should the open water channel be phased out. This ownership extends from the Barwon River (West Branch) south west of Barwon Downs to a point beyond the Colac Otway Shire boundary at Bush's Lane (in the Surf Coast Shire). Much of the former railway corridor owned by Barwon Water is currently leased to adjoining landowners for agricultural purposes.

In regard to the potential for use of parts of the water channel, the main concerns of Barwon Water are the safety of trail users and the quality of water supply along the water channel corridor.

Use of the channel as an alternative trail route will cause increased risks for Barwon Water. These include potential conflicts with the primary objective of providing safe drinking water, the need for regular inspections by Barwon Water staff, and safety issues associated with large machinery traversing the channel access tracks and trail users falling into the channel or deliberately entering the channel.

In regard to the potential for use of the former railway corridor owned by Barwon Water, it is noted that several adjoining landowners have long-term leases over the land owned and there would need to be agreements with these lessees about access and moving stock across the trail.

It is possible that if adjoining landholders (who lease the former railway corridor) support the development of the rail trail along the former railway corridor (owned by Barwon Water), Barwon Water would not be opposed to the project proceeding along the railway corridor.

#### *8.3 Open Houses*

All 'Open Houses' were well attended with around 50 people, including farmers whose properties are alongside the former railway corridor and owners of parts of the former railway corridor. In addition, there were people from each of the 4 communities who support the development of the trail.

A selection of comments and matters discussed at the 'Open Houses' follows:

- Attendees overwhelmingly believed the proposed rail trail would bring benefits to the small communities and towns along the trail, particularly Barwon Downs, if it were achievable.

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- The mountain bike park at Forrest had brought significant benefits to that town due to the influx of many visitors.
- Issues associated with the development of the rail trail, such as disruption to farming practices, will be felt by numerous adjoining landowners.
- Significant sections of the railway are now privately owned and the owners are not supportive of the proposed rail trail passing through their privately owned properties.
- Most bridges along the corridor have either been destroyed in fires, been dismantled or washed away in floods. There would be huge costs in re-establishing the bridges.
- Avoiding the privately owned sections of the railway would mean long lengths of roadside or road verge trails that are not appealing.
- Extending the rail trail to Birregurra would be very difficult, but extending it as far as Barwon Downs would be a positive outcome.
- Various alternative routes for a connection between Forrest and Birregurra were discussed, all involving use of existing constructed roads, road reserves (unconstructed roads) and/or road verges.
- Alternative projects were raised including use of a disused coal haulage railway in the Otways and a disused road south of Forrest.

The main discussion points emanating from the stakeholder meetings are as follows:

**Deans Marsh – 17 June 2014**

- 11 people attended with 8 from the broader community and 3 potentially affected landholders (one couple owned a portion of the corridor, while one has a lease agreement on Barwon Water owned land).
- Community members (other than landholders) seemed supportive of the project and what it could potentially bring to Deans Marsh but seemed to acknowledge the difficulties associated with private ownership of the corridor particularly around Deans Marsh.
- The three landowners who attended were not supportive of the project. One advised of the bridges south of Deans Marsh station that had been burnt out in 1983. Both he and the licence holder expressed concerns about the potential costs of creek crossings.
- One landholder advised he had attended a community meeting 2 years ago about the project. He (and other landholders) considered the project as a “fait accompli” – the trail was going to happen – and were surprised that no one advocating the project had spoken to these landholders, given that they owned the corridor proposed for the rail trail. It was reinforced by the consultants that there were no plans for compulsory acquisition of any sections of the corridor that are privately owned.
- Two alternative projects were suggested. The first involved using all or part of an old coal haulage route from Benwerrin to Deans Marsh as a separate project. It was also suggested that the route provided some options to get around private landholdings of the rail corridor in Deans Marsh (much of the land around this coal haulage route is within national park). The second project suggested was an old

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road connecting Forrest south to Barramunga; the proposer thought the road was still in place but not used as a road.

#### Birregurra – 18 June 2014

- 15 people attended from the broader community. One attendee was opposed to the project but was not an adjoining landholder (but was in close proximity to the project). Attendees were mostly bike riders. One representative of the local business was in attendance.
- All other attendees were in favour of the project, particularly of finding other road-based routes if the rail corridor is not feasible.
- One attendee supported the project but did acknowledge that it was not adjoining her land and appreciated the perspectives of others whose land it was adjoining
- The attendee who was opposed to the project raised issues of other projects Council could spend money on, theft, flooding (and appropriate construction). This person could however see some benefits providing safe off-road access from Sunnybrae to Birregurra.

#### Barwon Downs – 19 June 2014

- 14 people attended from a range of interests including VicRoads, Barwon Downs Community Association, CFA and adjoining landholders (3 adjoining landholders attended – all were licence holders on Barwon Water-owned land).
- All who attended acknowledged the negative impacts on the community that the closure of the shop had (particularly the loss of a meeting place) and all agreed that bringing the shop “back to life” would be a good outcome for the community. There was interest in the suggestion that one way to bring the shop back to life was the possibility of developing the rail trail from Forrest to Barwon Downs.
- The VicRoads representative made himself known to the consultants and discussed the options around the use of the VicRoads road corridor (between Rifle Butts Rd and Birregurra). He confirmed that it would be expensive to build a trail alongside Birregurra Road immediately east of Birregurra, noting that the land here is very low lying (the road is actually built on a bank). He suggested that negotiating the use of the former corridor on land north of Birregurra Rd would be a far better option.
- Of the landowners who attended, two expressed opposition to the project, as it would be disruptive to well-established farming practices. The other was not supportive of the project but accepted that the corridor was public land (in his case, the corridor running through his farm is owned by Barwon Water) and, on



*There is considerable support in both the Barwon Downs and Forrest communities for the extension of the existing rail trail through to Barwon Downs.*

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viewing solutions that have been adopted elsewhere, accepted that his issues could probably be addressed satisfactorily.

- There was general support for developing the rail trail to Barwon Downs.

#### **Forrest –19 June 2014**

- 8 people attended including representatives of the Forrest Community Group and some local business owners. All were supportive of the project and many cited the benefits the focus on bike riding (the mountain bike park and the existing rail trail) had brought to Forrest.
- All could see the difficulties of extending the trail to Birregurra but appreciated the benefits of developing the trail at least as far as Barwon Downs (with many re-affirming the observations of the Barwon Downs workshop about the negative impacts of the loss of the general store in Barwon Downs).
- One attendee expressed support for the extension of the trail to Barwon Downs and drew a contrast to the Old Beechy Rail Trail which she had recently ridden, stating that the trail between Forrest and Barwon Downs would be preferable for her and her friends and their families as it is an easier ride and could be done as an easy out-and-back ride (to Barwon Downs) for that particular group and would not involve the need for using roads (as does the Old Beechy Rail Trail).

In summary, the majority of Open House attendees were in favour of the project. Many of these appreciated the issues associated with developing a trail on the rail corridor and there were mixed opinions about the appeal of a trail that included a significant portion of road verge riding or on-road riding. Generally, those opposed to the project were adjoining landholders or those who owned some of the former railway corridor.

### *8.4 Other Key Stakeholders*

Conversations were held with other key stakeholders including the Surf Coast Shire, VicRoads and representatives of the local business communities.

Surf Coast Shire has provided information relating to land tenure in its section of the proposed rail trail, and a representative of the Shire attended the Open House in Deans Marsh.

VicRoads has provided informal advice (via discussions at an 'open house') on the practicalities and costs associated with the development of a trail within the road reserve it manages, in particular the high cost of a trail along the Birregurra Forrest Road over the Barwon River floodplain.

Informal discussions with business proprietors occurred during the course of the investigations, all of whom were enthusiastic about the prospect of an extended Tiger Rail Trail. Some of these business owners attended the 'open houses' and discussed the project and the likely benefits that would be derived; others were approached directly for input.



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*9.0 Stage 1 Conclusion and Recommendations*

While there is considerable support for developing the proposed Tiger Rail Trail (from Forrest through to Birregurra) from the general community, tourism and business sectors, it is evident that a complete rail trail on the alignment of the former railway is not possible at this point in time. Several significant lengths of the former railway are now in private ownership and these private landowners have no interest in the development of a trail across their privately owned land. In fact, most are vehemently opposed. In addition, there is considerable opposition from adjoining landowners, many of whom lease portions of the former railway corridor from Barwon Water.

The circumstances surrounding the private ownership of much of this former railway corridor are relatively unique. Most railway reserves are retained in public ownership, thereby enabling rail trails to be constructed – should they be feasible from a cost/benefit perspective. While sections of the nearby Old Beechy Rail Trail have also been sold, that trail has been developed over the years despite the private ownership of several sections of the corridor. The goodwill of adjoining landowners (and even owners of some parts of the former railway corridor) has facilitated its development. The Colac Otway Shire has enacted a number of Licence Agreements with private landowners along the Old Beechy Rail Trail enabling trail users to pass over the private property. In time, some landowners along the Forrest Birregurra corridor may consider this option. However, at the present time, landowners remain opposed, thereby ruling out the potential use of much of the former railway corridor.



*The former railway corridor exhibits many of the features that make rail trails so popular. Unfortunately, much of the corridor is now in private ownership, meaning several lengthy detours are necessary thereby greatly reducing the merit in developing a trail.*

Barwon Water's ownership of a long section of the former railway corridor is another matter for ongoing consideration.

Barwon Water has entered into lease agreements in good faith and the adjoining landowners position on the rail trail is something that Barwon Water will need to consider. Should a continuous rail trail be possible along the entire length of the corridor, Barwon Water may consent to the use of that section that it owns (no doubt with conditions relating to dealing with the practical issues of adjoining landowners – the current lessees of parts of the corridor).

If it was the case that only one segment of the former railway was unavailable (due to private ownership) there would most likely be a case for utilising a road verge or laneway as a 'bypass'. However, there are four distinct areas where the former railway corridor is in private ownership. Bypassing all four sections (with lengthy 'detours' off the former railway) effectively devalues the merit of the development of a 'rail trail' and consequently the attractiveness and purpose of the trail.

As mentioned above, in addition to those sections of the former railway corridor in private ownership, there is also the issue of a substantial length of the corridor being in

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Barwon Water ownership (and leased to adjoining landowners). While it *may* be possible to persuade Barwon Water to support the development of the rail trail along those sections that it owns, that support may come at a cost to that organisation in its relationship with adjoining landowner's to whom it leases parts of the former railway corridor. Even if Barwon Water was prepared to allow the use of its land, terminate leases and impact on its relationship with the lessees, there would be considerable disruption to well-established farming practices. Overcoming (or avoiding) these disruptions would inevitably mean compromises for both the adjoining landowners and the trail route itself. It would be highly likely in several situations that the trail route would need to deviate around the edges of paddocks (to minimise disruptions), perhaps through land swaps or licence agreements. The more the 'rail trail' route is compromised, the less attractive it becomes to potential users. The consequence of this is that there will be less use and therefore less expenditure in the region by trail users, thereby diminishing the overall benefit of development of the trail.

The option of using segments of the nearby water channel (owned by Barwon Water) has been discounted due to the concerns raised by Barwon Water in regard to personal safety issues of potential trail users, operational requirements within the water channel corridor and the fear of contamination of the water supply as a result of pathogens entering the water from trail users.

Other trail route options were investigated (to circumvent those sections of the former railway corridor now in private ownership). These alternative alignments included the use of the network of gravel roads that exist in the study area, the use of unconstructed road reserves and the use of verges of constructed sealed and unsealed roads.

None of the options evaluated would provide the desired outcome that a complete rail trail would provide. By diverting off the original railway corridor (and the flat grades and history that it provides) the less attractive proposition it becomes. Roadside trails, away from the original railway corridor, may be tolerable for some walkers and cyclists but are not what rail trail users are seeking, therefore diminishing the benefits of development and greatly reducing the proposed trail's feasibility.

**It is therefore recommended that the proposal to extend the Tiger Rail Trail from its current termination north of Forrest to Birregurra be abandoned.**

This recommendation was submitted to the Colac Otway Shire and the Steering Committee via an "Issues and Opportunities Paper", which was made available for community information in September 2014. The Issues and Opportunities paper indicated that while the development of a complete rail trail through to Birregurra was not viable, it did suggest that there are other projects worthy of consideration.

It may be possible to extend the existing rail trail (from its current end point) through to Barwon Downs, as the majority of that corridor remains in public ownership and the private owner of a section of the former railway corridor is not opposed to development of the trail on his land. Barwon Water, which owns long sections of the former railway corridor (including that section between the branch of the Barwon River and Wickham's Lane) would also need to agree to the development of the trail. The continuation of the rail trail through to Barwon Downs is highly supported by both the Barwon Downs community and the Forrest community. Both communities are enthusiastic and welcoming of the prospect of the trail being extended to Barwon Downs. The additional section of new rail trail would add approximately 3.4km to the existing trail – giving a total length of 7.6km.

For Barwon Downs, it would potentially result in greater number of visitors coming to the town. This could potentially result in the general store being re-opened (much to that

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community's delight) and possibly the opening of a café and/or B&B accommodations. There is considerable evidence from other rail trails elsewhere in Australia and the world that cafés, accommodations and re-opening of hotels and stores follow the development of a rail trail. Local entrepreneurs note the potential and seize the opportunity.

The economic, social and environmental benefits of this short extension are examined in the next section of this report.

Although this part of the former railway corridor has not been analysed in detail (such a task being part of a detailed trail development plan), it would be physically possible but entirely dependent on the corridor being made available for trail use by Barwon Water.

Extension of the rail trail beyond Barwon Downs to Murroon Station has both advantages and disadvantages. The major disadvantages are that it 'dumps' trail users in the middle of nowhere (although a trailhead could be established on the former station grounds), it would disrupt some farming operations (which would require innovative solutions and compromises to be adopted) and would come at a considerable additional cost (as replacement of missing bridges would be required, amongst other construction requirements). This potential longer rail trail does not pass any additional (existing) businesses, but would bring trail users closer to a cluster of businesses in the Pennyroyal locality.

The major advantage is that it adds another 5.5km to the rail trail. The entire rail trail from Forrest to Murroon would be around 12km.

Other trail and pathway projects for the region are possible. The local community is very keen for a trail linking the 4 towns (Birregurra, Deans Marsh, Barwon Downs and Forrest). Given the private ownership of long sections of the former railway corridor, it is now recognised that long lengths of roadside trail would be required in order to make a complete trail link possible.

Other trail projects could be considered. Development of a trails network on the timber tramways in the Otways, some of which formerly connected with Deans Marsh and Forrest, would potentially provide another attraction for visitors to these small communities and extend the options available. Many of the old tramways are located within the Surf Coast Shire, and action by that local government would be required.

It is recommended therefore that the Colac Otway Shire and the Surf Coast Shire investigate other cycling opportunities in the area including the use of the old tramways.

There is also a coal railway within the Otways. It too could be examined for its potential as a trail route. It is located within the Surf Coast Shire.



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*10.0 Assessment of Economic, Social and Environmental Benefits  
of the Proposed Forrest to Barwon Downs Rail Trail*

*10.1 Introduction*

The recommendation to abandon the proposal to extend the Tiger Rail Trail from its current termination point north of Forrest to Birregurra was submitted to the Colac Otway Shire and the Project Steering Committee via an "Issues and Opportunities Paper". The Issues and Opportunities paper indicated that while the development of a complete rail trail through to Birregurra was not viable, it did suggest that there are other projects worthy of consideration – including the possibility of extending the existing rail trail through to Barwon Downs.

Due to the full trail from Birregurra to Forrest not being possible, agreement was reached on the recommendation to not proceed beyond the HOLD POINT of the contract.

As indicated earlier, there is great potential for extending the existing rail trail (from its current terminus 4.2km north of Forrest) through to Barwon Downs – an extension of approximately 3.4km (including travel along Wickhams Lane into Barwon Downs), giving a total trail length of 7.6km (15.2km return).

Given the potential for an extension to Barwon Downs, Council decided it would proceed with a component of 'Stage 2 - Preparation of Feasibility Study Report' as identified in the original tender. Specifically, it requested a cost-benefit analysis be undertaken for the section of the proposed trail through to Barwon Downs (from the current end point of the existing trail). This would then provide Council and the community with an understanding of the estimated costs and the likely benefits (eg: social, economic and environmental) as well as a business case to present to funding agencies.

This section of this Feasibility Study report focuses on the likely costs of establishing the new section of trail, as well as the economic, social and environmental benefits from developing the trail.



*The former railway corridor north of the (current) terminus of the Tiger Rail Trail would provide an excellent extension to the trail. Most of the corridor is in public ownership, two bridges remain and the embankment itself (above photos) would provide suitable conditions.*

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### 10.2 Estimate of Probable Cost

The estimates of probable costs set out in the table below have been prepared in order to be able to determine whether it is worthwhile proceeding with development of the trail, given the likely economic, social and environmental benefits that might accrue to people and businesses in the region. (Note: these estimates were prepared based on a limited in-the-field assessment of the extent of work required. More detailed assessment of the corridor and infrastructure is required – as explained later in this report).

Table 5: Estimated Works and Costs for Extension of Rail Trail to Barwon Downs

| Anticipated Works                                                                                                                                                                                                                                                                                                                                                       | Estimate of Probable Costs |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Refurbishment of two timber bridges (40m and 60m) (Note: bridge assessments are required by qualified structural engineer to determine condition of bridges, works required and appropriate refurbishment). Allowance of \$2,000/m (for removal of old timbers, and replacement with new stringers, decking boards and handrails)                                       | \$200,000                  |
| Cleaning out culverts (allowance for 5 @ \$200 ea)                                                                                                                                                                                                                                                                                                                      | \$1,000                    |
| Heavy clearing (north of current terminus of trail to cleared portion of corridor south of Birregurra Forrest Rd – allowance for 250m)                                                                                                                                                                                                                                  | \$3,500                    |
| Light clearing (south of Birregurra Forrest Rd – allowance for 450m)                                                                                                                                                                                                                                                                                                    | \$1,350                    |
| Light clearing (Birregurra Forrest Rd to bridges over Barwon River - 1,060m)                                                                                                                                                                                                                                                                                            | \$3,180                    |
| Moderate clearing (south of Wickhams Lane – allowance for 200 metres)                                                                                                                                                                                                                                                                                                   | \$1,360                    |
| Trail surfacing (approximately 2,330 metres) (@ \$70/m) (Note: no trail proposed along Wickhams Lane). Includes new trail from: <ul style="list-style-type: none"> <li>Current end point of trail to Birregurra Forrest Rd (700m)</li> <li>Birregurra Forrest Rd to bridges (1,050m)</li> <li>Between bridges (80m)</li> <li>Bridges to Wickhams Lane (500m)</li> </ul> | \$163,100                  |
| Road crossing treatment (Birregurra Forrest Rd) – trail user gates; safety signage; trail construction along Birregurra Forrest Rd (35m)                                                                                                                                                                                                                                | \$5,000                    |
| Road crossing treatment (Wickhams Lane) - trail user gates and fencing; safety signage                                                                                                                                                                                                                                                                                  | \$2,000                    |
| Fencing installation and/or improvements (allowance for 3,900 metres @ \$10/m) (ie. double fenced corridor)                                                                                                                                                                                                                                                             | \$39,000                   |
| Stock/machinery crossings of rail trail corridor (allowance for 5 crossings @ \$3,800 ea – includes self-closing trail user gates, management access gates, fencing)                                                                                                                                                                                                    | \$19,000                   |
| Allowance for installation of trailside furniture (allowance for 3 seats and/or picnic tables @ \$2,000 ea)                                                                                                                                                                                                                                                             | \$6,000                    |
| Miscellaneous signage (allowance for Regulatory signage; Shared Path; Code of Conduct; "No Trail Bikes"; "Authorised Users Only", "Road Ahead" signs; "Give Way" signs; road name signs; trail name signs; distance signs; "No Trespassing" signs; local attractions signs; bridge loading; Keep Out etc)                                                               | \$1,000                    |
| Allowance for Trail Directional Markers to be placed along trail every 500m or at trail junctions, changes of direction and road crossings. (8 @ \$200/post)                                                                                                                                                                                                            | \$1,600                    |
| Allowance for installation of Emergency Markers every 500 metres (including at road crossings) (5 @ \$300/post)                                                                                                                                                                                                                                                         | \$1,500                    |
| Trailhead development (including signage) at Barwon Downs (actual site to be determined)                                                                                                                                                                                                                                                                                | \$10,000                   |
| Allowance for installation of interpretive signage along rail trail (allowance for 5 interpretive panels at \$3,000 ea)                                                                                                                                                                                                                                                 | \$15,000                   |
| <i>Sub-total</i>                                                                                                                                                                                                                                                                                                                                                        | <i>\$473,590</i>           |
| Contingency & Project Management 15%                                                                                                                                                                                                                                                                                                                                    | \$71,040                   |
| <b>Total (not including GST)</b>                                                                                                                                                                                                                                                                                                                                        | <b>\$544,630</b>           |

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*NOTE 1: The locations (distances) noted in the tables above are approximate only and need to be verified in the field during the preparation of a detailed trail development plan.*

*NOTE 2: These broad estimates of probable costs are based on contractors' rates. Costs can be considerably reduced through use of in-kind contributions from the Council, use of volunteers for various tasks, use of prison crews (for construction tasks), etc.*

*NOTE 3: The estimates of probable costs above are based on recent relevant construction costs from other trail projects. Real-life costs will depend on a number of factors, including the state of the economy, the extent of 'advertising' of construction tenders, the availability and competitiveness of contractors, the rise and fall in materials costs, the choice of materials used in construction and final design details. Tenders submitted by construction contractors may vary significantly from the estimated costs in the tables contained within this report.*

*NOTE 4: Estimated costs are as at September 2014. An additional 3.5% should be added to each individual total per year compounded.*

#### *10.3 Visiting Trail Users*

It is always difficult to predict the economic impact of a new trail, such as the proposed extension of the Tiger Rail Trail. Visitor numbers on the Bibbulmun Track (in WA) grew from 10,000 when the new alignment was first opened in 1997 to 137,000 in 2004 (Colmar Brunton 2004) to over 167,000 in 2008 (Colmar Brunton 2009). This was on a trail that had existed in its entirety for many years, but was substantially altered and reopened in 1997 (although new sections of it had been opened prior to its grand opening). Visitors included those on 'local trips', day trips and overnight or longer stays (including those who travelled from end to end).

A dramatic increase in visitor numbers such as experienced by the Bibbulmun Track can be, in part, attributed to very good marketing of the track. The economic impact of the proposed Forrest to Barwon Downs Rail Trail is primarily dependent on the extent to which the rail trail is marketed and promoted (if it proceeds).

A trail such as the proposed Forrest to Barwon Downs Rail Trail will have attraction to visitors – daytrippers and overnight visitors. However, it will also add to the stock of existing trails for local people – people who live in Forrest, Barwon Downs, Deans Marsh and Birregurra. Some of these people will use the trail for exercise – these 'back gate' users may not be significant in terms of expenditure but they are significant in terms of numbers as they would use the trail many times a year.

There is no doubt from available evidence that recreation trails attract visitors who may come to a region specifically to do a trail (for example in 2004, 50% of visitors to South Australia's Riesling Trail came to the Clare Valley specifically to walk or ride the trail – the other 50% used the trail as a secondary activity to their trip to the Clare Valley).

The Forrest to Barwon Downs Rail Trail has the potential to add to the number of existing visitors – to attract new day trippers (day trippers in this instance would be different from local residents), to convert existing day trippers into overnight visitors and to encourage existing overnight visitors to extend their stay as it provides another attraction for the region.

It is worth reiterating key points about visitors from Section 3.

- Visitation to Colac, the Colac Region and Otway has fluctuated over the last 5 years (2009-2013). Overnight visitation shows a high of 352,000 in 2012 and a low of 310,000 in 2010. The region received 323,000 overnight visitors in 2013, down from the previous two years but more than in 2009 and 2010.
- Day trip numbers followed a similar pattern with a high of 434,000 in 2012 and a low of 289,000 in 2009. However, 2013 was the second lowest number of day-trippers in the last 5 years (301,000).



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- In 2013, Colac, Colac Region and Otway received around 19% of domestic visitors to the wider Great Ocean Road region, and 15% of day trips.
- Key markets for the region are Melbourne and Regional Victoria (over 80% of overnight visitors).
- The short break market (1-3 days) remains a key market for visitors to the region.

#### *10.3.1 Visiting Trail Users - Predicting User Numbers*

What is a reasonable forecast for trail user numbers (some existing visitors will stay longer to experience the trail and some will come to the region as new visitors simply to use the trail)? Nature visitors who participate in the types of activities undertaken on tracks and trails provide a pointer to the market potential for a trail such as the proposed Forrest to Barwon Downs Rail Trail. Tourism Research Australia estimates that 51% of domestic overnight nature visitors take part in bushwalking / rainforest walks, whilst 39% of domestic day visitors and 37% of international visitors enjoy this type of activity. While the proposed rail trail extension does not necessarily provide a bushwalking experience, it does provide an opportunity for nature visitors.

Victoria attracted 320,000 cycle tourists (domestic and international) in 2010 (*Victoria's Cycle Tourism Action Plan 2011-2015*). A proportion of these would be interested in off-road cycle touring on a trail such as the Forrest to Barwon Downs Rail Trail (despite its relatively short length).

The proposed trail is relatively short and this will have some effect (positive and negative) on its likely appeal to a range of users. At just under 8kms, the trail would be one of the shorter rail trails in Victoria. Using the Rail Trails Australia guidebook as a source, there are 15 rail trails in Victoria (both metropolitan and regional areas) under 10kms. The best known ones include the Noojee Trestle Bridge Rail Trail (3 kms), the Dookee Rail Trail (5km), and the Moe Yallourn Rail Trail (8.5km). The website also lists a number of rail trails in Melbourne City that are part of a longer trail (the Inner Circle Rail Trail is one example - a part of the Capital City Trail) or are generally not known as rail trails (such as the Sandridge Railway Trail and the Web Dock Bridge at Docklands). Unfortunately, there is no data on user numbers for any of these trails that could be used as a reliable "shadow" for the proposed Forrest to Barwon Downs Rail Trail.

Even though the proposed rail trail to Barwon Downs is relatively short, the variety of the landscape means that the trail would offer a level of attractiveness for users that may not be present in other short trails (or even some longer trails). Users would travel through both open farming country and heavily vegetated bush, over bridges and embankments and through cuttings en route from Forrest to Barwon Downs.

Are people likely to use a 7.6 km trail?

There are some research findings about how long people spend on a trail (discussed in detail in Section 3 of this Feasibility Study) that are relevant to discussion of the length of the proposed trail.

- There is a clear preference for shorter walks (up to 6kms and 2 hours) both in metropolitan and "remote" trails. This is shown in research data for Victoria and South Australia. Research data from Western Australia (on the Bibbulmun Track) shows that 40% of users are on the track for less than 4 hours, while another 29% are on it for between 4 hrs and a day. At a little over 7km, the completed Forrest to Barwon Downs Rail Trail would be a desirable length for walkers (the journey could easily be completed in 2 hours). Rail trails are primarily used by

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cyclists (due to their length and grade). A short trail may attract a larger percentage of walkers than other (longer) rail trails. These users are unlikely to be bushwalkers in the traditional sense (in fact, rail trails do not generally appeal to the "pure bushwalker" given their ease of use, flatness and trail width). Trails are a resource for the larger group (walkers), as much or more than they are for the smaller, more traditional bushwalking set. In addition, a rail trail is not a bush trail in the truest sense (i.e. it is far removed from the wilderness end of the 'trail difficulty' spectrum). A short rail trail could be aimed at the bulk of the population who are seeking short recreational activities. The tremendous success of the Great Short Walks of Tasmania program is testimony to the fact that there is a huge market for this type of short walking activity. Many of the walking trails currently promoted in the region (such as those included in the Great Ocean Road Online Visitor Guide) are no more than 2 hours, recognising a key walking market.

- Cycling is a different question. A short bicycle ride is significantly longer in distance than a short walk. Research included in Section 3 of this Feasibility Study indicates that most bike rides are between 1 and 4 hours, covering a range of distances (depending on terrain and user skill level). 21-30km is a common riding length for mountain bikers, followed by 10-20kms. A ride on the Forrest to Barwon Downs Rail Trail is likely to take less than 1 hour each way, even for the slowest rider (a return ride would be close to 16kms and take less than 2 hrs). However, what the trail would provide is an easy ride for young families and novice/inexperienced cyclists. There was a view expressed during the open houses that a trail between Forrest and Barwon Downs would be preferable (to the Old Beechy Trail) for a family group as it is an easier ride that could be done as an "out and back" ride (and be free of road traffic).

Another positive feature is that the trail would provide an opportunity for all members of a family (a key market), regardless of their skill, to enjoy a day of riding in the Forrest area. There are currently 16 trails in the mountain bike park, totaling 66 kms. Only three of these are classified as easy, totaling 7 kms. Those members of a family seeking challenging mountain biking can ride a large number of trails in the Forrest Mountain Bike Park, while those with less skill and interest (perhaps younger children) have far less opportunity (and consequently may be deterred from coming to the region). It is these riders who will be interested in using the rail trail. This has the economic benefit of attracting the "other half" of the family group to the area for the day and also attracting new family groups who may not have otherwise come because of a lack of riding options to satisfy all family members. There is no firm data against which to test this assertion; it needs to be borne in mind however when considering possible user numbers for the Forrest to Barwon Downs Rail Trail.

The "end to end" factor also needs consideration. The existing Tiger Rail Trail ends in the middle of the forest (with a spur trail out to the road) rather than a town or village (as most rail trails do). As noted in Section 9 of this Feasibility Study, 'dumping' people in the middle of nowhere is not desirable as it is a disincentive to trail utilisation. While the existing rail trail does currently end in the middle of nowhere, it is possible that the lack of a clearly articulated end point (a town or a village or even a trailhead) may be deterring some potential users of the Tiger Rail Trail. Providing a definitive end to the trail in the form of a village (with some commercial facilities should the opportunity be taken up) is likely to attract new users.



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*10.3.2 Projected User Scenarios - Day-trip Usage*

Any trail has the potential to add to the number of day-trippers. The market for day-trippers is well established in the region with 301,000 day visitors in 2013. The day trip market will be a significant market for a trail.

The Mundaring Shire trail network (in WA) is just under 1 hour from the Perth CBD. In the Mundaring case, 180,000 visitors (from outside the Shire) make over 900,000 visits/year (an average of 5 visits/person). The majority of these visitors come from Greater Perth (a population of 1.5 million at that time) and are day-trippers. Some 12% of Perth residents visit the trail network.

Both Forrest and Barwon Downs are less than 2 hrs from the heart of Melbourne but much closer to the western half of the city – where major growth is expected in the future. The Western sub-region will grow from 670,000 (2011) to 1,090,000 by 2031, an increase of over 60%. This is a significant increase in relatively close proximity to the proposed trail's location. It is reasonable to argue that the residents of western Melbourne in particular provide a significant pool of potential day-trip trail users.

Market Equity's trail research in South Australia shows that a significant percentage of cyclists surveyed on trails are more prepared than walkers to travel to use a trail (36% of cyclists interviewed on the five trails were non-locals). (*Market Equity 2004*)

It is difficult to predict with any certainty what effect development of any trail will have on the day trip market in the region as comparative investigations and research on other trails simply does not exist. However, the Lilydale Warburton Rail Trail provides a reasonable 'shadow' market for making some estimates. The trail attracts a large number of day-trippers, with 100,000 of the 105,000 annual visitors being day-trippers (some 3% of the day tripper market to the Yarra Valley and Ranges). The trailhead at Lilydale is 40 minutes by car from Central Melbourne and an hour by train. It is very well positioned for day-trippers. The Trail is in an established tourism area – the Yarra Valley and Ranges – with a wide range of tourist infrastructure and attractions. In 2013, the Yarra Valley and Ranges region attracted 663,000 domestic overnight visitors and 3.1 million day trippers. The Yarra Valley and Ranges are very attractive natural environments, another positive factor attracting trail users.

A rail trail from Forrest to Barwon Downs would have similar characteristics to the Lilydale Warburton Rail Trail – notably its location in an established tourist area with a range of tourism infrastructure and an established day trip market. The journey times (1hr 44 mins from Central Melbourne) are greater than the Lilydale Warburton Rail Trail so the number of day-trippers would not be as great.

While the numbers cited here are significant in terms of potential day trippers, any estimates need to be aware of the short length of the trail (a possible negative for cyclists but not necessarily for walkers) and the variety offered despite its short length (a positive). Another factor to consider is whether adding 3.4km to the existing trail will open a new market. People may not have visited the area before, as the existing Tiger Rail Trail is too short; a longer trail makes a visit worthwhile. As noted above, it may also attract other members of a family who currently do not come when some of their family comes to ride in the mountain bike park.

**Taking all these factors into account, it is reasonable to estimate that the Forrest to Barwon Downs Rail Trail, if developed, would attract in the order of 2,500 additional day trippers/year (specifically to use the trail). This represents**

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**around 0.8% of the existing day-tripper market to the region covering Colac, the Colac region and Otways.**

Expenditure is also quite significant. As noted in Section 7, day-tripper expenditure (based on a number of studies) is \$72.45/day with \$23.53 (or 30%) of this spent on food and beverage – most of which is likely to be spent in the region.

**Increasing day-trippers to the region by 2,500/year will result in an injection of some \$181,125 into the local economies per year (based on the average figures of \$72.45).**

*10.3.3 Converting Day Trips to Overnight Trips*

Trail development may also turn day-trippers into overnight trippers with a consequent rise in economic benefits. The trail provides an additional activity for visitors – an overnight stay will give visitors time to walk or ride the trail in addition to their other activities. Overnight visitors to trails are spending an average of \$123.13/person/day (as discussed in Section 7).

The likely scenario would be that some visitors to the region might turn day trips into overnight stays. The Colac and Otway sub-region received 301,000 day-trippers in 2013. It is not unreasonable to assume that some of these visitors may convert day trips to overnight trips if a trail is provided as an additional activity.

**If the trail converted 1,000 day-trippers (of a total of 301,000) into overnight visitors, this would inject an additional \$123,130/year into the economy based on overnight visitor expenditure of \$123.13/day. If they stay overnight to undertake the trail journey, they would undertake other activities as well over the course of their stay. The benefit of the 2<sup>nd</sup> or subsequent day's stay cannot be attributed to the trail.**

*10.3.4 Encouraging Existing Overnight Visitors to Stay Longer*

It is likely that the key market for this rail trail (in terms of visitors) will be in providing an additional facility for visitors already coming to the region. Such an additional facility will encourage them to extend their stay to allow an extra day (or part of a day) to use the rail trail.

In addition, the Forrest to Barwon Downs Rail Trail could be included in a package of recreation trails (including other rail trails such as the Old Beechy) and other outdoor recreation opportunities and this is likely to attract users. A trail would be a good inclusion in a package with other trails (as already occurs with some organised tour groups). Such a package makes an appealing weekend away or an incentive to stay a day or two longer.

**If 2,000 visitors stay an extra day to use the trail (or use a package of trails including this rail trail) this would represent around 0.6% of existing overnight visitors. Attracting this number of users would see an additional \$246,260/year injected into the economy. (Additional expenditure as a result of their overnight stay – primarily but not only accommodation – can be attributed to the rail trail).**

Good marketing of such a package would mean that overnight stays in the region would increase accordingly. This has a significant impact on economic benefits, as people who stay overnight spend considerably more than those who come for a day only. With such an outcome, the economic benefits estimated above would only be a small part of the overall economic benefit to the region.

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In summary, predicted visitor numbers are shown in the following table.

*Table 6: Predicted visitor numbers*

| Category                                                 | Predicted visitor numbers/year | Predicted expenditure/year |
|----------------------------------------------------------|--------------------------------|----------------------------|
| New day trippers                                         | 2,500                          | \$181,125                  |
| Day trippers converting to overnight stays               | 1,000                          | \$123,130                  |
| Overnight stays being extended by a day to use the trail | 2,000                          | \$246,260                  |
| <b>Total visitor numbers</b>                             | <b>5,500</b>                   | <b>\$550,515</b>           |

These numbers are around 0.8% of the existing visitor numbers to the region.

There may be additional people who use the rail trail as part of their visit to the region. While they add to the total number of trail users, their expenditure cannot be counted in any economic analysis of the trail's benefit as the presence of the trail is not the primary attraction for these visitors. As noted above, 50% of visitors to South Australia's Riesling Trail came to the Clare Valley specifically to walk or ride the trail – the other 50% used the trail as a secondary activity to their trip to the Clare Valley. The economic contribution of the latter 50% is not counted as an economic benefit of the trail.

How does this figure compare to what is happening on other trails in Australia? Research figures are limited and tend to focus on iconic trails – the Bibbulmun Track (167,000/yr) and the Munda Biddi Trail (21,000/yr) in Western Australia, the Murray to the Mountains Rail Trail (60,000/yr), the Great Ocean Walk (100,000/yr) and the Wilsons Promontory Walk (60,000/yr) – all in Victoria.

Other less iconic trails provide good pointers to likely use of the Forrest to Barwon Downs Rail Trail.

- In 2005, South Australia's Riesling Trail attracted 11,000 visitors/year. Recent trail counters over the last 3 years (2011-2013) show that over 40,000 people passed through 4 trail counters each year. While this does not necessarily translate to 40,000 users (as many would pass more than one counter), it suggests more users than the 2005 figures. This trail is 2 hrs from Adelaide in the renowned tourist area of the Clare Valley.
- Over 23,000 users passed through counters on the Old Beechy Rail Trail in 2013. Again, this does not necessarily translate as over 23,000 users, but it gives an indication of use rates.
- Around 27,500 users passed through counters on the Great Victorian Rail Trail in the first quarter (*January-March*) of 2014. Again, this does not necessarily translate as 27,500 users, but it gives an indication of use rates.

The predicted user numbers are an "end state" of user numbers. Trail numbers will build in the first 5 years of a trail section being opened (after 5 years a trail is a "mature product"). It is assumed that trail use will increase by steady increments. The available evidence is limited and tends to show that trail use starts slowly but grows very quickly at some point - the Bibbulmun Track for example grew from 10,000 in 1997 to 137,000 in 2003 to 167,000 in 2007. It may be that the growth of social media will see trails reach an "end state" of use much faster than previously.

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It needs to be reiterated that the short length of the proposed rail trail has both positive and negative impacts on possible visitor numbers. As there is no Australian research data on the attraction of short rail trails, it is impossible to test forecasts against existing use numbers. The Tiger Rail Trail currently attracts a number of visitors. Counters on the Tiger Rail Trail bridge show the following:

- 2011 – 28,553 users (over 5 counting days)
- 2012 – 38,171 users (over 2 counting days)
- 2013 – 8,056 users (over 2 counting days)

Whilst the numbers above are quite high and may show the forecasts in Table 6 in a conservative light, it is likely that many of these users are mountain bike riders using the Forrest MTB network (and may be during events). Their usefulness in determining future rail trail users is very limited.

#### *10.4 Local Trail Users*

Every regional trail is a local trail. Therefore, it is important not to overlook the contribution of local residents to the success of a trail. In 2001, the Mundaring Shire trail network was used by over 200,000 people (*Jessop and Bruce 2001*), having grown from a low base when the network was first fully opened. Only 10% of these users were locals (residents of Mundaring Shire) with many other users drawn from the Perth metropolitan area. The total annual visits (people generally use trails more than once a year) were a staggering 2.454 million visits annually, with local residents accounting for 63% of these visits. The average number of trips per year per local resident was 75 (compared to the 10-30 trips used in the following forecasts).

##### *10.4.1 Estimating Local User Numbers*

What is the likely scenario for local trail users? The Mundaring figures show 63% of the local population making an average of 75 trips/year. It is difficult to know how far people will travel to take advantage of a local recreation facility. 20 minutes travel is a reasonable figure to estimate the "local catchment" of a trail. The combined population of the four centres within 20 minutes of the trail (Forrest, Barwon Downs, Deans Marsh and Birregurra) is 1,714 (according to the 2011 Census).

Three possible scenarios can be used in calculating likely local user numbers. These are:

- A **low/low** scenario - 10% of the combined population within 20 minutes of the trail making 10 visits/year to the trail.
- A **medium/medium** scenario - 20% of the combined population making 20 visits/year to the trail.
- A **high/high** scenario - 30% of the combined population making 30 visits/year to the trail.

The next step is to estimate total trip numbers. In the Mundaring study, the average number of trips per year per local resident was 75. Table 7 provides three visitation scenarios taking a far more conservative approach compared to the actual visitation rate coming from the Mundaring study.



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*Table 7: Potential Total Annual Visits by Residents*

(Population of the four centres within close proximity to the trail – 1,714\*)

|                       | Low trail usage:<br>10% of residents | Med trail usage:<br>20% of residents | High trail usage:<br>30% of residents |
|-----------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| Low (10 visits/yr)    | 1,714                                | 3,428                                | 5,142                                 |
| Medium (20 visits/yr) | 3,428                                | 6,856                                | 10,284                                |
| High (30 visits/yr)   | 5,142                                | 10,284                               | 15,246                                |

\* Source: [www.qpzm.com.au](http://www.qpzm.com.au)

Local users also spend money while using trails. Expenditure per trip by local residents is always lower than for visitors, as locals are closer to home and more likely to either take all that they need or come home to eat and drink following a trail visit. The expenditure figures from the Mundaring study (\$1.44/person/trip in the Shire – mainly food and drink) are a legitimate base to work from (and have been converted to 2013 dollars - \$2.00/person/trip).

Using this figure in combination with visitation scenarios generated in Table 7 gives a range of expenditure estimates. Table 8 shows a simplified set of three scenarios: low usage / low number of trips, medium usage / medium number of trips, and high usage / high number of trips.

*Table 8: Potential total annual expenditure in the vicinity of the trail by residents*

(low, medium and high refer to the use rates developed in Table 7 above)

| Use Scenario   | # of person visits | Total spent (\$) |
|----------------|--------------------|------------------|
| Low/low        | 1,714              | \$3,428          |
| Medium /medium | 6,856              | \$13,712         |
| High / high    | 15,246             | \$30,492         |

What is the likely scenario for local trail users? The Mundaring figures show 63% of the local population making an average of 75 trips/year. A number of factors influence the choice of scenarios:

- The Forrest to Barwon Downs Rail Trail is not the only trail in the area - the existing Tiger Rail Trail will already be attracting local users. It is difficult to work out precisely how many of the potential trail users would be new local trail users and how many are existing users who will just "switch" trails, thereby providing no additional trail use or expenditure. In Barwon Downs, any user is likely to be a new user as there is no existing infrastructure (even though it is a short drive to Forrest to use the existing Tiger Rail Trail). New users may also come from Deans Marsh and Birregurra, as it is slightly closer to access a trailhead at Barwon Downs (though not substantially so).
- Trails take time to be adopted for use by local communities. Trail numbers build in the first 5 years of a trail section being opened (after 5 years a trail is a "mature product"). It is assumed that trail use will increase by steady increments of 20% (i.e. Yr 1 20% of end use, Yr 2 40% etc) until 100% is reached in Year 5 of operation.

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**Given these figures and comments, it would seem the low/low scenario of 1,714 person visits (i.e. 10% of the 'local' population using the trail for 10 visits per year) is a reasonable, if very conservative, scenario to adopt (conservative when compared with the Mundaring data). Such visitor numbers would inject \$3,428/year into the local economy. Due to the small local population, economic benefits flowing from local trail use will be relatively low.**

#### *10.4.2 Local Trail Users - How Long Will They Spend on the Trail*

The evidence is that most trail users spend up to 4 hours on a trail (walking or cycling). However, local people using the trail as part of an exercise regime are likely to have different time use patterns. The most recent Exercise, Recreation and Sport Survey (2010) shows that those who regularly exercise do so for between 2 and 5 hours/week and the median number of exercise "events" was 1.6 times/week. It is reasonable to assume (for the purposes of calculating potential hours of exercise on the trail) that each use will be for 1 hour.

Using this assumption and combining it with the forecast user numbers, it is likely that there will be an additional 1,714 hours of additional physical activity in the local communities along the trail. (Note: this figure represents new activity; residents who transfer to the trail from other physical spaces are not counted).

#### *10.5 Projected User Scenarios - Summary*

With the right marketing, the trail will attract local users, day-trippers and visitors. Under a relatively conservative scenario, the following outcomes are achievable:

- Significant local use (in terms of relative proportions of the population) – over 1,700 local users/year is a reasonable expectation. **This will result in an economic injection of \$3,428/year;**
- Expansion of the existing day-tripper market to the region. **2,500 day-trippers/year will yield an injection of \$181,125/year.**
- With a new significant recreation attraction, some day-trippers may stay overnight, generating a new income stream. **If the trail converted 1,000 day-trippers into overnight visitors, this would inject an additional \$123,130/year into the economy.**
- **If 2,000 visitors stay an extra day to use the trail (or use a package of trails including the Forrest to Barwon Heads Rail Trail), this would represent less than 1% of existing overnight visitors. Attracting this number of users would see an additional \$246,260/year injected into the economy.**

The total injection of dollars into the local economies from local, day trip and overnight visitors may be of the order of **\$553,943 per year** (under a range of conservative scenarios). Complex economic analysis (beyond the scope of this project) is needed to determine how many jobs are likely to be created by such expenditure. According to REMPLAN for Colac Otway Shire a direct increase in output of \$0.55 million will increase total output by up to \$0.879 million. The REMPLAN model suggests the creation of 5 additional jobs from this output.

It should be emphasised that user and visitor numbers will not necessarily be realised in the first years of operation if the trail proceeds. The iconic Bibbulmun Track in Western Australia took ten years to reach its current figure of 167,000 from an initial base of 10,000.

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### *10.6 Business Benefits*

The completion of the rail trail to Barwon Downs would not simply provide an injection of funds to stabilise and grow existing and new businesses (as discussed in Section 7). The psychological impact on businesses can also be very important. Work done for the Riesling Trail included some qualitative research using focus groups consisting of business operators (*Market Equity 2004*). The key responses included:

- A belief amongst business providers that the rail trail contributes to economic activity in the region.
- The rail trail is seen to attract a variety of visitor types to the region, with wine as well as non-wine interests.
- The rail trail is seen as highly important to businesses in the area. Businesses were passionate about the trail and believed it contributed to their businesses as well as helping to position the area as an authentic leisure holiday destination. The exact impact in measurable terms could not be clearly ascertained, as it is so intrinsically linked to businesses in the region, but there was a definite opinion that the Clare Valley would not be the same without the rail trail and that it had contributed to business formation as well as business growth.

Business opportunities were discussed in Section 7 but it bears reiterating that the proposed rail trail extension offers a range of new business opportunities and the opportunity for existing businesses to extend their offerings. It should be noted that there would be limited demand for supported and guided tours of the rail trail given its short length and the consequent capacity for most cyclists (at least) to ride both ways (rather than ride one way and be picked up at the end of their ride and transported back to the start). However, there are still opportunities to bundle a series of walk and ride trails together to make a walking/riding package (as already occurs).

### *10.7 Non-economic Benefits*

#### *10.7.1 Health-Related Economic Benefits to the Wider Economy*

- Data from the USA indicates that every \$1 of funds spent on recreational trails yield direct medical benefits of \$2.94 (*Wang et al 2005*).
- The rail trail will encourage people to exercise – the economic benefit to society of getting an inactive person to walk or cycle is between \$5,000 and \$7,000/year. The economic benefit to society of getting an active person to walk or cycle is between \$850 and \$2,550/year (*Institute of Transport Economics 2002*). Increasing recreational options for local communities will aid overall community wellbeing. The fact that a trail already exists means that this benefit will be relatively small, perhaps only attracting new users from Barwon Downs.
- Participation in trail activities can improve physical and mental health, assisting with disease prevention particularly cardiovascular, musculoskeletal, respiratory, nervous and endocrine systems as well as reducing obesity, hypertension, depression and anxiety. The obesity epidemic alone is now estimated to cost Australia \$1.3 billion/year (*Australian Bicycle Council*). One heart attack is estimated to cost in the vicinity of \$400,000 in direct and indirect costs.

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#### *10.7.2 Quantifiable Benefits to Individual Residents*

There are a number of benefits that accrue to residents of the region from a trail development over and above those that accrue to the regional economy (and therefore a select number of people) and to the wider economy (health benefits in particular).

- Medical research has shown that 1 hour of moderate exercise can add more than 1 extra hour of high quality life to an individual.
- Cycling and walking as recreation activities can be cheaper than alternative forms of exercise such as gym classes. Yearly memberships to gyms are around \$600 in many instances – the cost of a good hybrid bike, which has a life of more than one year.

#### *10.7.3 Non-Quantifiable Benefits to the Community and to Individuals*

There are a number of unquantifiable benefits to individuals and the community. These are listed here so that a complete picture of benefits can be considered when weighed up against project costs. It is difficult to cost them for a range of reasons (including the fact that local trail use is likely to be low because of the low populations within the vicinity of the trail).

##### *10.7.3.1 Health and Wellbeing*

Rail trails are an accessible form of recreation. Trail-based recreation is generally free, self-directed and available to all people, all day, every day. Good quality, accessible trails encourage physical activity and improved health. Increasing recreational options for local communities will aid overall community wellbeing.

Physical activity has also been shown to improve mental health and help relieve stress. The economic cost of mental illness is high in Australia - estimated to be approximately \$20 billion per year.

People can use trails in a variety of ways, depending on their abilities and preferences. Physical health benefits are discussed above. Social health benefits include:

- Trail activities facilitate participation and social interaction between a diversity of community members, age groups, individuals and families e.g. community walking groups, voluntary trail maintenance and conservation work;
- Market Equity (2004), in its report on trails in South Australia, found that using trails to get a sense of well-being (95% of survey respondents) and using trails as a means to unwind and relax (91% of respondents) were the two main drivers getting people out on recreation trails. The psychological health benefits of trails remain under-estimated.
- Trails can offer a wide range of opportunities to a diverse group of people. Depending upon design, trails can accommodate the elderly, people with disabilities or satisfy those seeking challenging adventures and a sense of achievement;
- Participation in trail activities has a relatively low cost to participants;
- Trails can introduce participants to other recreational and participation offerings in the community; and
- Trails help to connect people and places and to develop community pride. This has the potential to be a key non-quantifiable benefit of extending the trail to Barwon Downs (notwithstanding some comments that have been made within the community). Attendees at the open house in Barwon Downs in particular (see Section 8) were generally supportive of the community role a trail could play.



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### *10.7.3.2 Liveability*

Quality recreational facilities, such as trail networks, can help create attractive places to live and visit. Walking and cycling are relatively cheap modes of transport. Trails also provide a low impact means of travelling through the landscapes and play an important role in connecting people with nature.

Local users of the rail trail will enjoy social interaction within the community and with greater social interaction, the social capital of the area may be boosted. There are a number of benefits of enhanced social capital. It improves the capacity for people to trust others (ABS 2012 cited in SGS 2013). This strengthens the social cohesion in a community as it provides the opportunity for socially isolated individuals to integrate into the community. This will be a particularly important factor in Barwon Downs; a trail will not only get people out and about but may contribute to the reopening of a retail outlet (a general store) providing a community hub that has been missing since the closure of the general store/petrol station. Greater social capital also facilitates networking, thus creating more efficient economic networks, and helps reduce crime.

Trail projects help build partnerships among private companies, landowners, and local government. Each trail contains elements of local character and regional influence, and reflects the hard work, enthusiasm, and commitment of individuals, organisations and elected officials. In addition, when residents are encouraged to become involved in a trail project, they feel more connected to the community (Warren 1998 cited in SGS 2013).

### *10.7.3.3 Education*

Trails present a unique opportunity for education. People of all ages can learn more about nature, culture or history along trails. Of particular importance, trails provide firsthand experience that educate users about the importance of the natural environment and respect for nature by leading users into a natural classroom. An added advantage of a rail trail is that it provides an opportunity for city to connect to country, in a way "bush" trails do not.

Enhanced, active education along trails is achieved through the use of comprehensive trail guides and interpretive signage to encourage awareness of the natural, cultural and historical attributes of the trail. (The estimate of probable costs includes an allowance for the preparation and installation of interpretive panels along the completed rail trail).

Trails have the power to connect users to their heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events.

The trail extension to Barwon Downs can direct trail users to the excellent display of historical information already present in Barwon Downs.



*The display of historic information and photographs in Barwon Downs contains considerable material about the former Birregurra to Forrest Railway.*

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*10.7.3.4 Environmental and Cultural Benefits*

Trails provide a number of environmental and cultural benefits. These include:

- Opportunities for the community to experience natural and cultural environments;
- Protection of the adjacent environments by localising impacts and facilitating management of visitation effects;
- Educational and interpretive opportunities and increased environmental and cultural awareness and appreciation;
- Increased community ownership which helps to preserve natural and cultural values; and
- Opportunities for community participation in conservation and revegetation work.

Numerous trail (and rail trail) projects elsewhere feature weed removal and revegetation activities in the trail development/construction program (often utilising local volunteers and/or Landcare groups).

*10.7.3.5 Realising the Investment Made in Mountain Biking Facilities*

Council, the State Government and the community have invested in existing cycling facilities notably the Forrest Mountain Bike Park (as well as other recreation trails) in the vicinity of the rail trail. The completed rail trail would build on these investments and attract more users to the existing network, thus better realising the investment made. This is an unquantifiable benefit.

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*10.8 Summary*

The Forrest to Barwon Downs Rail Trail will provide a number of benefits to residents and businesses of the region. Some of these are quantifiable. Increased visitor numbers in the order of 5,500 will inject in excess of **\$550,000** into the region's economy. Local use rates of over 1,700 people/year will see the injection of an additional \$3,400/year. These figures represent an injection of money into the local economy, which will ensure that the construction investment of **\$544,630** and ongoing maintenance costs are "paid off" very quickly. The proposed rail trail extension offers a range of other significant benefits to these communities that cannot be quantified but are equally important to consider when assessing the project's merits. These are:

- The trail offers the opportunity for existing businesses to extend their offerings. The trail has the potential to improve the sustainability of businesses reliant on tourism.
- The trail will encourage visitors to stay a little longer when visiting the region by offering another activity.
- The completed rail trail would build on existing trail investments and attract more users to the existing trail network, thus better realising the investment made.
- Increasing recreational options for local communities will aid overall community wellbeing, and in the long-term reduce health costs (a saving to the State Government).
- A trail will provide firsthand experience that educate users about the importance of the natural environment and respect for nature by leading users into a natural classroom.

In economic analysis, it is important to consider the opportunity cost of investment – the cost (foregone opportunity) of money invested in one project rather than in another. Much of the money that will be spent on this project, should it proceed, will be sourced from specific grants for tourism and/or recreation projects. It will not be available for other types of projects – there is, in a sense, limited opportunity cost for funds, though funds for this project could be spent on similar projects elsewhere with a different set of costs and benefits.

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*11.0 Next Phase in Development of the Trail Extension*

This Feasibility Study has estimated the likely cost of establishing the proposed rail trail extension at approximately \$544,000. The analysis of economic benefits has concluded that, given the projected trail user numbers and their likely expenditure patterns, an injection of around \$550,00 per year could reasonably be expected.

Prior to the construction/extension of the existing Tiger Rail Trail through to Barwon Downs, it is recommended that the Colac Otway Shire proceed with the preparation of a detailed trail development plan for that section of trail. The plan would provide construction details and accurate costs for matters including vegetation clearing, fencing, road crossings, bridge refurbishment, trail surfacing, trailside furniture, signage and trailhead facilities. The trail development plan would also include consultation with adjoining landowners and Barwon Water (which owns the corridor north of the Barwon River). Most of the former railway corridor north of its current termination point is in public ownership. However, it is understood that a section of the corridor is in private ownership. That owner is supportive of the trail.

Table 5 (in previous section) provides a breakdown of the works involved in establishing the remainder of the rail trail to Barwon Downs, and an estimate of probable costs. A thorough examination of the corridor is required in order to accurately determine works required and thereby a more reliable estimate of costs.



*Refurbishment of two bridges will be a major cost in the extension of the existing rail trail north of Forrest through to Barwon Downs.*

The biggest cost will be the refurbishment of the two bridges over the Barwon River (the condition of which has not been ascertained during the preparation of this feasibility study).

The detailed trail development plan will need to include the services of a structural engineer, with specialist knowledge of timber bridges. That service would include testing/assessing the timbers of the two bridges and preparation of concept designs for refurbishment (including re-decking) of the bridges (assuming they are fit for re-use).

The detailed trail development plan would include the following tasks:

- Consultation with key stakeholders (notably Barwon Water, which owns some of the former railway corridor).
- Consultation with adjoining landowners (including the owner of a section of the former railway corridor).
- Consultation with both the Barwon Downs and Forrest communities.

*Transplan Pty Ltd and Mike Halliburton Associates*

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*Tiger Rail Trail Feasibility Study*

- Traverse of the corridor (to prepare a detailed works list of such matters as clearing, fencing and gates, road crossing treatment, trail surfacing, stock crossings, signage and trailside furniture).
- Inspection of the two timber bridges by a structural engineer.
- Preparation of bridge refurbishment concept designs.
- Preparation of a report (detailing all construction requirements and the estimate of probable costs).

A detailed trail development plan, including bridge inspections and concept designs for the refurbishment of the bridges, could cost in the order of \$30,000 (excluding GST).

In addition to the preparation of the detailed trail development plan (and the consultation involved in that process), decisions will need to be made with reference to the tenure of the former railway corridor.

As stated throughout this report, Barwon Water owns a significant length of the former railway corridor and is not opposed to the use of the section of former railway corridor it owns providing existing leaseholders have no objections.

Barwon Water will need to liaise with and make a determination on its willingness to terminate leases that adjoining landowners have over sections of the railway corridor between the Barwon River (west branch) and Wickhams Lane.



*Tiger Rail Trail Feasibility Study*

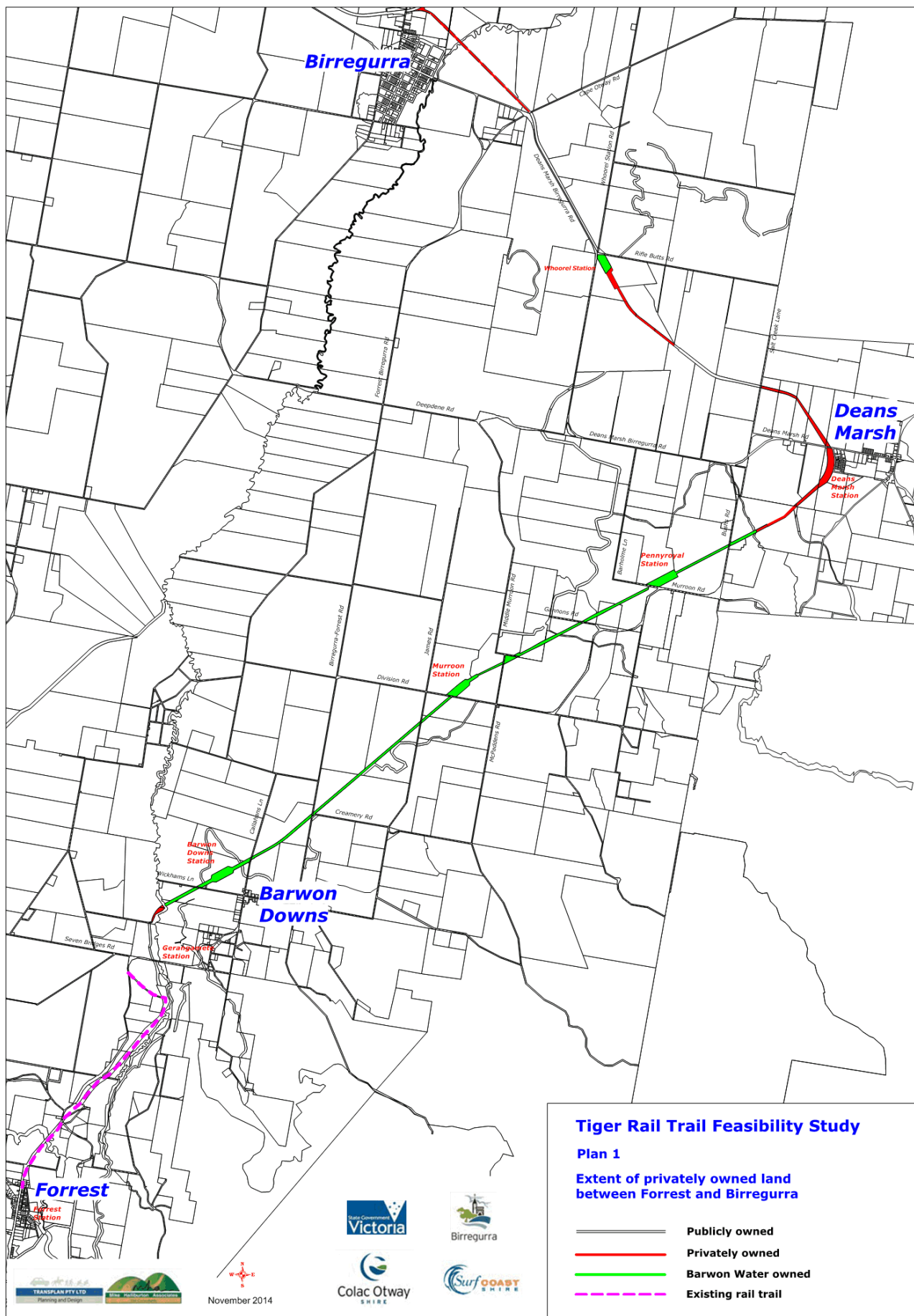
*Appendix 1 - Lists of Documents Reviewed*

- ACT Bureau of Sport and Recreation *Lanyon Valley Community Needs & Feasibility Study*
- Australian Government, Australian Sports Commission (2001) *Participation in Exercise, Recreation and Sport Annual Report 2010*
- Australian Government, Australian Sports Commission (2010) *Participation in Exercise, Recreation and Sport Annual Report 2010*
- Beeton, S. (2003) *An economic analysis of rail trails in Victoria* La Trobe University, Bendigo
- Beeton, S. (2006) *Regional Communities and Cycling: the Case of the Murray to the Mountains Rail Trail, Victoria, Australia* La Trobe University, Bendigo
- Beeton, S. (2009) *Cycling in regional communities: a longitudinal study of the Murray to the Mountains Rail Trail, Victoria, Australia* La Trobe University, Bendigo
- Central Otago District Council *Otago Central Rail Trail User Survey 2010/2011* (June 2011)
- City of Greater Geelong (2003) *Walking More*
- Colmar Brunton (2004) *Bibbulmun Track User Short Research Project* Report to the Department of Conservation and Land Management and the Bibbulmun Track Foundation
- Colmar Brunton Social Research (2009) *2008 Bibbulmun Track User Research Report* (for Department of Environment and Conservation and Bibbulmun Track Foundation)
- Department of Natural Resources and Department of Emergency Services – Queensland (1998) *The South East Queensland Outdoor Recreation Demand Study*
- Inspiring Places and Robin Crocker and Associates (2009) *Barwon South West Regional Trails Master Plan*
- Jessop, M. and Bruce, D. (2001) *Research Summary, Attitudes of Users towards the Mundaring Recreation Trails*. Sport and Recreation WA, Western Australian Government, Perth Western Australia.
- Market Equity Pty Ltd (2004) *Trails Research Project* A report for the Office of Sport and Recreation in association with Planning SA, Transport Planning and South Australia Tourism Commission
- New Zealand Ministry of Business, Innovation and Employment (2013) *Nga Haeranga – The New Zealand Cycle Trail Evaluation Report 2013*
- Qld Government, SEQ Water and Griffith University (2007) *South East Queensland Outdoor Recreation Demand Study*
- Qld Outdoor Recreation Federation (2002) *South East Queensland Outdoor Recreation Demand Study*
- Regional Tourism Action Plan 2009 – 2012 (Tourism Victoria)
- Urban Enterprises *Great Ocean Road Destination Management Plan* (2012)
- Victoria's Cycle Tourism Action Plan 2011 – 2015 (Tourism Victoria)
- Victoria's 2020 Tourism Strategy (Tourism Victoria, July 2013)
- Victoria's Nature-Based Tourism Strategy 2008–2012 (Tourism Victoria, 2008)
- Victoria's Regional Tourism Strategy 2013-2016 (*Tourism Victoria, December 2013*)
- Victoria's Trails Strategy 2014 - 24 (July 2014)

*Tiger Rail Trail Feasibility Study*

*Plan 1 - Route of Former Railway*

*Extent of Privately Owned Land between Forrest and Birregurra*







| <b>REVIEW OF PANEL RECOMMENDATIONS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <b>Panel Recommendation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Panel comment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Officer response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>Recommendation 1</b><br/>Amend maps forming part of the Amendment to:</p> <p>a) Delete the NRZ and DDO10 from areas of land identified as medium risk or high risk in Figure 3 – Extract from Lyons Evidence Statement: Appendix E.</p> <p>b) Delete the “D-EMO” and “D-SLO5” from areas of land identified as medium risk or high risk in Figure 3 – Extract from Lyons Evidence Statement: Appendix E and the area of projected coastal inundation, as identified in Figure 6 – Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Assessment Report, Appendix D.</p> | <p>a) The Panel was not satisfied that a sufficient level of geotechnical investigation had occurred to justify the rezoning of land on areas identified as medium or high risk to landslip below the 40 metre contour which were proposed for residential development (see Figure 2).</p> <p>b) In Apollo Bay any land that is identified for urban development does not have the Erosion Management Overlay or Significant Landscape Overlay applied as other controls such as the Design and Development Overlay and Development Plan Overlay address similar issues, or landslip risk has already been assessed. This recommendation responds to a) above where the Rural Conservation Zone will be retained on areas of medium and high landslip risk.</p> | <p>a) It is considered that the reduction in land to be rezoned for residential purposes due to landslip risk and coastal inundation should be supported. It is noted the Panel recommendation is based upon the lack of an appropriate level of investigation into landslip risk and, if this was to be undertaken in the future, the landowner may seek to rezone the land depending on the outcome of this investigation. As a result of the Panel recommendation, the land with a medium or high landslip risk would be retained in the Rural Conservation Zone with the EMO1 and the SLO5 overlays. There will need to be further discussion with the proponent to accurately map the medium and low risk areas so the amendment maps can be finalised. It is recommended that Council support this Panel recommendation.</p> <p>b) It is recommended that Council support this Panel recommendation.</p> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>c) Delete the NRZ and DDO10 from areas of projected coastal inundation, as identified in Figure 6 – Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Assessment Report, Appendix D.</p> <p>d) Apply the DPO5 to all of the ATI land, including that above the 40 metre AHD contour and the area subject to coastal inundation.</p>                                                                                                                                                                                          | <p>c) The small area of the site that will be impacted by coastal inundation to 2100 next to Wild Dog Creek should not be rezoned for residential purposes and should be retained in the Rural Conservation Zone (see Figure 3).</p> <p>d) The Panel supported the full application of DPO5 to the site and not just to that part below the 40 metre contour as this would provide Council with some control over the revegetation of the upper slopes to improve the stability of the land as part of any future approval process.</p>                                                                                                     | <p>c) This area is located adjacent to Wild Dog Creek and is low lying and impacted by flooding in times of high rainfall events. As such, it would not be appropriate for residential development. It is likely this area will be set aside as a reserve as part of the land development. It is recommended this panel recommendation be supported.</p> <p>d) It is recommended this Panel recommendation be supported.</p>                                                                                                                                                                                                                                                                                                                           |
| <p><u>Recommendation 2</u><br/>Amend the DPO5 schedule to include changes to the proposed landslip provisions as detailed in Appendix B</p>                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The Panel recommended changes to the DPO5 for Investigation Area 1 with minor edits and the use of terminology that is consistent with that used in the EMO1 schedule recently introduced by Council.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Many of these changes were discussed at the Panel Hearing and it is recommended this Panel recommendation be supported.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><u>Recommendation 3</u><br/>Amend the DPO5 schedule to provide that the proposed minimum lot size requirement for a Development Plan is the same as it is for the Mariners Vue land, being a minimum average lot size of 600sqm with an absolute minimum lot size of 450sqm, as detailed in Appendix B</p> <p><u>Recommendation 4</u><br/>Amend the DDO10 schedule to remove the mandatory minimum lot size requirements, but require an additional permit trigger for a dwelling on a lot less than 600sqm, as detailed in Appendix B</p> | <p>The Panel did not support the use of the mandatory 600sqm minimum subdivision lot size and commented:</p> <ul style="list-style-type: none"> <li>The Panel finds this is not substantiated by the provisions of the DDO10 and is not consistent with other DDO schedule provisions affecting other land in the town (p23)</li> <li>The Panel therefore does not see that applying mandatory controls for subdivision in DDO10 are consistent with the approach taken elsewhere in town (p23)</li> <li>The Panel finds that a more consistent approach to that it has applied elsewhere in Apollo Bay (for example through the</li> </ul> | <p>The use of a 600sqm lot size as a trigger for a planning application in the DDO10 will assist Council in ensuring development on smaller lots can respond to the landscaping and view sharing objectives of the overlay control. A Section 173 agreement will still be required to document design guidelines for dwelling; however for smaller lots the assessment will be done via a planning application process. This is supported, however it is noted there will be an increase in permit requirements for development on lots less than 600sqm. This is likely though to be across a significant number of years and should not result in any significant rise in permit activity that Council may not have the resources to administer.</p> |

|  |                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|  | DDO7) is to apply a DDO that triggers a planning permit for a single dwelling on a smaller lot size (such as at 450sqm or 600sqm). The Panel considers this a better approach to addressing the objectives sought by Council in DDO10 such as landscaping and view sharing (p24) | <p>The Panel raised some consistency issues with the use of the mandatory minimum subdivision lot size that was proposed for Investigation Area 1, which is the same as that proposed for the Mariners Vue site. The Panel supported the use of 600sqm as an average lot size across both sites and a minimum lot size of 450sqm. It seems that the Panel may have misunderstood the basis for the approach taken with Mariners Vue, which was that some small lots less than 600sqm were proposed in compensation for the removal of the Group Accommodation component (which is no longer being pursued by the proponents) that was based on smaller lots. Also with the rezoning of Investigation Area 1 further north, the Mariners Vue site now is not at the edge of town where larger lots should be expected. However the Panel has supported and retained the references to a graduation of lot sizes to the western and northern boundaries and the no build areas on the clay mound fronting the Great Ocean Road. In addition to this Council retains the ability to approve the Development Plan, which itself will control the lot sizes and ensure that the objectives being sought are achieved.</p> <p>It is recommended these Panel recommendations be supported.</p> |
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COLAC OTWAY PLANNING SCHEME

**21.03 SETTLEMENT**

25/09/2014  
C76

**21.03-1 General**

11/09/2014  
C75

**Overview**

- Colac is the major regional centre in the Shire for residential, service and manufacturing industry, retail, office services, recreation and education facilities.
- Apollo Bay is the major coastal urban centre in the Shire. It is experiencing high rates of development for both permanent and short-term (tourist) accommodation. It also provides a range of entertainment and recreational related facilities, including swimming, fishing, golf, cafes and restaurants.
- Colac and the coastal townships are experiencing increased rates of development.
- The management of residential, tourism and infrastructure development pressures is required, particularly in coastal areas.
- The development of the major towns in the Shire should take place in accordance with the recently completed Structure Plans for Colac and Apollo Bay.
- Smaller coastal settlements occur at Kennett River, Marengo, Separation Creek, Skenes Creek and Wye River, where development is expected to occur within current settlement boundaries due to various environmental constraints to growth.
- Other townships are located at Alvie, Barwon Downs, Beeac, Beech Forest, Birregurra, Carlisle River, Coragulac, Cororooke, Cressy, Forrest, Gellibrand, Lavers Hill, Pirron Yallock, Swan Marsh and Warrion.
- The future development of other townships in the Shire should proceed in a manner that contributes to the economic development of these townships, acknowledges and responds to environmental constraints and protects the broader landscapes within which these townships are located.
- Effluent disposal is a major problem in the smaller settlements, particularly in the peak periods with high tourist numbers.
- Rural residential living provides a desirable lifestyle for a number of residents and if appropriately located can reduce land use conflict in farming areas and contribute toward the economic development of small townships.
- The Rural Living Strategy 2011 has identified and designated suitable locations for rural living areas which do not take up high quality agricultural land and where an adequate level of services can be provided.
- The Rural Living Strategy highlights the role of small townships in accessing rural living land.
- A number of settlements have been identified with potentially suitable locations for additional rural living and township development subject to further investigation including Beech Forest, Gellibrand, Forrest, Alvie, Cororooke and Beeac.
- A number of de facto rural living areas have developed over a number of years on old subdivisions within the localities of Barongarook – Bushby's Road, Barongarook – Robinson Road, Barongarook – Everett Crescent, Barramunga, Bungador, Cororooke – Langdons Lane, Grey River, Irrewarra – Pyles Road, Johanna, Kawarren, Marengo – Alice Court, Petticoat Creek, Warncoort and Weeaprounah.
- A number of largely undeveloped, old and inappropriate subdivisions unsuitable for development are found within the Shire abutting the township boundaries of Cressy and

COLAC OTWAY PLANNING SCHEME

Pirron Yallock and in the localities of Gerangamete and Irrewillipe – Swan Marsh-Irrewillipe Road.

- There is a need to encourage excellence in the design of new development, including the layout of subdivisions and the recognition of cultural heritage.
- New urban development should be supported by the provision of or upgrade of public open space to meet the needs of the community it is to serve.

**Objectives**

- To facilitate the development of the various settlements in the Shire in accordance with the needs of each local community.
- To facilitate a range of developments in an environmentally sensitive way to provide greater residential choice.
- To direct rural residential and small town development to preferred locations.
- To provide limited opportunities for rural living development where these do not detract from the key environmental qualities of the region and do not cause land use conflict in farming areas.
- To minimise ad hoc development of unserviced old and inappropriate subdivision in the Farming Zone.
- To provide for and improve public open space to meet the needs of the community.

**Strategies**

- Ensure that there is sufficient fully serviced residential land to meet the needs of the existing and future population.
- Encourage future residential development into existing zoned and serviced areas to avoid an oversupply of residential zoned land and to make the most effective use of infrastructure services.
- Provide opportunities for the provision of a wide range of housing choices for residents, short-term holiday residents and tourists.
- Development within rural living areas should be contained within the existing Rural Living Zone land and further subdivision, other than in Elliminyt, should be discouraged.
- Restructure existing lots in old and inappropriate subdivisions in Cressy, Gerangamete, Pirron Yallock and Irrewillipe in order to minimise development, retain the land in agriculture, prevent further servicing problems and avoid ad hoc development outside designated settlement boundaries.
- Ensure that development incorporates Environmentally Sustainable Development (ESD) practises.
- Promote a pattern of settlements in the coastal strip that balances between opportunity for growth and retention of environmental and cultural qualities.
- Restrict the expansion of other coastal settlements in accordance with environmental constraints.
- Ensure that development of the Colac and Apollo Bay airfields is not prejudiced by encroaching urban development.
- Ensure the provision of public open space meets the needs of the communities it is to serve by improving access, facilities and presentation.



COLAC OTWAY PLANNING SCHEME

**21.03-2 Colac**

11/09/2014  
C75

**Overview**

A Structure Plan for Colac was adopted by Council (February 2007) and articulates the preferred development future for this key centre of the municipality and broader region. Key issues to emerge from the Structure Plan include the need for:

- A township boundary to clearly identify the extent of future development and enable the protection of valuable farming land that surrounds the township.
- Consolidation around the town centre and activity nodes taking into account heritage constraints.
- Provision of a secondary commercial node to cater for the growing area of Elliminyt.
- Retention and enhancement of Colac's heritage assets.
- Protection of Lake Colac from inappropriate industrial development.
- Provision of an adequate supply of industrial land consolidated in east Colac.
- An increase in the amount of public open space (both linear and non-linear) and development of policy direction supporting future open space provision for residential development.
- Better integration between Colac and Lake Colac through design features and foreshore development.
- Increased opportunity for recreational linkages between key activity areas including Lake Colac.
- Urban design improvements for the enhancement of the Colac Town Centre and main street.
- Improved traffic management in Colac.
- Strategies to create a precinct to focus community learning through a multi-purpose education, recreation and community precinct.
- There is a need to identify a heavy vehicle by-pass of the Murray Street retail centre.

The *Colac CBD and Entrances Project (2012)* outlines proposals for the enhancement of Colac's CBD and its eastern and western entrances which focus on the design of buildings and spaces.

The Plan's key recommendations are to:

- Develop Colac as a 'Botanic Garden City' with thematic tree planting throughout the CBD, linking the Botanic Gardens, Beechy Precinct and Barongarook Creek corridor.
- Improve the eastern entrance to the CBD with enhanced landscaping and views to heritage buildings, widened pedestrian pathways over the Barongarook Creek bridge and improved visibility to the Visitor Information Centre.
- Enhance priority streetscapes: Improve Murray Street West's streetscape with tree planting and other works, continuing the design theme of the central part of Murray Street. Improve Bromfield Street's streetscape with new tree planting, improved pedestrian access, bicycle lanes and the redevelopment of underused land at the rear of Murray Street shops with improved pedestrian links through to Murray Street. Upgrade Memorial Square's western edge with refurbished amenities and a shared space where pedestrians have priority which could ultimately be extended around the park and south along Gellibrand Street to the Station. Improve Murray Street East's streetscape with road side tree planting, upgraded footpath pavement, pedestrian crossings and street furniture, and infill planting where gaps exist.

COLAC OTWAY PLANNING SCHEME

- Improve the outer approaches to Colac with new landscaping, framing views to the Lake and emphasis on reducing the visual clutter of advertising signage.
- Improve the laneway network.
- Provide new and improved bicycle lanes.
- Apply built form guidelines to the CBD with emphasis on the inner retail areas to maintain the 'fine grain' character of these areas and to ensure a high quality of new architecture and the protection of heritage buildings.

**Objectives**

- To manage the growth of Colac consistent with its role as the major urban centre of the Shire.
- To enhance the built and natural environment of Colac.
- To develop a unifying design theme for Colac – 'Colac Botanic Garden City' – as a memorable and identifying feature of the town.
- To create landscape links between the main activity areas of the CBD and its principal open spaces.
- To improve the amenity and appearance of Colac's main pedestrian streets and town entrances.
- To create a pedestrian-focussed, accessible and well-connected public realm, particularly for those with limited mobility.
- To promote sustainable methods of transport, supporting walking and cycling as viable alternatives to car travel.
- To manage the road network to optimise its safety, efficiency and amenity for all road users.

**Strategies**

- Ensure that the development of Colac occurs generally in accordance with the strategic directions outlined in the Colac Framework Plan and the Colac CBD Framework Plan attached to this Clause.
- Encourage medium density development in the existing Colac town centre and ensure that infill housing proposals demonstrate that they are designed in a manner that is compatible and appropriate for the prevailing character and heritage values of the precinct.
- Create additional residential opportunities close to the Colac town centre.
- Provide adequate car parking to cater for commercial development consistent with the Colac Commercial Centre Parking Precinct Plan 2011, recognising that opportunity exists to take advantage of underutilised street parking and shared off street parking.
- Ensure new development in the hospital precinct of the CBD provides on site parking to meet projected demand and does not contribute further to on street parking pressures.
- Retain heritage places and areas as significant components of Colac's character and attractiveness and encourage their adaptive re-use and restoration including by supporting innovative uses that attract visitors and customers into disused retail areas.
- Designate areas of rural land between Elliminyt and Colac (east and west of Colac - Lavers Hill Road) as rural lifestyle opportunities.
- Support an increase in the amount of usable public open space (both linear and non-linear) to support recreational land uses and linkages between activities.

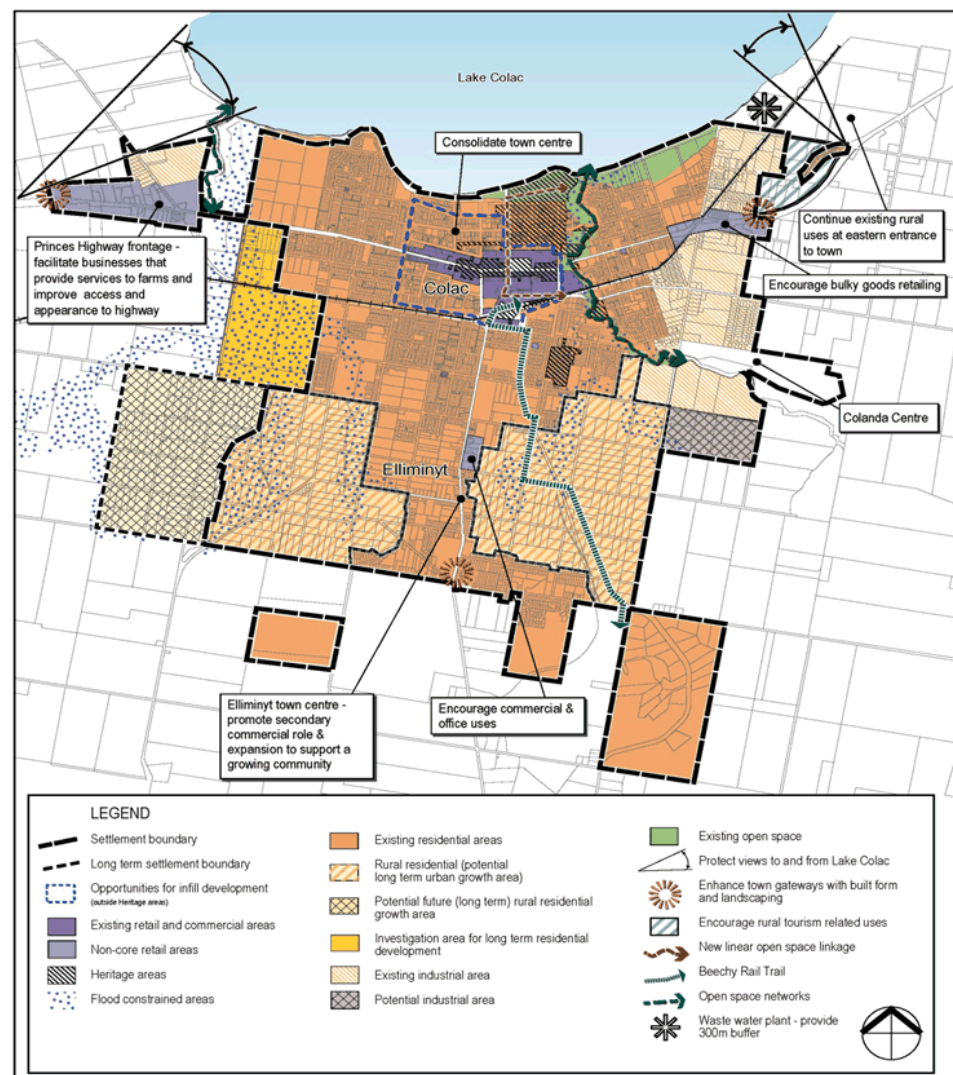
COLAC OTWAY PLANNING SCHEME

- Discourage any additional or new industrial development adjacent to Lake Colac.
- Encourage the relocation of existing 'inappropriate' industrial uses out of the town centre.
- Identify new industrial opportunities in Colac East which provide areas suited to a diverse range of light to general industrial activities.
- Improve the appearance of existing industrial development in Colac to provide more attractive and inviting entrances to the town.
- Designate land in Elliminyt for a community / commercial node.
- Provide for commercial type uses on Colac-Lavers Hill Road.
- Provide opportunities for expansion of the east Colac Highway Commercial area.
- Ensure major retail and commercial developments locate within the Colac CBD (Commercial 1 Zoned land only) rather than outside the town centre
- Minimise the impact of the Colac Water Reclamation Plant on development on nearby land.
- Ensure that future use and development of the Colac Water Reclamation Plant is not detrimentally affected by allowing inconsistent and potentially conflicting development to occur within its buffer area.
- Create a multi-purpose education, recreation and community precinct to focus community learning.
- Investigate options for a heavy vehicle by-pass of the Murray Street retail centre.
- Encourage redevelopment of underused or vacant sites (e.g. surface car parks, vacant land at the rear of buildings, upper levels of single storey buildings) in the CBD.
- Encourage the upgrading of shopfronts and building facades in the CBD, particularly on Murray Street and around Memorial Square.
- Support innovative uses that attract visitors and customers in disused areas in the Colac CBD.
- Encourage the removal of excessive roof top, above verandah and free standing signs, and other visually dominant signs, as sites are redeveloped.
- Develop a permeable network of active laneways and arcades in the CBD, including
- improved pedestrian thoroughfares between Murray and Bromfield Streets.
- Encourage and facilitate a high quality of architecture within the CBD through the implementation of building design guidelines.
- Encourage new development to provide an active frontage to the streetscapes and car parks, including the provision of active frontages to Bromfield Street for buildings fronting Murray Street.
- Encourage the reinstatement of verandahs on older buildings and encourage verandahs on new buildings for weather protection.
- Encourage planting on properties along the eastern and western entrances to Colac, particularly where it has potential to screen industrial activities.
- Undertake and implement a strategy for the co-ordination and design of all signage along the eastern and western entrance corridors to Colac.
- Encourage new development within the CBD to incorporate Environmentally Sustainable Design (ESD) initiatives.
- Maintain the 'fine grain' character of inner retail areas.

COLAC OTWAY PLANNING SCHEME

- Explore the potential of developing a neighbourhood park on the Irrewillipe Road Basin Reserve.
- Improve and enhance the pathways along Barongarook Creek.
- Improve and expand organised sports facilities at the Golf Club/Turf Club site.
- Investigate opportunities for open space at the former High School site.

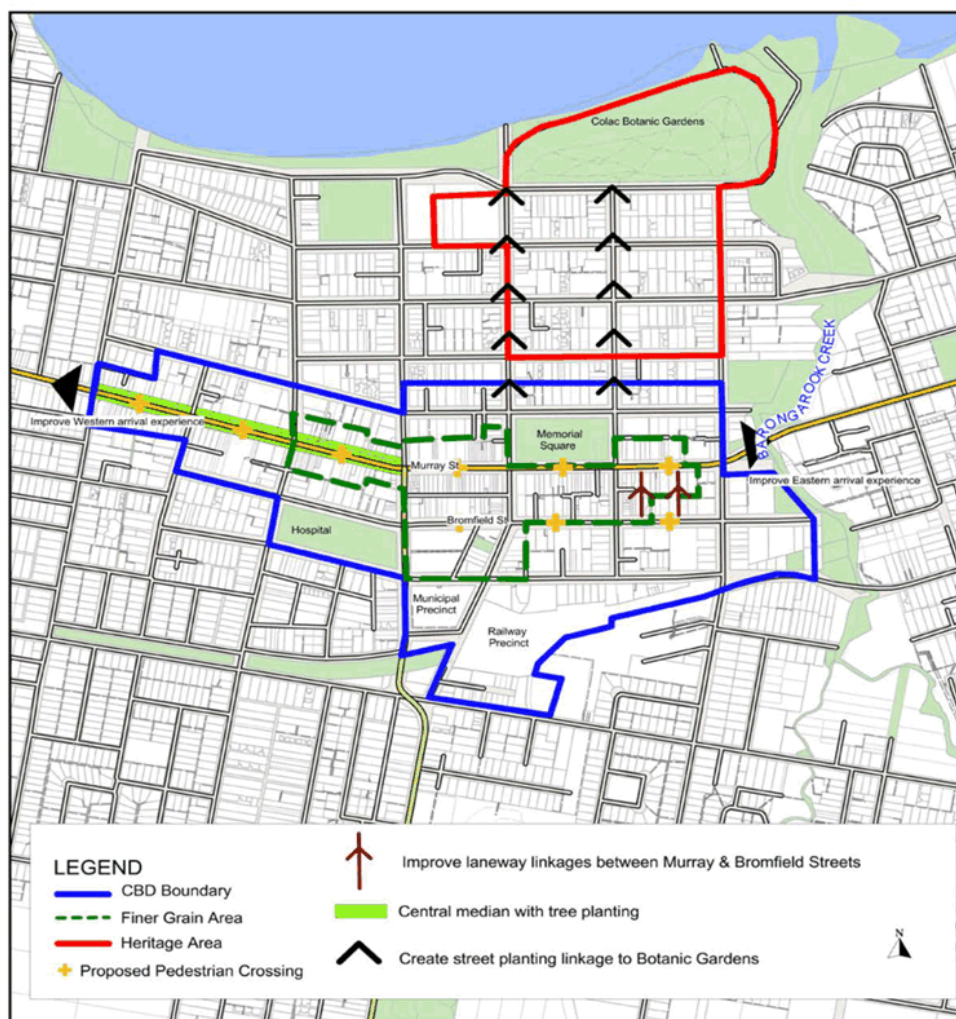
**Colac Framework Plan**





COLAC OTWAY PLANNING SCHEME

Colac CBD Framework Plan



COLAC OTWAY PLANNING SCHEME

**21.03-3 Apollo Bay and Marengo**

11/09/2014  
C75  
[Proposed C74](#)

**Overview**

A Structure Plan for Apollo Bay (including Marengo and Skenes Creek) was adopted by Council (April 2007) and articulates the preferred development future for this key coastal centre. Key issues to emerge from the Structure Plan were that:

- Apollo Bay, Marengo and Skenes Creek are to remain as distinct coastal settlements with development to be contained within coastal settlement boundaries.
- Each settlement has a separate identity and local character;
- A key role of Apollo Bay is to provide a diversity of housing opportunities consistent with its identity and local character;
- The natural beauty of the area, with its unspoilt beaches set against a dramatic backdrop of rolling hills, providing the overarching character which unites the settlements, to be reflected in new development;
- The seaside fishing village character of Apollo Bay, focused around a robust working harbour, is highly valued and this character should be preserved and strengthened by new development;
- Change in Apollo Bay, Marengo and Skenes Creek should take place with a demonstrated commitment to healthy lifestyles and ecological sustainability, and be responsive to the natural environment;
- The settlements should continue to provide for high quality living, offering improved community facilities and services, as well as economic development opportunities, for a self sustaining lifestyle.
- Water supply is a potential constraint to the future growth of Apollo Bay which can only proceed subject to the demonstrated availability of an adequate water supply.
- [A settlement boundary and urban design review was completed in 2012. This reviewed a number of urban investigation areas. The settlement boundary now allows for sufficient urban development to cater for growth to 2030.](#)

**Objectives**

- To develop Apollo Bay as an attractive residential community which provides a high quality environment as a significant tourist centre.
- To retain Apollo Bay, Marengo and Skenes Creek as distinct coastal settlements with their own local character.
- To ensure that the natural beauty of the area is reflected in new development.
- To preserve the seaside village character of Apollo Bay.
- To ensure that change demonstrates a commitment to sustainability and is responsive to the natural environment.

**Strategies**

- Ensure that the development of Apollo Bay and Marengo occurs generally in accordance with the strategic directions outlined in the Apollo Bay Framework Plan attached to this Clause.

COLAC OTWAY PLANNING SCHEME

**Settlement Character and Form**

- Consolidate the town centre of Apollo Bay, limit building heights and provide a greater diversity of accommodation at higher densities within and in close proximity to the commercial area.
- Improve pedestrian linkages in the town centre with new mid-block links between the Great Ocean Road and Pascoe Street.
- In the residential areas outside the town centre of Apollo Bay, limit building heights and ensure upper levels are well articulated to respect the character of the area and provide for a more traditional dwelling density to contribute to a diversity of housing choice.
- Require new development and streetscape works in the Apollo Bay town centre to build on and reinforce the fishing village coastal character of the township, and contribute to the creation of a vibrant public realm.
- Reinforce and improve the informal character, accessibility and amenity of streetscapes in the residential areas of Apollo Bay, Marengo and Skenes Creek, reflecting the distinct existing and preferred future character of each settlement in new improvements.
- Achieve excellent architectural quality in new development or improvements to existing buildings in the town centre, drawing on the existing valued qualities of the centre and setting a new direction in the use of innovative, high quality design.
- Promote Apollo Bay and Marengo as leaders in environmental sustainability within the Great Ocean Road Region and improve the ecological integrity of environmental features within and around settlements.
- Conserve and enhance heritage places as a significant factor in developing tourism.
- Upgrade Pascoe Street in the town centre to improve pedestrian and visual amenity and function.

**The Size of Settlements**

- Utilise natural boundaries, where appropriate, to define settlement edges and set limits to urban expansion.
- Define and maintain a hard edge to the urban area of each of these settlements, particularly when viewed from the Great Ocean Road.
- Ensure that urban development results in the efficient utilisation of existing infrastructure and minimises the requirements for new infrastructure.
- Encourage infill development of medium density housing and accommodation within walking distance of the commercial area of Apollo Bay, to reduce the pressure to expand the urban area, and provide alternative housing choice.

~~Facilitate non-urban form tourism accommodation development on land between the coastal settlement boundary and Wild Dog Creek.~~

**Activities: Business, Tourism, Community and Recreation**

- Intensify commercial and business land uses within the commercial area of Apollo Bay and ensure a future supply of Business Zoned land to meet demand.
- Develop the Apollo Bay Harbour Precinct with a tourism, fishing, boating, commercial and recreational focus strengthening links to the town centre of Apollo Bay and providing net community benefits.



COLAC OTWAY PLANNING SCHEME

- Encourage future recreation facilities to be located together with other community facilities in a central and accessible location.
- Ensure that community, health, education and recreation facilities are provided to meet the needs of current and projected future residents and visitors to the area.
- Support the growth of tourism as a major employer for the region.
- Provide for future industrial development while minimising offsite impacts on surrounding residential uses, the environment (particularly local waterways) and views from residential areas and the Great Ocean Road.
- Improve the provision and quality of neighbourhood parks in the urban residential areas.
- Establish a future use for the Heathland Estate Reserve.

**Landscape Setting and Environment**

- Maintain the 'green-breaks' and landscape dominance between the settlements to ensure that each settlement remains distinct.
- Protect the Otway foothills as a scenic, undeveloped backdrop to Apollo Bay and Marengo.
- Recognise and protect ecological values and avoid development in areas at risk from the effects of flooding, wildfire, acid sulphate soil disturbance, erosion, landslip and salinity.
- Reinforce and enhance the identity and the sense of arrival and departure at the entrances to Apollo Bay and Marengo.
- Improve the appearance and amenity of the foreshore reserve in Apollo Bay and reduce the impact of the existing and future structures on the naturalness of the setting.
- Achieve improved visual and physical links between the Apollo Bay town centre and the beach.
- Protect and enhance the significant views and vistas available from the settlements, the beach and the harbour, as well as views available from key vantage points in the hills.

**Access and Parking**

- Strengthen the pedestrian and cyclist connections between Marengo, Apollo Bay and Skenes Creek.
- Create a highly walkable town centre in Apollo Bay with safe and convenient access to shops, community facilities and recreational activities.
- Manage the orderly flow of traffic at all times of the year and enhance pedestrian safety and movement.
- Ensure the future parking needs of Apollo Bay are met and parking congestion in the Great Ocean Road is minimised, with car parking for commercial development in the CBD to comply with the Apollo Bay Parking Precinct Plan (2011)
- Upgrade and provide new mid-block pedestrian linkages in the town centre to improve the utilisation of parking to the rear of shops.
- Consolidate and formalise car parking areas to the rear of the main shops in the town centre.
- Encourage greater use of car parks by improved signage.
- Improve the safety of pedestrian access across the Great Ocean Road to the foreshore reserve at key locations.

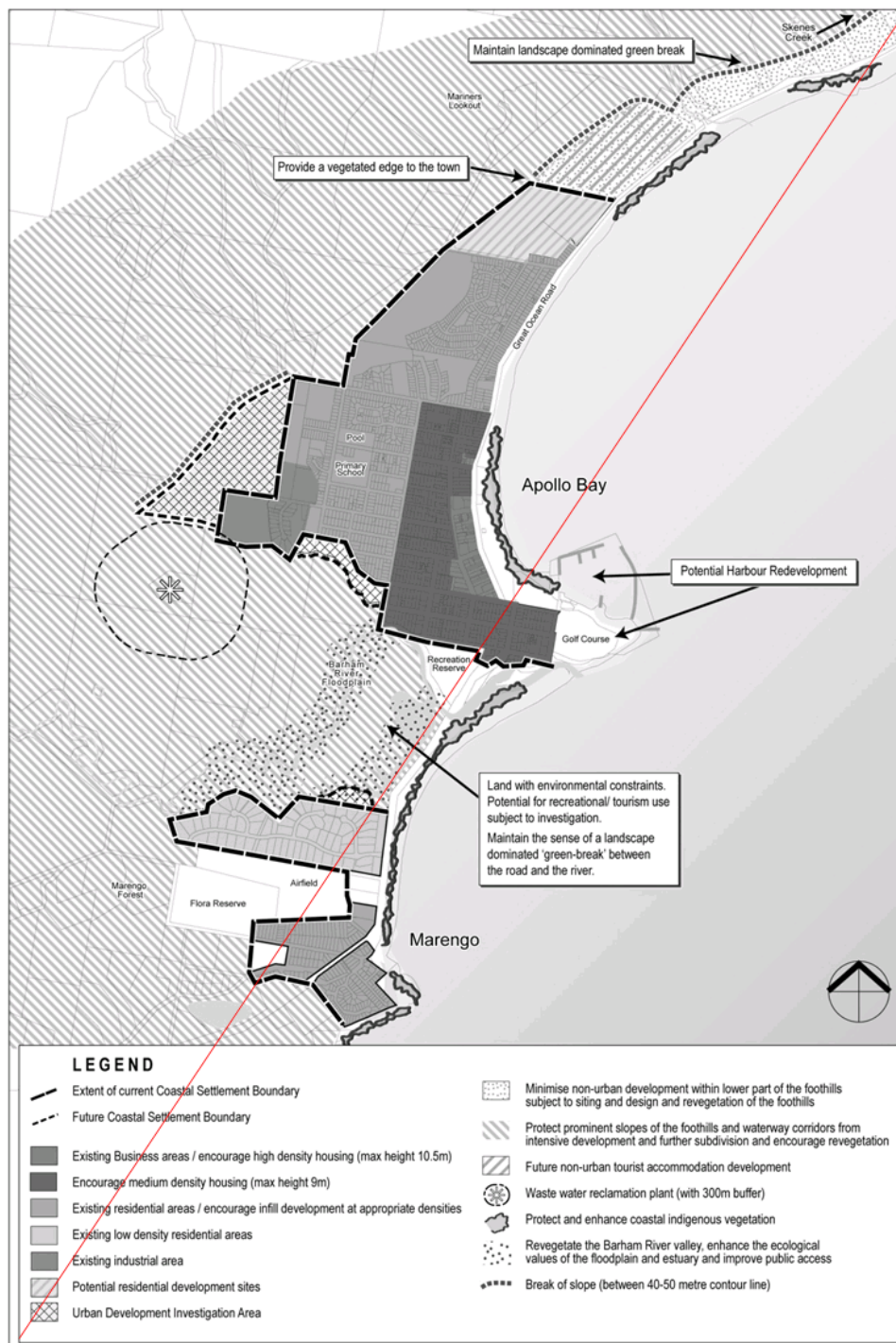
COLAC OTWAY PLANNING SCHEME

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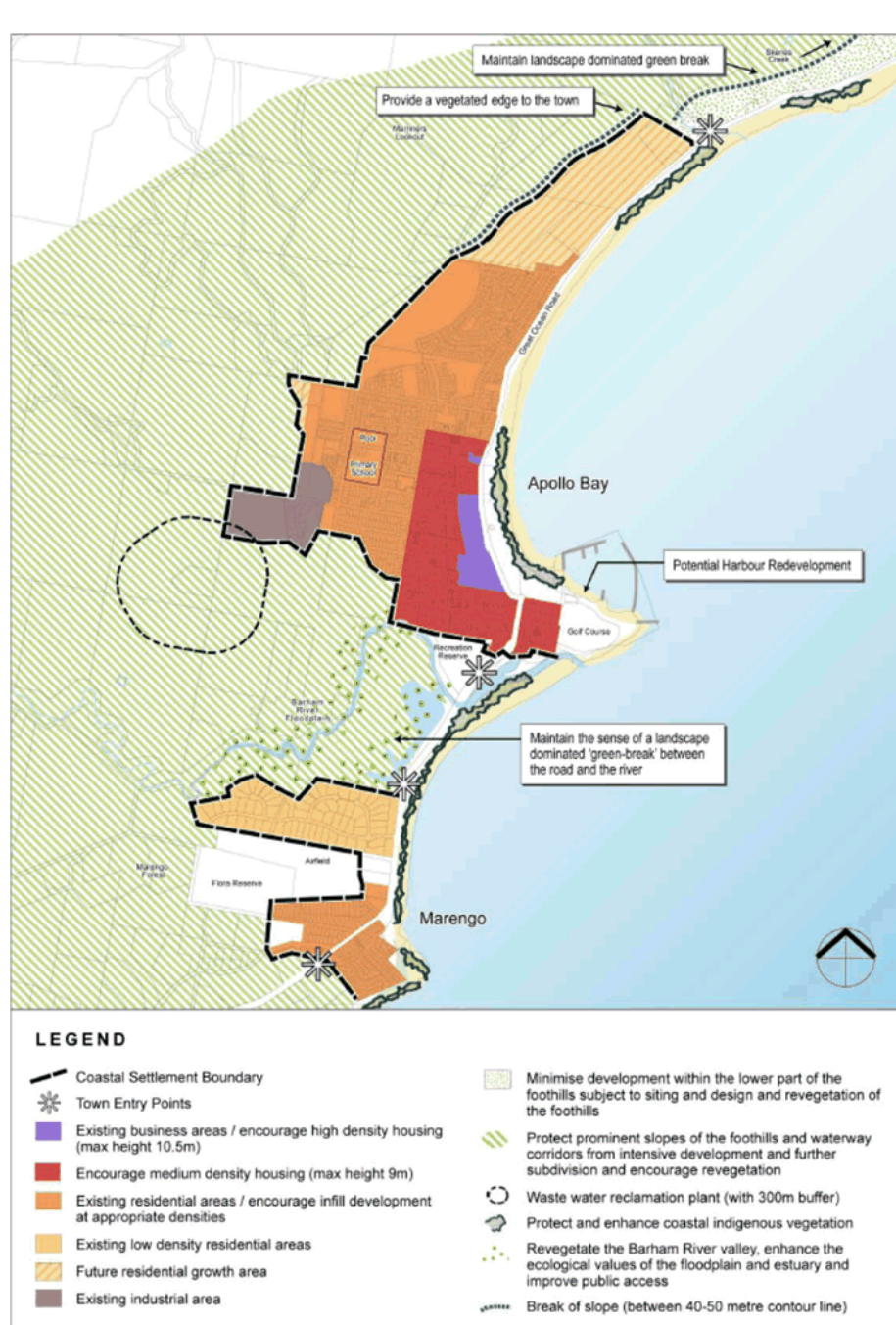
- Support, promote and improve public transport.
- Ensure continued and improved air access to the Apollo Bay region.

COLAC OTWAY PLANNING SCHEME

**Apollo Bay, Marengo and Skenes Creek Framework Plan**



COLAC OTWAY PLANNING SCHEME





COLAC OTWAY PLANNING SCHEME

**21.03-4 Birregurra**

25/09/2014  
C76

**Overview**

The township of Birregurra is located approximately 20 kilometres east of Colac and approximately 6 kilometres to the south of the Princes Highway. Birregurra is a small town offering a village lifestyle in an attractive rural setting to its diverse and active community. The town has a relatively compact urban form based on an attractive and connected network of grid streets and open space links, and sits discretely within its rural surrounds.

Development pressures, high costs of accommodation for tourists and workers and an increase in tourist numbers in Lorne and other coastal communities has seen more people exploring Birregurra for permanent living, holiday accommodation and recreation.

Birregurra is an attractive town for many reasons including for:

- The built form of the town and the many heritage buildings throughout the town and in particular along the south side of Main Street with attractive shop fronts many with verandahs.
- The consolidated commercial town core and community node that provides retail, community and health services that cater for resident's local needs and provides support for surrounding farming areas. The Church precinct located on the elevated land to the south of the town.
- The extent and variety of exotic and native vegetation existing throughout the town. The extent of the vegetation is clearly seen due to the elevated nature of the land, particularly on the southern side of the town.
- The topography of the land surrounding the town including the Barwon River valley and associated tributaries and undulating farming land.

The Birregurra Structure Plan 2013 and Birregurra Neighbourhood Character Study 2012 identify urban design and built form opportunities to improve the presentation of this important centre in the municipality. The Birregurra Structure Plan 2013 encourages infill development to accommodate growth within Birregurra without the need to expand the existing defined township boundary.

**Settlement and Housing**

**Objectives**

- To manage modest growth and development in Birregurra in a coordinated and sustainable manner that ensures Birregurra retains its rural township character.
- To retain and protect the township's significant and contributory heritage places and articulate Birregurra's history in the public realm.
- To encourage consolidation of commercial uses in the core town centre of Birregurra on Main Street and broaden the commercial, retail and tourism opportunities in the township.

**Strategies**

- Contain urban development within the existing defined township boundary.
- Encourage sensitive infill development on vacant lots and support further subdivision of larger developed lots within the existing township boundary.
- Control the density of development and apply development standards as recommended by the Neighbourhood Character Study 2012 to preserve character.

COLAC OTWAY PLANNING SCHEME

- To encourage a mix of housing types and styles that provide diversity, affordability and respond to the community's life cycle needs.
- Support new commercial uses and re-development of existing premises on both sides of Main Street between Roadknight Street / Austin Street to the west and the unnamed watercourse / Strachan Street to the east and encourage active street frontages.
- Ensure any new commercial development to the rear of properties on Main Street has regard to sensitive residential interfaces.
- Support an increase and diversification of tourist based activities and accommodation in Birregurra.
- Encourage adaption and re-use of heritage buildings, especially in Main Street, and ensure new development provides a sympathetic design response to existing heritage buildings.
- Retain low building heights throughout the township and the single storey built form of Main Street.
- Consolidate civic, community and health facilities in a community node on the north-east edge of the town centre.
- Support retirement/aged care living in proximity to the community and health node, and Main Street.
- Direct any potential petrol station to locate in or close to the town centre, away from the heritage core and identified township gateways.
- Protect the ongoing integrity of industrial activities in the Industrial 1 zoned land and encourage consolidation of industrial uses in this area.
- Ensure any new development in the Industrial 1 Zone reflects the rural township character of Birregurra and has regard to visual amenity.
- New subdivisions should include a grid-based road network that easily integrates with the existing surrounding road network. Avoid cul-de-sacs and battleaxe driveways as a means of providing access to new residential lots.
- Ensure roads provide safe access for all users and that road upgrades retain and enhance the character of Birregurra and the informal nature of road reserves.
- Ensure an efficient and cost effective provision of physical infrastructure that addresses the ongoing needs of the community, whilst protecting the landscape and township character values of Birregurra

**Landscape, Environment and Open Space**

**Objectives**

- Protect and extend areas of native vegetation, including endangered EVCs along waterways.
- Protect and enhance the landscape character and view lines of township entrances as defining elements of the north, east and west gateways.
- To preserve and enhance the Barwon River corridor and connected waterways.
- To establish a connected network of accessible public open space and recreation facilities that provide a range of passive and active recreation opportunities.
- To provide safe and improved opportunities for walking and cycling throughout the town and encourage walkable neighbourhood design in new developments.

COLAC OTWAY PLANNING SCHEME

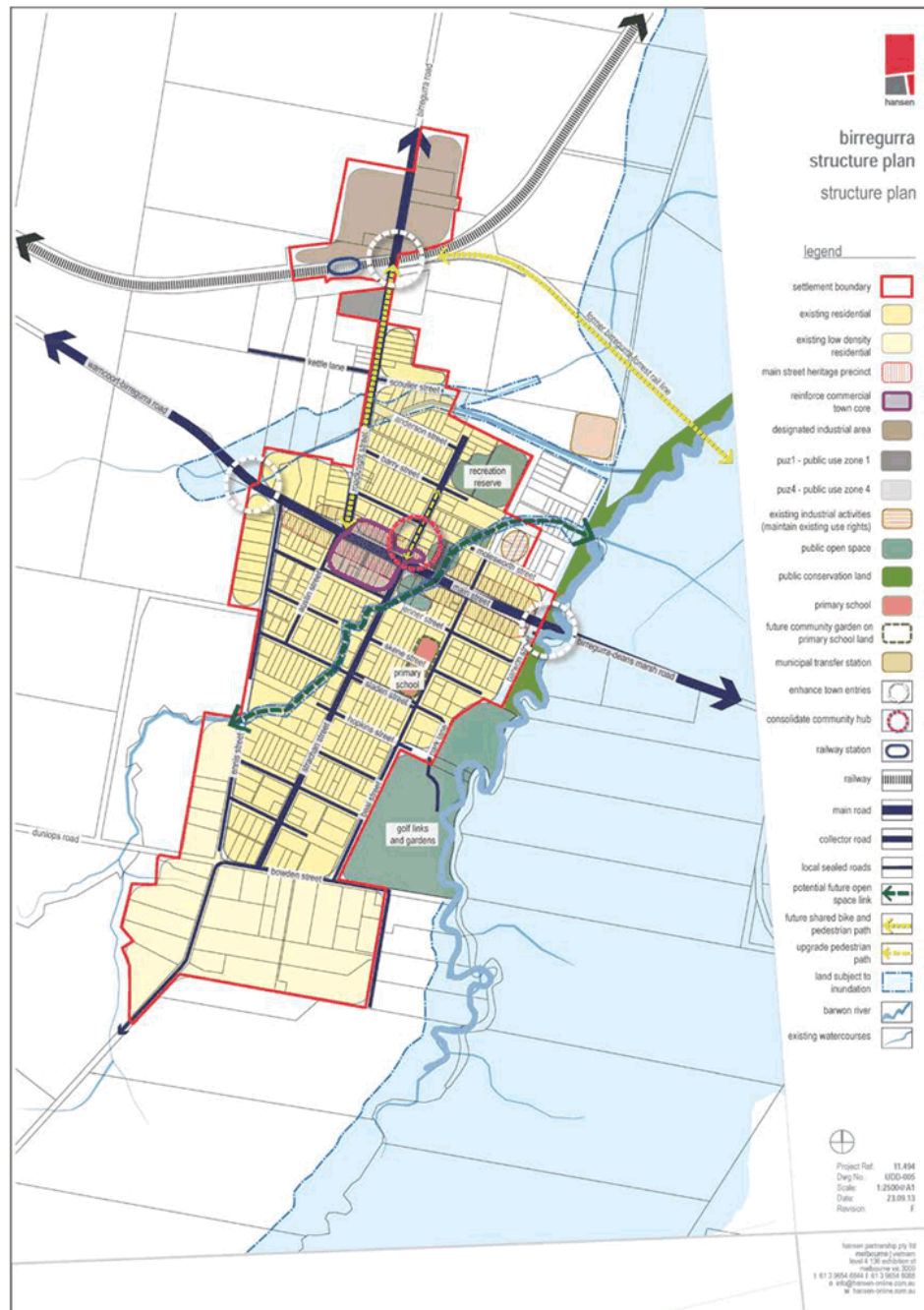
**Strategies**

- Investigate the potential public open space corridor along the unnamed waterway running south-west to north-east through the middle of the town and the development of a linear shared pedestrian /cycle path connecting to parkland adjoining the Barwon River.
- Encourage built form along this open space corridor to:
  - Be appropriately set back from the waterway in accordance with Corangamite CMA requirements.
  - Provide an active interface through the avoidance of solid fencing to this boundary.
  - Provide pedestrian access to the corridor where possible.
- To encourage the retention of trees where possible and the planting of new canopy trees and understorey vegetation.
- Require the use of building envelopes or tree protection zones to protect vegetation on lots that contain significant trees.
- Encourage the dominance of landscape over built form in residential areas.
- Improve open space provision as the community expands and improve linkages between key destinations.
- Investigate development of the Tiger Rail Trail from Birregurra to Barwon Downs and Forrest.



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**Birregurra Framework Plan**



COLAC OTWAY PLANNING SCHEME

**21.03-5 Skenes Creek**

18/07/2013  
C69

**Overview**

Skenes Creek is a coastal hamlet set on rolling topography at the base of the Otway Ranges. There is a sense of openness to the town created by the spacious siting of buildings and expansive views to the coast and hillsides. A green wedge corridor through the centre of the township links the town with a vegetated hillside backdrop and is enhanced by regeneration of indigenous and appropriate coastal shrubs around dwellings and public areas.

**Objective**

- To protect the nationally significant Great Ocean Road Region landscape and the distinctive landscape qualities and coastal setting of Skenes Creek township.

**Strategies**

- Ensure new development responds to the above key issues and achieves the following Preferred Character Statement for the Character Areas identified at Schedule 4 to Clause 43.02.

**Skenes Creek Precinct 1 – Preferred Character Statement**

This precinct provides a native ‘green wedge’ for the whole township, extending from the hill slopes behind the town to the Great Ocean Road. The character of the precinct will be strengthened by the planting and regeneration of indigenous and native vegetation. Dwellings will be set far enough apart to accommodate substantial native bush areas including canopy trees, and will be set substantially below the vegetation canopy. The semi-rural feel of the area will be retained by the lack of fencing and frequent unmade roads. Views to the dwellings will be softened by native vegetation in frontages to major roads and in the public domain along road verges.

**Skenes Creek Precinct 2 – Preferred Character Statement**

This precinct will continue to be characterised by diverse coastal dwellings set amongst established coastal gardens. The sense of openness will be maintained by setting the buildings apart, minimising intrusive front fencing, and encouraging building forms that respect views to the surrounding hills and coast. The precinct will be united by consistent mature plantings of native and exotic coastal species in the public and private domains.

**21.03-6 Kennett River, Wye River and Separation Creek**

18/07/2013  
C69

**Overview**

The structure plan for Kennett River, Wye River and Separation Creek articulates the preferred development future for these coastal townships. Key issues to emerge from the structure plan were that:

- Kennett River, Wye River and Separation Creek will remain as distinct coastal townships nestled in the foothills of the Otway Ranges.
- The primary roles of the townships will be to provide housing for permanent and part time residents and to provide a diverse range of holiday accommodation.

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- The existing and preferred character of the townships is characterised by low scale buildings which respond to the constraints of the topography in their coastal location and generally sit below the predominant tree canopy height.
- The informal, open and spacious character of the townships is highly valued and should be preserved and strengthened by new development.
- The impact of the townships on the natural environment will be as minimal as possible with water and wastewater being sustainably managed and vegetation acknowledged and valued.
- Future development within the townships should respond appropriately to a range of acknowledged environmental constraints including land slip, wildfire threat, coastal inundation and erosion, storm water management, water supply and effluent disposal.
- The townships have a low growth capacity and all future growth will be contained within existing urban or appropriately zoned land.

**Objectives**

- To protect and maintain the nationally significant Great Ocean Road Region landscape and the distinctive landscape qualities and coastal setting of Kennett River, Wye River and Separation Creek.
- To support limited tourist, commercial and retail services to the townships.
- To limit the growth of the coastal townships and discourage development outside of existing settlement boundaries.
- To preserve and enhance the environmental qualities of the townships and ensure development responds to the preferred neighbourhood character.
- To ensure that waste water from existing and proposed development is managed in a way that minimises its impact on the environment.
- To ensure that stormwater drainage systems respond to the constraints posed by the townships unique climatic, geological and environmental setting.
- To improve pedestrian access between the hamlets and the foreshores.
- To plan for the impacts of future climate change.

**Strategies**

- Maintain the existing settlement boundaries as identified on the framework plans forming part of this clause.
- Ensure that future growth of the townships is limited to infill development and renewal contained within existing settlement boundaries.
- Encourage any infill development within the townships, particularly tourist accommodation, to locate in the flatter, less vegetated areas near the centre of the townships (as identified on the framework plans forming part of this clause) but taking into account the need to respond to climate change induced coastal hazards.
- Ensure that any development outside the settlement boundaries is low scale and sensitively sited with minimal impact on the landscape and meets the criteria of the Great Ocean Road Region Landscape Assessment Study.
- Restrict commercial and retail development to small, incremental changes to existing facilities.
- Maintain and preserve the natural setting of the foreshores by minimising new structures in these areas.

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- Create or enhance safe pedestrian access from all parts of the townships to the foreshores.
- Encourage opportunities to improve the general store and cafe of Kennett River, including incorporating an outdoor dining area and improved car parking areas to be more landscaped and pedestrian friendly.
- Encourage more diverse accommodation in Separation Creek with small scale projects.
- Collaborate with State Government in developing and implementing new initiatives to manage the impacts of climate change in the future.
- Ensure all new development achieves the following Preferred Character Statement for the Character Precincts identified at Schedule 4 to Clause 43.02:

**Kennett River Precinct 1 – Preferred Character Statement**

This precinct will be dominated by continuous native bush, with dwellings set below and amongst remnant canopy trees. Frontages will be open and consist of diverse native understorey that screens views of buildings from roads. The low scale dwellings will avoid prominent locations and ridgelines, and will be sited to provide for the reasonable sharing of views to the coast where available. Vegetation will be retained or replaced with any new developments to screen buildings when viewed from the Great Ocean Road. Innovative house styles will be encouraged of a scale, materials and colours that blend with the bush character and follow the topography. The informal bush character of the precinct will be assisted by the streetscape planting and lack of formal kerbing.

**Kennett River Precinct 2 – Preferred Character Statement**

This precinct will consist of coastal style dwellings set amongst gardens of native species. A spacious garden character will be maintained by setting buildings apart and encouraging landscaping between dwellings. Dwellings will be carefully designed, sited and landscaped to be unobtrusive when viewed from roads and to provide for a sharing of views to the coast where available. Trees in both public and private domains will provide a sense of continuity through the precinct and visually link with the adjacent bushland areas.

**Wye River Precinct 1 – Preferred Character Statement**

This precinct will continue to be characterised by dominant native bush that forms a consistent canopy, linking to the adjacent bushland. Dwelling scale, bulk and siting will respond to the site and topography, allowing space and setbacks to maintain native bush, both as canopy and understorey. Buildings will be set beneath the canopy, and appropriately sited and designed so as to allow for the sharing of views to the coast where available, and to be hidden from view from the Great Ocean Road. The informality of the streetscapes will be retained by the lack of front fencing, frequent unmade roads and remnant vegetation.

**Wye River Precinct 2 – Preferred Character Statement**

This precinct will achieve a more consistent native vegetation coverage to provide a unifying feature throughout. Space around dwellings will be sufficient to maintain trees and understorey, and minimises the appearance of building bulk and density. On hill slopes, buildings will relate to topography and be set amongst and beneath a dominant, native tree canopy. Buildings and structures in prominent locations when viewed from the Great Ocean Road will be designed to reduce their visual intrusion. Retention and planting of canopy trees in the public domain and around dwellings will be encouraged to establish a consistent tree canopy.

COLAC OTWAY PLANNING SCHEME

**Separation Creek Precinct 1 – Preferred Character Statement**

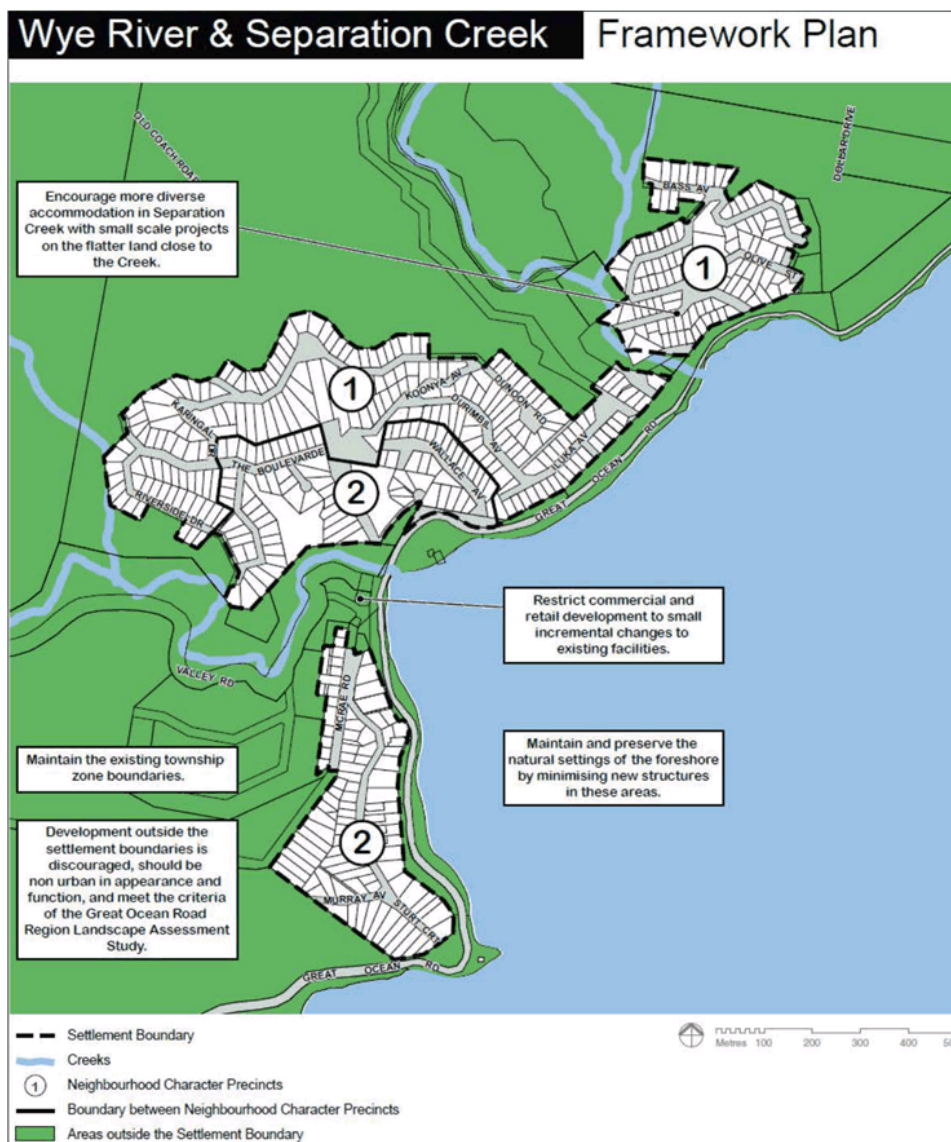
This precinct will consist of a mix of low, coastal style dwellings and newer coastal styles, in established gardens and amongst native canopy trees in the vegetated hillfaces. Dwellings will be of materials and colours that reflect the coastal setting, and be designed and sited so as to minimise intrusion into views from roads, public spaces and adjacent dwellings and impact on the topography. Establishment of native and coastal trees in public and private gardens will unite the precinct and provide visual links to the surrounding bushland and creek environs.



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COLAC OTWAY PLANNING SCHEME





COLAC OTWAY PLANNING SCHEME

**21.03-7 Forrest**

18/07/2013  
C69

**Overview**

Forrest is located 32.6 kilometres from Colac and is placed at the foothills of the Otways approximately 161 kilometres from Melbourne and 76 kilometres from Geelong.

A Structure Plan for Forrest was adopted by Council (August 2011) and articulates the preferred development future for Forrest. Key issues to emerge from the Structure Plan were that:

- The role of Forrest as an outdoor recreation and tourism destination has been well established over recent years along with an emerging trend for rural lifestyle residential development.
- Forrest's tourism functions will continue to play a primary role in the town's growth and development into the future.
- There are significant environmental constraints within Forrest including bushfire, flooding and landslip risks that impact on future potential for expansion of the town.

**Objectives**

- To support Forrest's role within the Otways as a key destination for tourism and recreational pursuits and as a small town with limited potential for residential growth.

To limit residential development to the existing urban area contained within Forrest's settlement boundary, subject to the outcome of further investigation into the viability of development adjoining the north west edge of the town in accordance with the Forrest Framework Plan attached to this Clause.

- To encourage the development of accommodation facilities which contribute to the viability of tourism and recreation-based activities.
- To promote Grant Street as the primary location for future commercial activities within Forrest.
- To encourage development and activities which add commercial and recreational diversity to the Forrest Township.
- To ensure that the various cultural and environmental heritage assets of the township are protected, maintained and continue to be articulated within Forrest's private and public realm.
- To ensure new residential and commercial development is responsive to the environmental, biodiversity, conservation and landscape values of the local region.
- To ensure that development within Forrest responds to and mitigates any identified bushfire risks.
- To improve pedestrian access and movement along Grant Street.
- To facilitate the provision of community services and social infrastructure within Forrest which promote the town's liveability and increase social equity.

**Strategies**

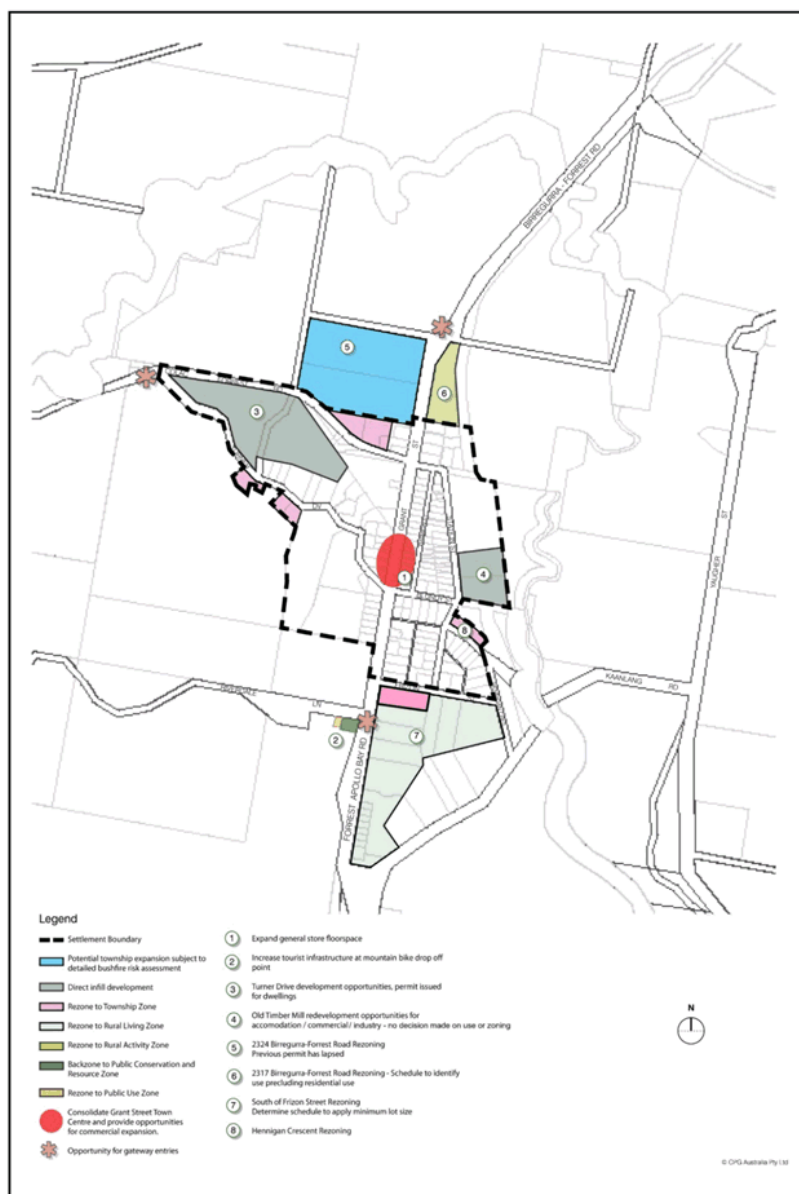
- Maintain settlement boundaries shown on the Framework Plan in this Clause pending detailed strategic assessment of bushfire risks and potential measures to manage bushfire risk for the town and broader area.
- Ensure that future growth of the township maximises infill development.

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- Concentrate small scale businesses and commercial uses (such as retail premises, shop, restaurant, industry and accommodation) along Grant Street between the Community Hall and Turner Drive/Blundy Street.
- Encourage some commercial development, particularly accommodation, to locate on Rural Activity Zoned land taking into account the need to respond to bushfire risks and the environmental values of the surrounding landscape.
- Encourage the re-development of the existing general store to provide additional floor space, an active street front and expanded provision of commercial services.
- Encourage and consolidate street based retailing in the form of cafes and outdoor seating on the eastern side of Grant Street.
- Upgrade existing pedestrian infrastructure including new footpaths along the eastern side of Grant Street to accommodate pedestrian access, seating and bicycle parking and ensure any new development is designed to activate the streetscape.
- Ensure land use and development does not detrimentally impact upon identified significant flora and fauna habitats, including areas of roadside vegetation.
- Support tourism related use and development within the town boundary taking into account the need to respond to bushfire risks and environmental values and to protect the amenity of nearby residential uses.

COLAC OTWAY PLANNING SCHEME

**Forrest Framework Plan**



COLAC OTWAY PLANNING SCHEME

**21.03-8 Smaller Townships**

18/07/2013  
C69

**Overview**

It is important to protect the character of the smaller townships within the Shire, particularly those located along the spectacular Great Ocean Road and nestled within the majestic and beautiful Otway Ranges.

Township Master Plans (focussing on public infrastructure improvements) have been prepared for Carlisle River, Gellibrand, Forrest, Barwon Downs and Beech Forest. Urban Design Frameworks have been prepared for Beeac, Cressy, Lavers Hill and Swan Marsh. The Master Plans and Urban Design Frameworks identify urban design and built form opportunities to improve the presentation of these important centres in the municipality.

So as to improve the viability of small townships it is acknowledged that future planning needs to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, community facilities and related infrastructure.

The Rural Living Strategy 2011 highlights the role of small towns and settlements in supporting tourism and rural lifestyle demand.

The Rural Living Strategy 2011 also provides a strategic basis for future land use studies to investigate opportunities for small scale expansion within some of the Shire's small towns, including Alvie, Beeac, Cororooke, Gellibrand and Beech Forest. Gellibrand and Beech Forest's growth potential will be subject to an investigation into fire risk and effluent management issues.

**Objectives**

- To provide an attractive and safe residential environment within the smaller communities of the Shire.
- To encourage development of smaller townships in the Shire that contributes to their economic development, acknowledges and responds to environmental constraints and protects the broader landscapes within which these townships are located.
- To facilitate the ongoing economic future of small communities.
- To recognise the different roles of smaller townships and centres containing a range of community and other facilities.
- To maintain and enhance the environmental quality of small communities.

**Strategies**

- Ensure that development of the Shire's small communities occurs generally in accordance with relevant township masterplans, structure plans and other strategies.
- Encourage the development of small-scale economic activity which complements the resources and industries of the region.
- Encourage the location of tourist accommodation facilities within small communities in the region.
- Retain heritage places as significant components of the character and attractiveness of smaller townships.
- Encourage high quality design input to development in small communities.

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- Maintain existing township zonings in Alvie, Cororooke and Beeac pending the preparation of town plans.
- Maintain existing township zonings in Gellibrand and Beech Forest pending further strategic assessment of the potential for expansion having regard to bushfire risk and effluent management.
- Otherwise generally restrict the expansion of communities in potable water supply areas and areas subject to or at risk of landslip, high fire risk and flooding.
- Encourage the implementation of landscape features that recognise indigenous flora and fauna.

**Specific Implementation**

**Policy guidance**

Assess proposals in townships (other than Colac, Apollo Bay and Marengo) against the following criteria:

- Development should not exceed 8 metres in height, unless special characteristics of the site justify a higher structure and no off-site detriment is caused.
- Building site coverage should not exceed 50 per cent, except on business zoned land.
- The slope of the roof should relate to the topography of the surrounding landform. Dominant or multiple angular roof slopes and designs should be avoided.
- External building material colours should be of muted toning and roofing material should be non-reflective.
- External materials should be in harmony with the surrounding landscape of the settlement.
- Landscaping should enable development to blend into the surrounding area. This may be achieved by:
  - Using a mixture of low, medium and high growing native trees and shrubs, including some species of trees with a growing height above the roof level of the proposed building.
  - Providing replacement planting for vegetation that is removed.

When deciding on the design, siting, mass and scale of new development in townships (other than Colac, Apollo Bay and Marengo) consider, as appropriate:

- Whether it is a major development node or a settlement with limited development potential and only serving the immediate community.
- The visual character of the particular settlement and the likely impact of the development on that visual character.
- The view of the site from the Great Ocean Road and major viewing points in the Otway Ranges and the likely impact of the development on these views.

**21.03-9**

18/07/2013  
C69

**Rural Living**

**Overview**

Council prepared and adopted a Rural Land Strategy (September 2007) which identified a range of issues affecting rural land use in the Shire, and has since adopted the Rural Living Strategy 2011. The Rural Living Strategy provides the basis for policy on the use and

COLAC OTWAY PLANNING SCHEME

development of land for dwellings and subdivisions in rural areas. It identified the following in regards to rural living development within the Shire:

- Rural land traditionally used for farming is being used for lifestyle purposes in the absence of land which can accommodate rural lifestyle demand. This is causing problems associated with increasing property values inhibiting farm growth, servicing, provision of infrastructure and conflict with adjoining land uses which has the potential to undermine the objective of protecting the agricultural base of the Shire.
- The greatest opportunities to accommodate rural living development are around Colac where there is greatest supply and fewest constraints for development.
- There are sufficient levels of services and infrastructure to accommodate demand for rural lifestyle development in Coragulac.
- There is scope to conduct investigations into the potential development of some smaller towns in the Shire to accommodate some moderate township expansion, which may contribute to the overall supply of land desirable for rural living purposes.

**Objectives – Rural living**

- To provide opportunities for rural residential style development in appropriate locations that do not negatively impact on the ability to farm.
- To recognise the function of already-developed old and inappropriate rural subdivisions as ‘de facto’ rural living developments;
- To restrict the intensification of existing old and inappropriate subdivisions and prevent the further encroachment of rural living development on surrounding farming land.

**Strategies – Rural living**

- Direct future rural living development to nominated areas where there are fewer economic, environmental, social, land use and servicing constraints for settlement.
- Recognise the function of already-developed old and inappropriate rural subdivisions as ‘de facto’ rural living developments.
- Restrict the development of existing old and inappropriate subdivisions through the implementation of lot sizes which limit further subdivision and prevent the further encroachment of rural living development on surrounding farming land.



## **32.09 NEIGHBOURHOOD RESIDENTIAL ZONE**

22/08/2013  
VC104

Shown on the planning scheme map as **NRZ** with a number (if shown).

### **Purpose**

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To recognise areas of predominantly single and double storey residential development.

To limit opportunities for increased residential development.

To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.

To implement neighbourhood character policy and adopted neighbourhood character guidelines.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

## **32.09-1**

01/07/2013  
V8

### **Table of uses**

#### **Section 1 - Permit not required**

| <b>Use</b>                                         | <b>Condition</b>                                                                                                                                                                                                                                       |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Animal keeping (other than Animal boarding)</b> | Must be no more than 2 animals.                                                                                                                                                                                                                        |
| <b>Bed and breakfast</b>                           | No more than 10 persons may be accommodated away from their normal place of residence.<br><br>At least 1 car parking space must be provided for each 2 persons able to be accommodated away from their normal place of residence.                      |
| <b>Dependent person's unit</b>                     | Must be the only dependent person's unit on the lot.                                                                                                                                                                                                   |
| <b>Dwelling (other than Bed and breakfast)</b>     |                                                                                                                                                                                                                                                        |
| <b>Home occupation</b>                             |                                                                                                                                                                                                                                                        |
| <b>Informal outdoor recreation</b>                 |                                                                                                                                                                                                                                                        |
| <b>Medical centre</b>                              | The gross floor area of all buildings must not exceed 250 square metres.<br><br>Must be located in an existing building.<br><br>The site must adjoin, or have access to, a road in a Road Zone.<br><br>Must not require a permit under clause 52.06-3. |
| <b>Minor utility installation</b>                  |                                                                                                                                                                                                                                                        |
| <b>Place of worship</b>                            | The gross floor area of all buildings must not exceed 250 square metres.<br><br>The site must adjoin, or have access to, a road in a Road Zone.                                                                                                        |



| Use                                                                                                                | Condition                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                    | Must not require a permit under clause 52.06-3.                                                                                                                                                                                                                                                                                                                                         |
| Railway                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                         |
| Residential aged care facility                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                         |
| Tramway                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                         |
| Any use listed in clause 62.01                                                                                     | Must meet the requirements of Clause 62.01.                                                                                                                                                                                                                                                                                                                                             |
| <b>Section 2 - Permit required</b>                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                         |
| Use                                                                                                                | Condition                                                                                                                                                                                                                                                                                                                                                                               |
| Accommodation (other than Dependent person's unit, Dwelling and Residential aged care facility)                    |                                                                                                                                                                                                                                                                                                                                                                                         |
| Agriculture (other than Animal keeping, Animal training, Apiculture, Horse stables and Intensive animal husbandry) |                                                                                                                                                                                                                                                                                                                                                                                         |
| Animal keeping (other than Animal boarding) – if the Section 1 condition is not met                                | Must be no more than 5 animals.                                                                                                                                                                                                                                                                                                                                                         |
| Car park                                                                                                           | Must be used in conjunction with another use in Section 1 or 2.                                                                                                                                                                                                                                                                                                                         |
| Car wash                                                                                                           | The site must adjoin, or have access to, a road in a Road Zone.                                                                                                                                                                                                                                                                                                                         |
| Community market                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                         |
| Convenience restaurant                                                                                             | The site must adjoin, or have access to, a road in a Road Zone.                                                                                                                                                                                                                                                                                                                         |
| Convenience shop                                                                                                   | The leasable floor area must not exceed 80 square metres.                                                                                                                                                                                                                                                                                                                               |
| Food and drink premises (other than Convenience restaurant and Take away food premises)                            |                                                                                                                                                                                                                                                                                                                                                                                         |
| Leisure and recreation (other than Informal outdoor recreation and Motor racing track)                             |                                                                                                                                                                                                                                                                                                                                                                                         |
| Place of assembly (other than Amusement parlour, Carnival, Circus, Nightclub and Place of worship)                 |                                                                                                                                                                                                                                                                                                                                                                                         |
| Plant nursery                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                         |
| Service station                                                                                                    | <p>The site must either:</p> <ul style="list-style-type: none"> <li>Adjoin a commercial zone or industrial zone.</li> <li>Adjoin, or have access to, a road in a Road Zone.</li> </ul> <p>The site must not exceed either:</p> <ul style="list-style-type: none"> <li>3000 square metres.</li> <li>3600 square metres if it adjoins on two boundaries a road in a Road Zone.</li> </ul> |

| Use                                                                                          | Condition                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Store                                                                                        | Must be in a building, not a dwelling, and used to store equipment, goods, or motor vehicles used in conjunction with the occupation of a resident of a dwelling on the lot. |
| Take away food premises                                                                      | The site must adjoin, or have access to, a road in a Road Zone.                                                                                                              |
| Utility installation (other than Minor utility installation and Telecommunications facility) |                                                                                                                                                                              |
| Any other use not in Section 1 or 3                                                          |                                                                                                                                                                              |

### Section 3 – Prohibited

| Use                                                                                                        |
|------------------------------------------------------------------------------------------------------------|
| Amusement parlour                                                                                          |
| Animal boarding                                                                                            |
| Animal training                                                                                            |
| Brothel                                                                                                    |
| Cinema based entertainment facility                                                                        |
| Horse stables                                                                                              |
| Industry (other than Car wash)                                                                             |
| Intensive animal husbandry                                                                                 |
| Motor racing track                                                                                         |
| Nightclub                                                                                                  |
| Office (other than Medical centre)                                                                         |
| Retail premises (other than Community market, Convenience shop, Food and drink premises and Plant nursery) |
| Saleyard                                                                                                   |
| Stone extraction                                                                                           |
| Transport terminal                                                                                         |
| Warehouse (other than Store)                                                                               |

**32.09-2**  
22/08/2013  
VC104

### Subdivision

#### Permit requirement

A permit is required to subdivide land.

A schedule to this zone may specify a minimum lot size to subdivide land. Each lot must be at least the area specified for the land, except where an application to subdivide land is made to create lots each containing an existing dwelling or car parking space, where an application for the existing dwelling or car parking space was made or approved before the approval date of the planning scheme amendment that introduced this clause 32.09 into the planning scheme.

An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table.
- Should meet all of the standards included in the clauses specified in the following table.

| Class of subdivision | Objectives and standards to be met                                                     |
|----------------------|----------------------------------------------------------------------------------------|
| 60 or more lots      | All except Clause 56.03-5.                                                             |
| 16 – 59 lots         | All except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.                   |
| 3 – 15 lots          | All except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6. |
| 2 lots               | Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2.                        |

**32.09-3**  
22/08/2013  
VC104

#### **Number of dwellings on a lot**

The number of dwellings on a lot must not exceed the number specified in a schedule to this zone. If no number is specified, the number of dwellings on a lot must not exceed two.

#### **Transitional provisions**

Clause 32.09-3 does not apply to an application to construct two or more dwellings on a lot made before the approval date of the planning scheme amendment that introduced this clause 32.09 into the planning scheme.

**32.09-4**  
01/07/2013  
V8

#### **Construction and extension of one dwelling on a lot**

##### **Permit requirement**

A permit is required to construct or extend one dwelling on:

- A lot of less than 300 square metres.
- A lot of less than the lot size specified in a schedule to this zone.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with one dwelling on:
  - A lot of less than 300 square metres, or
  - A lot of less than the lot size specified in a schedule to this zone, and
- The fence exceeds the maximum height specified in Clause 54.06-2.

A development must meet the requirements of Clause 54.

##### **No permit required**

No permit is required to:

- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

**32.09-5**

22/08/2013  
VC104

**Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings**

**Permit requirement**

A permit is required to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with 2 or more dwellings on a lot or a residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

A development must meet the requirements of Clause 55.

A permit is not required to construct one dependent person's unit on a lot.

**Transitional provisions**

Despite the amendments made to Clause 55 by Amendment VC100, Clause 55 does not apply to:

- an application to construct or extend a development of four or more storeys made before the approval date of the planning scheme amendment that introduces those amendments into the planning scheme; and
- an application under section 69 of the Act to extend a permit to construct or extend a development of four or more storeys granted on or before the approval date of Amendment VC100.

**32.09-6**

01/07/2013  
V8

**Requirements of Clause 54 and Clause 55**

A schedule to this zone may specify the requirements of:

- Standards A3, A5, A6, A10, A11, A17 and A20 of Clause 54 of this scheme.
- Standards B6, B8, B9, B13, B17, B18, B28 and B32 of Clause 55 of this scheme.

If a requirement is not specified in a schedule to this zone, the requirement set out in the relevant standard of Clause 54 or Clause 55 applies.

**32.09-7**

01/07/2013  
V8

**Buildings and works associated with a Section 2 use**

A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.09-1.

**32.09-8**

22/08/2013  
VC104

**Maximum building height requirement for a dwelling or residential building**

The maximum height of a building used for the purpose of a dwelling or residential building must not exceed the building height specified in a schedule to this zone. If no

building height is specified, the height of a building must not exceed 8 metres unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the height of the building must not exceed 9 metres.

This does not apply to:

- An extension of an existing building that exceeds the specified building height provided that the extension does not exceed the existing building height.
- An extension of an existing building or the construction of a new building that exceeds the specified building height which does not exceed the height of immediately adjacent buildings facing the same street.
- The rebuilding of a lawful building or works which have been damaged or destroyed.
- A building which exceeds the specified building height for which a valid building permit was in effect prior to the introduction of this provision.

#### **Transitional provisions**

Clause 32.09-8 does not apply to an application to construct a dwelling or residential building made before the approval date of the planning scheme amendment that introduced this clause 32.09 into the planning scheme. The requirements of clause 54 as they apply to clause 54.03-2 or of clause 55 as they apply to clause 55.03-2 as in force immediately before the said approval date continue to apply.

#### **32.09-9**

01/07/2013  
V8

#### **Application requirements**

An application must be accompanied by the following information, as appropriate:

- For a residential development, the neighbourhood and site description and design response as required in Clause 54 and Clause 55.
- For an application for subdivision, a site and context description and design response as required in Clause 56.
- Plans drawn to scale and dimensioned which show:
  - Site shape, size, dimensions and orientation.
  - The siting and use of existing and proposed buildings.
  - Adjacent buildings and uses, including siting and dimensioned setbacks.
  - The building form and scale.
  - Setbacks to property boundaries.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and despatch of goods and materials, hours of operation and light spill, solar access and glare.
- Any other application requirements specified in a schedule to this zone.

If in the opinion of the responsible authority an application requirement is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

**32.09-10 Exemption from notice and review**

01/07/2013  
V8

**Subdivision**

An application to subdivide land into lots each containing an existing dwelling or car parking space is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

**32.09-11 Decision guidelines**

01/07/2013  
V8

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

**General**

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of this zone.
- Any other decision guidelines specified in a schedule to this zone.

**Subdivision**

- The pattern of subdivision and its effect on the spacing of buildings.
- For subdivision of land for residential development, the objectives and standards of Clause 56.

**Dwellings and residential buildings**

- For the construction and extension of one dwelling on a lot, the objectives, standards and decision guidelines of Clause 54.
- For the construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55.

**Non-residential use and development**

In the local neighbourhood context:

- Whether the use or development is compatible with residential use.
- Whether the use generally serves local community needs.
- The scale and intensity of the use and development.
- The design, height, setback and appearance of the proposed buildings and works.
- The proposed landscaping.
- The provision of car and bicycle parking and associated accessways.
- Any proposed loading and refuse collection facilities.
- The safety, efficiency and amenity effects of traffic to be generated by the proposal.

**32.09-12 Advertising signs**

22/08/2013  
VC104

Advertising sign requirements are at Clause 52.05. This zone is in Category 3.

*Notes:*

*Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.*

*Check whether an overlay also applies to the land.*

*Other requirements may also apply. These can be found at Particular Provisions.*



COLAC OTWAY PLANNING SCHEME

--/20--  
C74

**SCHEDULE 1 TO CLAUSE 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE**

Shown on the planning scheme map as **NRZ1**.

**APOLLO BAY AND MARENGO LOW DENSITY RESIDENTIAL AREA**

**1.0 Minimum subdivision area**

--/20--  
C74

None specified.

**2.0 Permit requirement for the construction or extension of one dwelling on a lot**

--/20--  
C74

|                                                                                              | Requirement    |
|----------------------------------------------------------------------------------------------|----------------|
| Permit requirement for the construction or extension of one dwelling on a lot                | None specified |
| Permit requirement to construct or extend a front fence within 3 metres of a street on a lot | None specified |

**3.0 Requirements of Clause 54 and Clause 55**

--/20--  
C74

|                        | Standard    | Requirement    |
|------------------------|-------------|----------------|
| Minimum street setback | A3 and B6   | None specified |
| Site coverage          | A5 and B8   | None specified |
| Permeability           | A6 and B9   | None specified |
| Landscaping            | B13         | None specified |
| Side and rear setbacks | A10 and B17 | None specified |
| Walls on boundaries    | A11 and B18 | None specified |
| Private open space     | A17         | None specified |
|                        | B28         | None specified |
| Front fence height     | A20 and B32 | None specified |

**4.0 Number of dwellings on a lot**

--/20--  
C74

None specified.

COLAC OTWAY PLANNING SCHEME

- 5.0** **Maximum building height requirement for a dwelling or residential building**  
~~1-120-~~  
C74 A building used as a dwelling or a residential building must not exceed a height of nine metres above natural ground level.
- 6.0** **Application requirements**  
~~1-120-~~  
C74 None specified.
- 7.0** **Decision guidelines**  
~~1-120-~~  
C74 None specified.

COLAC OTWAY PLANNING SCHEME

---/2014  
C74  
Proposed

**SCHEDULE 10 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO10**.

**6230, 6240, 6250 and 6280 Great Ocean Road and Lots 1 and 2 LP137842  
Marriners Lookout Road, Apollo Bay**

**1.0 Design objectives**

---/2014  
C74  
Proposed

To develop a spacious building setting with substantial space for planting and vegetation.  
To allow for the reasonable sharing of views.  
To maintain the visual dominance of the coastal valley and hills hinterland in relation to the scale and siting of any proposed development.  
To ensure buildings and structures respond positively to the significant coastal landscape setting.  
To ensure buildings demonstrate a high standard of contemporary design and complement the character of the natural coastal environment.  
To set buildings and works within a landscape of appropriate coastal vegetation.  
To ensure vegetation and landscaping is integrated with the design of the development and complements the surrounding coastal landscape.

**2.0 Buildings and works**

---/2014  
C74  
Proposed

A planning permit is not required to construct buildings and works if:

- It is the only dwelling on the lot; and
- The lot is in excess of 600 sqm; and
- The building site coverage is less than 40%; and
- The height of the dwelling is no more than 8 metres.

An application to construct or extend a dwelling must comply with the following requirements:

- Buildings and works must not exceed 9 metres.
- For a dwelling extension that would result in an overall height greater than 8 metres, the second storey should have a smaller floor area than the ground level to be recessive and minimise visual bulk.
- The area between the building and the property boundary is predominantly permeable to water and able to support substantial vegetation.
- No more than one vehicle access per lot.
- Building design should step down with the topography of the land to avoid significant cut and fill earthworks.
- Dwellings should be constructed of a mix of contemporary and traditional coastal materials, textures and finishes including timber, render, glazing, stone, brick and iron roofing.
- ~~Applications for more than one dwelling on a lot must be at a density that would enable future subdivision in accordance with the subdivision requirements of this clause.~~
- Landscaping is to be provided in accordance with a landscape plan approved to the satisfaction of the responsible authority. This plan must:
  - Provide for the planting of predominantly native coastal and indigenous trees and shrubs in clumps and clusters and avoid formal row planting particularly along property boundaries.
  - Screen buildings, structures and areas of hard surfaces with appropriately scaled informal landscaping.

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- Provide species that are resistant to fire.

**Exemption from notice and review**

Development that is consistent with the above requirements is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

**3.0 Subdivision**

--/2014  
C74  
Proposed

~~For 6230 and 6280 Great Ocean Road all lots must be a minimum of 600 sqm in area.  
For Lots 1 and 2 LP137842 Mariners Lookout Road all lots must be a minimum of 450 sqm.  
A permit cannot be granted to vary this requirement.~~

**34.0 Decision guidelines**

--/2013  
C74  
Proposed

Before deciding on a permit application, in addition to the decision guidelines in Clause 65, the responsible authority must consider as appropriate:

- How the proposal addresses the design objectives of this schedule.
- How the lot is landscaped to screen the development.
- The species chosen for landscaping to ensure fire threat is minimised.
- The construction materials and design proposed.

**54.0 Reference documents**

--/2013  
C74  
Proposed

- Apollo Bay Settlement Boundary and Urban Design Review (2012)

COLAC OTWAY PLANNING SCHEME

18/06/2009  
C55  
Proposed C74

## **SCHEDULE 5 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO5**

### **APOLLO BAY – TOWN CENTRE**

#### **1.0**

#### **Design objectives**

18/06/2009  
C55  
Proposed C74

To protect the existing low scale coastal character and identity of Apollo Bay.

To improve pedestrian safety and movements within and around the town centre.

To ensure that new development in Apollo Bay is consistent with and acts to consolidate the character of Apollo Bay as a coastal town.

To ensure that upper levels are well articulated to respect the character of the area.

#### **2.0**

#### **Buildings and works**

18/06/2009  
C55  
Proposed C74

A permit is not required for the following buildings and works specified at Clause 34.01-4:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
  - The alteration does not include the installation of an external roller shutter.
  - At least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.

Buildings must not exceed a height of 10.5 metres.

Buildings greater than 8 metres in height must have a street setback at the upper level of 3 metres (other than for a transparent balcony structure).

The above requirements cannot be varied by a permit.

All buildings and works should comply with the following standards unless it can be demonstrated that an alternative approach achieves the design objectives of this control:

- Simple building details.
- Where appropriate:
  - consolidate and formalise car parking areas to the rear of the main shops.
  - improve pedestrian safety, amenity and connections between the surrounding areas and the car parks.
  - improve the appearance and function of the two existing mid-block laneway connections situated between 63-65 and 79-81 Great Ocean Road, linking rear car parking areas to the main shops.
  - As land is developed facilitate the provision of a new mid-block laneway connection in the block between Hardy Street and Moore Street as shown on the concept plan attached to this schedule.
- A mix of contemporary and traditional coastal materials, textures and finishes.
- Colours and finishes that complement those occurring naturally in the area.

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- Articulated facades, incorporating setbacks to upper levels to reduce building bulk and overshadowing, and shop front windows at street level in commercial areas.
- Articulated roof forms on new developments to provide visual interest to the street.
- On larger sites, articulated facades to emulate the fine grain (narrow frontage) subdivision pattern in the centre.
- Commercial buildings orientated towards the street and provide the entrance to the building directly from the street frontage.
- On corner allotments, ensure buildings address both streets frontages with shopfront windows at street level.
- Buildings constructed to the property boundary at ground level in the commercial area, or ~~are~~ stepped to match existing setbacks if these are varied.
- Water sensitive urban design features incorporated into the design, where practical.

18/06/2009  
CSP  
Proposed C74

**Application requirements**

An application must include a report that demonstrates how the proposal meets the objectives and provisions of the schedule.

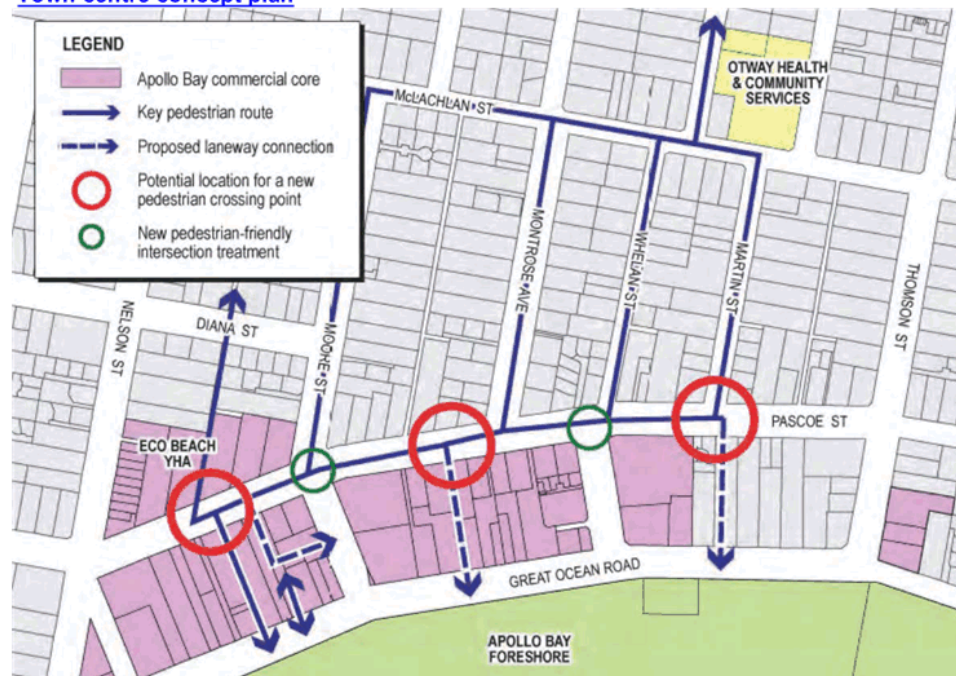
**4.0**

18/06/2009  
CSP  
Proposed C74

**Decision guidelines**

Before deciding on an application the responsible authority must consider, in addition to the decision guidelines in Clauses 65 and 43.02-05, the appropriateness of any subdivision, building or works having regard to land capability, including land form, slope, drainage and the presence of remnant vegetation.

**Town centre concept plan**





COLAC OTWAY PLANNING SCHEME

---/2014  
C74  
Proposed

**SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO5**.

**6230 and 6280 Great Ocean Road Apollo Bay**

A development plan must be prepared to guide the subdivision and future development of the land at 6230 and 6280 Great Ocean Road, Apollo Bay.

The objectives of this schedule are to:

- Provide a planned or coordinated residential development that responds positively to the significant coastal landscape setting of the land.
- Provide for a diversity of living opportunities.
- Avoid development in areas at risk from the effects of natural processes such as flooding (riverine and coastal), erosion, landslip and salinity.

**1.0**

---/2014  
C74  
Proposed

**Requirement before a permit is granted**

A permit may be granted before a Development Plan has been prepared to the satisfaction of the responsible authority for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot.
- Agriculture and any buildings and works in association with the use of the land for agricultural purposes.
- A fence.
- Minor extensions, additions or modifications to any existing development.

Prior to the approval of a subdivision a Section 173 Agreement must be prepared and signed to the satisfaction of the Responsible Authority that establishes design guidelines for the residential development of the land. The [design](#) guidelines must address external materials and colours, building style and massing, garages and carports, other structures and appurtenances, landscaping and fences.

**3.0**

---/2014  
C74  
Proposed

**Requirements for development plan**

The **Development Plan** must include:

- The location of all land uses including areas set aside for residential development, anticipated lot yield with a range and average lot yield projections, public open space, areas of revegetation/landscaping, no development areas (i.e. clay mound adjacent to the Great Ocean Road and the land above the 40 metre contour), drainage reserves, other known or proposed servicing easements and landslip buffers.
- An internal road network that:
  - provides a high level of permeability through and within the site for pedestrians, cyclists and vehicles, providing direct and safe access to public transport connections, the Apollo Bay foreshore and walking trails, Wild Dog Creek environs and direct connecting access to the internal road network of the Mariners Vue residential development.
  - Provides access to the site from the Great Ocean Road to the satisfaction of VicRoads.
- The general subdivision layout including location and distribution of lots showing a variety of lot sizes [with a minimum average lot size of 600sqm and a minimum lot size](#)



COLAC OTWAY PLANNING SCHEME

of 450sqm ~~not less than 600sqm~~, a graduation to larger lots at the western and northern periphery of the site and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space.

- Maximising surveillance of public areas through provision of street frontages to areas of public open space.
- A staging plan, if proposed, for the residential development of the land.

The **Development Plan** must be supported by the following:

- A **Town Planning Report** that includes:
  - A residential and urban design assessment of how the development of the land responds to the provisions of the Colac Otway Planning Scheme, including the State and Local Planning Policy Frameworks and Clause 56 and any other relevant planning policy.
  - An assessment of the capacity of existing water and sewer infrastructure. Opportunity for connection to a third pipe scheme is also to be explored with Barwon Water.
  - The logical sequencing of development given the need to provide full reticulation of services.
  - How the revegetation of the land above the 40 metre contour is to be managed and by what mechanism.
- A **Cultural Heritage Management Plan** that includes a Complex Assessment of the impacts and actions arising from the residential development of the land.
- A **Coastal Hazard Vulnerability Assessment and a Stormwater Management Strategy** that includes:
  - Consistency with Council's Infrastructure Design Manual.
  - Stormwater flows generated within the development from events up to 1 in 3 month ARI event to be treated using Water Sensitive Urban Design elements.
  - Internal stormwater flows from events up to 1 in 5 year ARI event to be conveyed via conventional stormwater drainage infrastructure.
  - External stormwater flows from events up to 1 in 5 year ARI events to be intercepted by catch swales and conveyed through the site or conveyed via a conventional stormwater system.
  - Detention of post-developed internal flows generated by the 1 in 100 year ARI event back to pre-developed 1 in 100 year ARI event via designed overland flow paths that are kept free of development.
  - Conveyance of internal and external stormwater flows between 1 in 5 year ARI event and 1 in 100 year ARI event via designed overland flow paths that are kept free of development.
  - Input from the Corangamite Catchment Management Authority for works in, on or over Wild Dog Creek, which is a designated waterway under the Water Act.
- A **Traffic Impact Assessment** that includes:
  - Consistency with Council's Infrastructure Design Manual.
  - An assessment of the traffic generated by the residential development of the land.
  - Classification of streets according to standards contained in Council's Infrastructure Design Manual.
  - A SIDRA analysis of any new or upgraded intersections with the Great Ocean Road.
  - Pedestrian and cycling links to the Apollo Bay foreshore and walking trail.

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- Identification of any off-site traffic infrastructure requirements associated with the site such as deceleration/turning lanes.
- Definition of the cross-sections, including where relevant, verge widths, naturestrips, kerb & channel, drainage, pavement widths and pathways for all identified roads within and abutting the development.
- A **Visual Impact Assessment** that includes an assessment of the development of the land from a variety of views from within Apollo Bay that includes the foreshore, shopping centre, the Great Ocean Road and Harbour, northern and southern town entry points and within Marengo.
- A **Landslip Risk Assessment** that is prepared by a suitably qualified and experienced Geotechnical Practitioner in accordance with the methodology detailed in Practice Note Guidelines for Landslide Risk Management 2007, Journal of Australian Geomechanics Society, Vol. 42: No 1, March 2007 (the AGS Guidelines). The Landslip Risk must include:
  - Ascertaining geomorphic processes that affect the land and provide a conclusion as to whether the area being assessed is suitable for development or can be made suitable so as to meet the tolerable risk criteria as defined in the AGS Guidelines.
  - ~~An assessment of~~ opportunities to reduce the potential for landslips and the distance of the landslip runoff.
  - Identify any ~~ieation of~~ 'no build' areas and landslip runoff buffers.
  - Provide ~~detailed~~ consideration of landslip risk issues that address how dwellings can be constructed in areas identified in the assessment as suitable for buildings on lots to be created under the development plan, in lieu of the provisions of the Erosion Management Overlay.

The Responsible Authority may require any Landslip Risk Assessment that has been submitted to be reviewed by an independent Geotechnical Practitioner.
- A **Flora and Fauna Assessment** that includes:
  - Identification of the vegetation communities, the quality of habitat, the actual indigenous flora and fauna species that inhabit the site, threats to the indigenous flora and fauna species including pest plant and animal species and for any threatened flora and fauna species and communities their conservation status under local, regional, state and national legislation policies.
  - Recommendations where vegetation should be retained and by what mechanism (i.e. reserves).
  - A no net loss assessment that addresses the removal of any native vegetation to allow for the residential development of the land. This assessment will implement, as appropriate, the recommendations of the Open Space and Landscape Masterplan.
- An **Open Space and Landscape Masterplan** that includes:
  - Open space adjacent to linear drainage reserves that contains walking and cycling paths and a children's playground. The playground design shall comply with Council's Playground Strategy.
  - A landscaped open space reserve adjacent to Wild Dog Creek.
  - A linear open space reserve located along the clay mounds adjacent to the Great Ocean Road.
  - Any areas of proposed revegetation including the steep slopes above the 40 metre contour.
  - The extensive use, where appropriate, of local indigenous plant species throughout the development site. Exotic trees can be considered for street tree plantings.
  - Proposed street planting in accordance with Council's street planting guide.

COLAC OTWAY PLANNING SCHEME

The Open Space and Landscape Masterplan is to ensure that areas set aside as unencumbered public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas must accord with Crime Prevention Through Environmental Design (CPTED) principles.

Encumbered land shall not be credited as Public Open Space. Encumbered land includes:

- . Land set aside to protect significant vegetation;
  - . Drainage basins, associated stormwater treatment sites and land that is subject to flooding; and
  - . Land above the 40 metre contour.
- A **Bushfire Assessment** that includes an assessment of the site risk and how subdivision will respond to this risk, particularly in respect of the revegetation of land above the 40 metre contour.

COLAC OTWAY PLANNING SCHEME

DD/MM/YYYY  
Proposed C74

**SCHEDULE 4 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO4**

**MARINERS VUE**

The objective of this schedule is to ensure that residential development of the land is undertaken in a manner, layout and intensity that results in a preferred neighbourhood character combining a well vegetated landscape with quality coastal design consistent with the vegetation, geology and landscape values of the land, particularly:

- Substantial retention of existing mature trees,
- Retention of a tree canopy,
- Revegetation and landscaping with vegetation indigenous to the locality,
- Minimisation of adverse visual impact upon the locality, particularly upon views from the Great Ocean Road, and
- Restriction of development on land identified as having geotechnical risk.

**1.0**

DD/MM/YYYY  
Proposed C74

**Requirement before a permit is granted**

A permit may be granted before a Development Plan has been prepared to the satisfaction of the responsible authority for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot.
- Agriculture and any buildings and works associated with the use of the land for agricultural purposes.
- A fence.
- Minor extensions, additions or modifications to any existing development.

Prior to the approval of a subdivision a Section 173 Agreement must be prepared and signed to the satisfaction of the Responsible Authority that implements design guidelines for the residential development of the land approved as part of the Development Plan. The decision guidelines must address external materials and colours, building style and massing, garages and carports, other structures and appurtenances, landscaping and fences

**2.0**

DD/MM/YYYY  
Proposed C74

**Requirements for development plan**

The **Development Plan** must include:

- The location of all land uses including areas set aside for residential development, public open space, areas of revegetation/landscaping, no development areas (i.e. land above the 40 metre contour that is not zoned for residential development), drainage reserves, other known or proposed servicing easements and landslip buffers.
- An internal road network that:
  - provides a high level of permeability through and within the site for pedestrians, cyclists and vehicles, providing direct and safe access to public transport connections, the Apollo Bay foreshore and walking trails, direct connecting access to the internal road network of the residential development at 6230 Great Ocean Road, Apollo Bay and consideration of linkages with potential future residential development at 311 Great Ocean Road (Pisces Caravan Park).
  - Provides access to the site from Marriners Lookout Road.

COLAC OTWAY PLANNING SCHEME

- The general subdivision layout including location and distribution of lots showing a variety of lot sizes with a minimum average lot size of 600sqm and a minimum lot size of 450 sqm, a graduation to larger lots at the western periphery of the site and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space.
- Maximising surveillance of public areas through provision of street frontages to areas of public open space.
- A staging plan, if proposed, for the residential development of the land.

The **Development Plan** must be supported by the following:

- A **Town Planning Report** that includes:
  - A residential and urban design assessment of how the development of the land responds to the provisions of the Colac Otway Planning Scheme, including the State and Local Planning Policy Frameworks and Clause 56 and any other relevant planning policy.
  - An assessment of the capacity of existing water and sewer infrastructure. Opportunity for connection to a third pipe scheme is also to be explored with Barwon Water.
  - The logical sequencing of development given the need to provide full reticulation of services.
  - How the revegetation of the land above the 40 metre contour is to be managed and by what mechanism.
- A **Cultural Heritage Management Plan** that includes an assessment of the impacts and actions arising from the residential development of the land.
- A **Stormwater Management Strategy** that includes:
  - Consistency with Council's Infrastructure Design Manual.
  - The onsite storage and treatment of stormwater using Water Sensitive Urban Design (WSUD) elements prior to controlled discharge to Council assets.
  - The provision of landscaping and public open space around the stormwater infrastructure.
- A **Traffic Impact Assessment** that includes:
  - Consistency with Council's Infrastructure Design Manual.
  - An assessment of the traffic generated by the residential development of the land.
  - Classification of streets according to standards contained in Clause 56 of the Colac Otway Planning Scheme.
  - Pedestrian and cycling links to the Apollo Bay foreshore and walking trail.
  - An internal road connection to land at 6230 Great Ocean Road, Apollo Bay and potentially to 311 Great Ocean Road (Pisces Caravan Park).
  - Identification of any off-site traffic infrastructure requirements associated with the site such as deceleration/turning lanes on Marriners Lookout Road.
  - Definition of the cross-sections including, where relevant, verge widths, naturestrips, kerb & channel, drainage, pavement widths and pathways for all identified roads within and abutting the development.
- A **Landslip Risk Assessment** that includes:
  - Ascertaining geomorphic processes that affect the land.



COLAC OTWAY PLANNING SCHEME

- . An assessment of opportunities to reduce the potential for landslips and the distance of the landslide runoff;
  - . Identification of 'no build' areas and landslide runoff buffers.
  - A **Flora and Fauna Assessment** that includes:
    - . Identification of the vegetation communities, the quality of habitat, the actual indigenous flora and fauna species that inhabit the site, threats to the indigenous flora and fauna species including pest plant and animal species and for any threatened flora and fauna species and communities their conservation status under local, regional, state and national legislation policies.
    - . Recommendations about where vegetation should be retained and by what mechanism (e.g. reserves).
    - . A no net loss assessment that addresses the removal of any native vegetation to allow for the residential development of the land. This assessment will implement, as appropriate, the recommendations of the Open Space and Landscape Masterplan.
  - An **Open Space and Landscape Masterplan** for public land (including roads) that includes:
    - . Open space adjacent to linear drainage reserves that contains walking and cycling paths and a children's playground. The playground design shall comply with Council's Open Space Strategy.
    - . The revegetation of the steep slopes above the 40 metre contour.
    - . The extensive use, where appropriate, of local indigenous plant species throughout the development site. Exotic trees can be considered for street tree plantings. Species should be resistant to fire.
    - . Proposed street planting in accordance with Council's street planting guide.
- The Open Space and Landscape Masterplan is to ensure that areas set aside for unencumbered public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas must accord with Crime Prevention Through Environmental Design (CPTED) principles.
- Encumbered land shall not be credited as Public Open Space. Encumbered land includes:
- . Land set aside to protect significant vegetation;
  - . Drainage basins, associated stormwater treatment sites and land that is subject to flooding; and
  - . Non-urban land above the 40 metre contour.
- A **Bushfire Assessment** that includes an assessment of the site risk and how subdivision will respond to this risk, particularly in respect of the revegetation of land above the 40 metre contour.
- **Design Guidelines** that address external materials and colours, building style and massing, garages and carports, other structures and appurtenances, landscaping and fences.



*Planning and Environment Act 1987*

## **Panel Report**

Colac Otway Planning Scheme

Amendment C74

Review of Apollo Bay Settlement Boundary

**1 October 2014**





*Planning and Environment Act 1987*

Panel Report pursuant to Section 25 of the Act

Colac Otway Planning Scheme Amendment C74

Review of Apollo Bay Settlement Boundary



Alison Glynn, Chair



Alan Thatcher, Member

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## List of Abbreviations

|                       |                                                                                                      |
|-----------------------|------------------------------------------------------------------------------------------------------|
| 2007 AGS Guidelines   | Guidelines for Land Risk Management (2007) prepared by the Australian Geomechanics Society           |
| 2012 Review           | Apollo Bay Settlement Boundary and Urban Design Review – Final Report: June 2012                     |
| 2013 G1 Report        | G21 (Colac Otway) Residential Land Supply Monitoring Project: October 2013                           |
| ATI                   | Australian Tourism Investment No 5 Pty. Ltd.                                                         |
| DDO                   | Design and Development Overlay                                                                       |
| DDO10                 | Design and Development Overlay – Schedule 10                                                         |
| DPO                   | Development Plan Overlay                                                                             |
| DPO4                  | Development Plan Overlay – Schedule 4                                                                |
| DPO5                  | Development Plan Overlay – Schedule 5                                                                |
| DTPLI                 | Department of Transport, Planning and Local Infrastructure                                           |
| EMO1                  | Erosion Management Overlay – Schedule 1                                                              |
| LPPF                  | Local Planning Policy Framework                                                                      |
| MSS                   | Municipal Strategic Statement                                                                        |
| NRZ                   | Neighbourhood Residential Zone                                                                       |
| PCRZ                  | Public Conservation and Resource Zone                                                                |
| R1Z                   | Residential 1 Zone                                                                                   |
| RCZ                   | Rural Conservation Zone                                                                              |
| Section 173 Agreement | Legal agreement made in accordance with Section 173 of the <i>Planning and Environment Act, 1987</i> |
| SPPF                  | State Planning Policy Framework                                                                      |
| VCS                   | Victorian Coastal Strategy                                                                           |
| VPP                   | Victoria Planning Provisions                                                                         |

## Amendment Summary

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>The Amendment</b>        | Colac Otway Planning Scheme Amendment C74                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Common Name</b>          | Review of Apollo Bay Settlement Boundary'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Subject Site</b>         | Apollo Bay Township                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Purpose of Amendment</b> | The Amendment implements the recommendations of the <i>Apollo Bay Settlement Boundary and Urban Design Review 2012</i> . It updates urban design initiatives for the Apollo Bay shopping centre, confirms the location of the settlement boundary for Apollo Bay and Marengo, rezones part of the Apollo Bay industrial estate in response to its proximity to residential areas, rezones and applies a DPO to land at the northern end of Apollo Bay for residential development, amends the DPO schedule for the Marriners Vue estate, applies a common DDO schedule to both the Marriners Vue estate and the proposed new residential area, and lists the Apollo Bay Settlement Boundary and Urban Design Review 2012 as a reference document. |
| <b>The Proponent</b>        | Colac Otway Shire Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Planning Authority</b>   | Colac Otway Shire Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Exhibition</b>           | 10 April to 23 May 2014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

## Panel Process

|                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>The Panel</b>           | Alison Glynn and Alan Thatcher                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Directions Hearing</b>  | Apollo Bay, 1 August 2014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Panel Hearing</b>       | Melbourne, 28 August 2014 and Apollo Bay, 29 August 2014.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Site Inspections</b>    | Part accompanied and part unaccompanied on 29 August 2014.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Appearances</b>         | <p>Colac Otway Shire Council:</p> <ul style="list-style-type: none"> <li>Mr David Merrett, town planner of Isis Planning with Mr Don Lewis Senior Strategic Planner.</li> </ul> <p>Australian Tourism Investment No 5 Pty Ltd (ATI):</p> <ul style="list-style-type: none"> <li>On 28 August: Mr Chris Canavan, QC with Ms Jennifer Trehwella, barrister, on brief from Ms Tamara Brezzi, solicitor of Norton Rose Fulbright. They called the following witnesses: <ul style="list-style-type: none"> <li>Mr Stuart McGurn, town planner of ERM.</li> <li>Mr Rhys Quick, economic property consultant, Urbis.</li> <li>Mr Chris Lyons, geotechnical engineer, Arup.</li> </ul> </li> <li>On 29 August: Ms Tamara Brezzi, solicitor of Norton Rose Fulbright.</li> </ul> <p>Ms Janette Lewis, on behalf of herself and Mr Robert Chenhall (on 29 August only).</p> |
| <b>Submissions</b>         | See list in Appendix A.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Date of this Report</b> | 1 October 2014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## **Executive Summary**

### **(i) Summary**

Amendment C74 was prepared by Colac Otway Shire Council to implement the findings of the *Apollo Bay Settlement Boundary and Urban Design Review 2012*. Amongst other things, the Amendment proposes to rezone land at the north of Apollo Bay for residential purposes. This land was referred to in the hearing as 'the ATI land'. The amendment also proposes to apply a Development Plan Overlay (DPO5) to this land and amend the Development Plan Overlay (DPO4) that applies to land directly south, at the Marriners Vue estate. Council then intends to apply DDO10 to both parcels of land. It is these elements of the Amendment that were the subject of submissions opposing elements of the Amendment and therefore the subject of consideration by the Panel.

Key issues considered by the Panel are:

- Is all of the ATI land suitable for residential zoning?
- Will the zoning of the ATI land lead to an oversupply of residential land in Apollo Bay?
- What design restrictions should apply to the ATI and Marriners Vue land?

In relation to whether all of the ATI land below the 40 metre contour should be zoned for residential use, the Panel finds:

- Only the land identified as 'low risk' in Figure 3 - Extract from Lyons Evidence Statement: Appendix E should be zoned NRZ as part of Amendment C74, with amended wording to the proposed DPO5. The Panel finds that the evidence has not established that it is appropriate to rezone the high and moderate risk areas until a more comprehensive review of land slip has occurred.
- The Panel concludes that the area identified as being vulnerable to inundation by 2100 (as shown in Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D) should be excluded from the proposed NRZ. Leaving this area as Rural Conservation Zone (RCZ) is considered the appropriate zoning for the objectives of protecting the natural resources and environmental values the area.

In relation to whether zoning of the ATI will lead to an over supply of residential land in Apollo Bay, the Panel is satisfied that the Amendment has adequately considered the impact of zoning on land supply and that it will not lead to adverse planning consequences to the community of Apollo Bay. The Panel finds no need to limit the area of NRZ proposed based on land supply or demand.

In relation to what design restrictions should apply to the ATI and Marriners Vue land the Panel finds:

- The mandatory lot size requirements of the DDO10 for both Marriners Vue and the ATI land should be removed, but
- Dwellings on lots less than 600sqm should be assessed through application of a planning permit within DDO10.

**(ii) Recommendations**

Based on the reasons set out in this Report, the Panel recommends:

**Colac Otway Planning Scheme Amendment C74 should be adopted as exhibited subject to the following modifications:**

1. Amend maps forming part of Amendment C74 to:
  - a) Delete NRZ and DDO10 from areas of land identified as medium risk or high risk in Figure 3 - Extract from Lyons Evidence Statement: Appendix E.
  - b) Delete the "D-EMO1" and "D-SLO5" from areas of land identified as medium risk or high risk in Figure 3 - Extract from Lyons Evidence Statement: Appendix E and the area of projected coastal inundation, as identified in Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D.
  - c) Delete NRZ and DDO10 from areas of projected coastal inundation, as identified in Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D.
  - d) Apply DPO5 to all of the ATI land, including that above the 40 metre AHD contour and the area subject to coastal inundation.
2. Amend the DPO5 schedule to include changes to the proposed land slip provisions as detailed in Appendix B.
3. Amend the DPO5 schedule to provide that the proposed minimum lot size requirement for a Development Plan is the same as it is for the Marriners Vue land, being a minimum average lot size 600sqm with an absolute minimum of 450sqm, as detailed in Appendix B.
4. Amend the DDO10 schedule to remove the mandatory minimum lot size requirements, but require an additional permit trigger for a dwelling on a lot less than 600sqm, as detailed in Appendix B.



# **1 Introduction**

## **1.1 The Amendment**

On 27 June 2012 Colac Otway Shire Council adopted the *Apollo Bay Settlement Boundary and Urban Design Review 2012* (the 2012 Review) and resolved to seek authorisation from the Minister for Planning to prepare Amendment C74.

A further resolution of Council on 25 September 2013 supported the rezoning of land at the northern end of Apollo Bay (6230 and 6280 Great Ocean Road) and the review of the Development Plan Overlay Schedule 4 (DPO4) for land immediately south at the Marriners Vue development site as part of Amendment C74.

Colac Otway Planning Scheme Amendment C74 (the Amendment) was then prepared by the Council as Planning Authority. The Amendment, as exhibited, proposes to implement the recommendations of the 2012 Review by making a number of changes to the Planning Scheme. These include:

- Amending Clause 21.03-3 (Apollo Bay and Marengo) and Clause 21.07 to update the Municipal Strategic Statement to confirm the Apollo Bay and Marengo settlement boundary location and adding references to new urban design initiatives;
- Inserting Clause 32.09 (Neighbourhood Residential Zone) and its Schedule 1 and apply it to 23.2 hectares of land at 6230, 6240, 6250 and 6280 Great Ocean Road, Apollo Bay along with Schedule 5 to the Development Plan Overlay to 22.7 hectares of this land.
- Amending Schedule 5 of the Design and Development Overlay (DDO5) to update urban design requirements;
- Amending DPO4 as it affects the Marriners Vue land at 311 Great Ocean Road (Pisces Caravan Park);
- Applying Schedule 10 of the Design and Development Overlay (DDO10) to 6230, 6240, 6250 and 6280 Great Ocean Road (23.2 hectares) and Lots 1 and 2 LP137842 Marriners Lookout Road, Apollo Bay (21.6 hectares at Marriners Vue);
- Deleting Schedule 5 to the Significant Landscape Overlay (SLO5) from 6240 and 6250 Great Ocean Road and land below the 40 metre contour at 6230 and 6280 Great Ocean Road;
- Deleting Schedule 1 to the Erosion Management Overlay (EMO1) from land below the 40 metre contour at 6230 and 6280 Great Ocean Road;
- Rezoning 3.9 hectares of land at the northern part of the Apollo Bay industrial estate (86 and 94 Montrose Avenue Apollo Bay) to the Industrial 3 Zone and aligning the zone to property boundaries.

As a result of exhibition of the Amendment, nine submissions were received. At its meeting of 25 June 2014, Council resolved to refer the submissions to a Panel. As a result, a Panel to consider the Amendment was appointed under delegation from the Minister for Planning on 7 July 2014 and comprised Alison Glynn (Chair) and Alan Thatcher.

## **1.2 Background to the Amendment**

The *Apollo Bay Structure Plan 2007* identified potential growth areas based on three separate growth scenarios. Key variables in each scenario included the provision of a new water treatment facility and the potential approval of the then proposed Great Ocean Green development being contemplated under Amendment C29 to the Planning Scheme.

Amendment C29 however, was abandoned by the Minister for Planning in June 2009, due to environmental concerns. This led to the need for Council to reconsider potential urban growth areas for Apollo Bay.

In December 2010, Council then appointed planning consultants, *Planisphere*, to undertake a strategic assessment of five investigation areas within Apollo Bay/Marengo to better understand their potential and suitability to accommodate future residential growth. This included a supply and demand assessment of residential land, a review of specific parts of the settlement boundary and urban design initiatives for the Apollo Bay shopping centre. Figure 1 - Investigation areas, identifies the investigation areas considered in this Report.

Investigation Areas 1 - 4 were based upon potential residential development and Investigation Area 5 was based on the extension of the Apollo Bay shopping centre to the north (i.e. commercial zoning). The 2012 Review ultimately did not support development in Investigation Areas 2, 3, 4 and 5 due to environmental and servicing constraints (sites 2, 3 and 4) and lack of demand for additional commercial land (site 5).

The study concluded that investigation area 1, the ATI land, formed an appropriate location for future growth of the township, subject to a number of technical assessments to address:

- Geology and geomorphic processes (notably landslip)
- Coastal hazard vulnerability and stormwater management
- Traffic, access and infrastructure
- Open space provision
- Flora and fauna
- Archaeology and cultural heritage
- Visual impact
- Potential presence of acid sulphate soils.

The 2012 Review then recommended that subject to a satisfactory outcome from these technical assessments to:

- Rezone investigation area 1, (in part, below the 40 metre contour line) from Rural Conservation Zone (RCZ) to Residential 1 Zone (R1Z).
- Implement a DPO, preferably with an approved Development Plan to ensure development occurs in a sustainable and sensitive manner.
- Revise DPO4 that currently applies to the adjoining Marriners Vue land to allow for integration of this land with the ATI land and to provide greater consistency in provisions.
- Consider introduction of a Design and Development Overlay to implement design guidelines for the ATI land and the Marriners Vue land.

As a result of this work, Council initially determined to amend Clause 21.03 of the Planning Scheme to identify Area 1 as part of the township area and potential future growth area. At

the same time that *Planisphere* was undertaking its work on the settlement boundary review, ATI was preparing a number of technical reports to support identification of its land as suitable for residential development.

Amendment C74 subsequently was exhibited to introduce the findings of the 2012 Review and zone land that forms part of investigation area 1, to Neighbourhood Residential Zone (NRZ). The proposed use of NRZ, rather than R1Z is consistent with the implementation of the Residential Zone reform process being undertaken by the Minister for Planning. This reform process of the Minister saw other land in Apollo Bay, including the Mariners Vue land zoned NRZ as part of Amendment C79 in June 2014.



Figure 1 - Investigation areas

### **1.3 Issues dealt with in this Report**

The Panel considered all written submissions, as well as submissions presented to it during the Hearing. In addressing the issues raised in those submissions, the Panel has been assisted by the information provided to it as well as its observations from inspection of relevant areas of Apollo Bay, notably its walk over the ATI land.

From these submissions a number of key issues can be identified. These primarily relate to whether all the ATI land is suitable for development given its environmental and physical constraints, whether zoning of this land now will lead to a 'glut' of residential land in Apollo Bay and what design restrictions should apply to the land.

The Panel notes that no submissions opposed the parts of the Amendment that seek to zone additional industrial land or introduce new design criteria for the town centre, through changes to DDO5. The Panel has therefore not assessed these elements of the Amendment in any detail or made any findings on these elements of the Amendment, other than to make some commentary on issues raised by Council at the Panel Hearing.

This Report deals with the issues under the following headings:

- Is all of the ATI land suitable for residential zoning?
- Will zoning the ATI land lead to an oversupply of residential land?
- What design controls should apply to the ATI and Marriners Vue land?
- Other issues.

Before addressing these issues in detail, the Panel has addressed the relevant strategic planning context affecting the Amendment. This is provided in the following chapter.



## **2 Strategic planning context**

Council provided a response to the Strategic Assessment Guidelines as part of the Explanatory Report.

The Panel has reviewed the policy context of the Amendment and made a brief appraisal of the relevant zone and overlay controls and other relevant planning strategies.

### **2.1 Policy framework**

#### **2.1.1 State Planning Policy Framework**

Council submitted that the Amendment is supported by the following clauses in the SPPF:

- Clause 11.02-1 Supply of urban land
- Clause 11.05 – 4 Regional Growth Area Plans
- Clause 11.05-5 Coastal land with references the Victorian Coastal Strategy 2008 (VCS 2008)
- Clause 12.02-1 Protection of coastal areas
- Clause 12.02-6 Great Ocean Road region
- Clause 13.01-1 Coastal inundation and erosion
- Clause 13.03-2 Erosion and landslip
- Clause 15.01-1 Urban design
- Clause 15.03-3 Aboriginal cultural heritage.

#### **2.1.2 Local Planning Policy Framework**

The Panel has also reviewed the following existing local planning objectives:

- Clause 21.02 – sets the vision for Colac Otway confirming the direction for growth in the municipality is mostly to Colac, with limited growth of Apollo Bay. The existing vision in Clause 21.02 identifies that the Apollo Bay Structure Plan (2007) directs that Apollo Bay, Marengo and Skenes Creek will remain as distinct coastal settlements, each with a separate identity and local character.
- Clause 21.03 – Settlement; notably Clause 21.03 – 3 Apollo Bay Marengo (noting that the Amendment seeks to update this clause to reflect the findings of the 2012 Settlement boundary review).
- Clause 21.04 – 5 Erosion
- Clause 21.04 – 6 Flooding
- Clause 21.04 – 7 Climate Change
- Clause 21.04 – 8 Landscape Character.

### **2.2 Planning scheme provisions**

#### **(i) Zones**

The land subject of the main area of review, being the ATI site, is currently zoned Rural Conservation (RCZ), as is all surrounding land of the township boundary and the existing Pisces Caravan Park, adjacent to the Marriners Vue land.

**(ii) Overlays**

The ATI site is currently affected by SLO5 and EMO1.

**(iii) Apollo Bay Settlement Boundary and Urban Design Review 2012**

The key document underpinning Amendment C74 is the 2012 Review. No submissions questioned the location of land identified in this review as the area suitable for residential development, other than specific issues of Dr Strauss.

Dr Strauss's written submission questions whether all of the ATI land should be zoned for residential use. These concerns relate to environmental issues discussed in Chapter 3.

The written submissions on behalf of the Marriners Vue landowners were that the zoning of the ATI land is premature and that the projections for land supply and demand in Apollo Bay in the 2012 Review are flawed. These issues are discussed in more detail by the Panel in Chapter 4.

**(iv) Victorian Coastal Strategy (VCS)**

The existing 2008 VCS identifies Apollo Bay as the only location along the Great Ocean Road, between Torquay and Warrnambool as having *"moderate growth capacity: Some growth potential beyond existing urban zoned land or through infill but within defined settlement boundaries"*. All other towns along the road are identified as low growth capacity.

Council submitted that the 2008 VCS as referred to in the current SPPF, is currently under review. The draft 2014 VCS does not identify townships as growth areas, deferring this issue to regional growth area plans. The G21 Regional Growth Plan (2013) identifies Apollo Bay as a district town (defined as a town between 2000 and 10,000 population) and as a sub regional employment centre.

The G21 (2013) plan aligns with local council policy to limit growth outside of Colac to *"existing settlement boundaries with some minor growth consistent with the Apollo Bay Settlement Boundary and Urban Design Review"* (Appendix B - G21 Regional Growth Plan 2013).

## **2.3 Ministerial Directions and Practice Notes**

**(i) Ministerial Direction No 11 (Strategic Assessment of Amendments)**

Ministerial Direction No 11 sets out the requirements a planning authority must meet when preparing an amendment to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.

**(ii) Practice Note No 78 (Applying the Residential Zones)**

This practice note of December 2013 provides information and guidance to councils about the purposes and features of the residential zones; how to apply the residential zones; and the schedules to the residential zones.

The Practice Note states that:

*Applying the residential zones should be underpinned by clearly expressed planning policies in the planning scheme.*

## **2.4 Strategic assessment**

The Panel concludes that the Amendment is supported by, and implements, the relevant sections of the State and Local Planning Policy Frameworks. The Panel is also satisfied that the 2012 Review is sufficiently rigorous to identify the location of new settlement boundary to include additional land. There are elements of the Amendment that the Panel considers require refinement having regard to issues raised in the existing strategic framework and submissions received. This notably relates to wording of schedules and consideration of landslip and coastal inundation, as discussed in the review of issues in following chapters.



### **3 Is all of the ATI land suitable for residential zoning?**

#### **3.1 The issues**

Dr Strauss's written submission identified that the ATI land is subject to land slip. The Amendment seeks to exclude land above the 40 metre contour line, based on concerns of landslip and also visual impact. Council proposes to identify all land below the 40 metre contour line as NRZ, with the proposed DPO5 to include a landslip assessment to identify any areas that may be deemed '*no build*' areas, or areas that require additional structural remediation to minimise landslip risk.

The Corangamite Catchment Management Authority and Dr Strauss also question if the Amendment has adequately considered coastal vulnerability associated with land in the Black Dog Creek catchment. This is also an issue of concern in Ms Lewis's submission to the Panel.

The key questions the Panel considers need addressing are:

- Is all the land below the 40 metre contour suitable for residential zoning given the currently identified risk of landslip?
- Has coastal vulnerability been sufficiently addressed in the Amendment?

#### **3.2 Landslip risk**

##### **(i) Evidence and submissions**

The Council relied on the '*Final Report Geomorphic Assessment for 6280 Great Ocean Road, Apollo Bay* (February 2011)' by Vietz Consulting in exhibiting the Amendment. Vietz found the area most prone to landslip and runoff to be in north west section of the ATI land, extending down into the area proposed for urban development below the 40m contour. This is illustrated below in Figure 2 - Extract of Figure 13 from Vietz 2011 report.

Vietz also identified a colluvial deposition zone at the landform margin between the hill slope and foot slope just below the 40m contour. The report identified that colluvial processes are '*... likely to include creep (gradual downslope movement) and slumps in the form of landslips*'. Vietz noted that understanding these geomorphic processes would require a more detailed investigation which would likely involve considerably more extensive auguring and trenching. The vast bulk of the foot slopes site was identified as an alluvial deposition zone. Vietz made no specific recommendations on suitability of the ATI land for residential subdivision.

Expert evidence on geomorphology was presented at the Panel hearing by Mr Chris Lyons from ARUP on behalf of ATI. Mr Lyons in his '*Report on Landslip Risk and Erosion Management*' identified high, moderate and low risk zones for residential development on the land. These are illustrated below in Figure 3 - Extract from Lyons Evidence Statement: Appendix E.

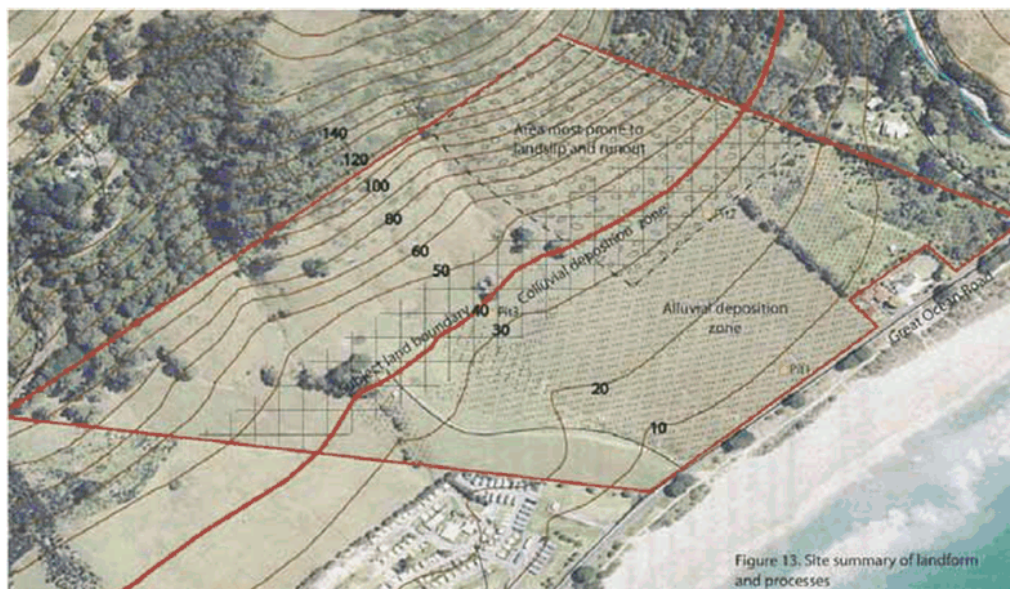


Figure 2 - Extract of Figure 13 from Vietz 2011 report.

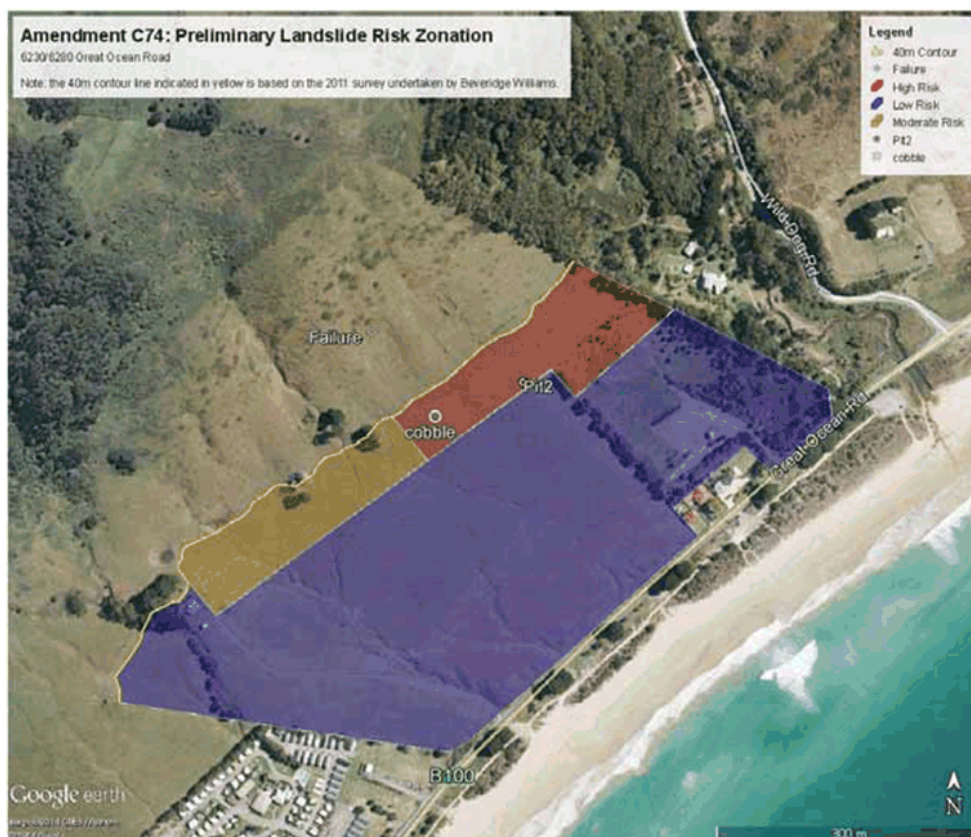


Figure 3 - Extract from Lyons Evidence Statement: Appendix E

These zones are consistent with the preliminary observations made in the 2011 Vietz report. The area considered most suitable for residential development is also generally the same as identified in a letter by P J Yttrup<sup>1</sup> to Dr Strauss, dated 15 December 2010. This letter was included in the submission from Dr Nigel Strauss. The Panel accepts the reports, and also acknowledges that they are all preliminary assessments. Both the 2011 Vietz report, and the evidence of Mr Lyons was that further, more detailed investigations will need to be done as part of any development plan for all areas of the site, including the low risk area.

**(ii) Discussion**

The land proposed to be zoned NRZ is currently included in EMO1. The Amendment proposes to remove this EMO1 from the land to be zoned NRZ and use a DPO5 to require consideration of land slip issues.

This DPO5 includes a requirement that a Development Plan include:

- *A Landslip Risk Assessment that includes:*
  - *Ascertaining geomorphic processes that affect the land.*
  - *An assessment of opportunities to reduce the potential for landslips and the distance of the landslip runout.*
  - *Identification of 'no build' areas and landslip runout buffers.*
  - *Detailed consideration of landslip risk issues that address how dwellings can be constructed on lots to be created under the development plan, in lieu of the provisions of the Erosion Management Overlay.*

Mr Merrett and Mr Canavan acknowledged at the Hearing that this requirement of the DPO5 could be better worded. In particular, the Panel questioned how the reference to '*in lieu of the provisions of the Erosion Management Overlay*' would apply when no EMO is proposed to apply to the NRZ land.

The existing EMO1 requires that prior to determining '*no build*' zones, as suggested in DPO5, consideration be given to whether there is capacity for the site to accommodate any development, based on tolerable risk.

The EMO1 Schedule has objectives:

- *To ensure that development is not carried out unless the risk associated with the development is a Tolerable Risk or lower.*
- *To ensure that applications for development are supported by adequate investigation and documentation of geotechnical and related structural matters.*
- *To ensure that development is only carried out if identified geotechnical and related structural engineering risks to life and property are effectively addressed*

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<sup>1</sup> P J Yttrup & Associates Pty Ltd were consulting engineers that previously did a report entitled 'Slope Stability and Geotechnical Assessment – Proposed Subdivision' for the Marriners Lookout Road site immediately to the west of site which is the subject of this proposed amendment.



There was agreement between parties at the Hearing that the Guidelines for Land Risk Management (2007) prepared by the Australian Geomechanics Society (AGS), as applied in the EMO1, should form the basis for determining developable land. Mr Merrett and Mr Canavan suggested that the DPO5 wording could be amended to include reference to the 2007 AGS Guidelines in determining how a land slip risk assessment would be prepared and assessed.

The EMO1 and the 2007 AGS Guidelines identify 'Tolerable Risk' as '*risks within a range that society can live with so as to secure certain benefits. It is a range of risk regarded as non-negligible and needing to be kept under review and reduced further if practicable*'.

Mr Lyon's evidence was that the AGS 2007 Guidelines suggested tolerable risk of life at  $10^{-5}$ /annum. The Panel's reading of these guidelines is that this generally aligns areas identified in land slip assessments as 'low risk'. The following table extracts in Figure 4 - Qualitative Risk Analysis Matrix - Property: 2007 AGS Guidelines Appendix C and Figure 5 - Risk Level Implications: 2007 AGS Guidelines Appendix C support this view.

**QUALITATIVE RISK ANALYSIS MATRIX – LEVEL OF RISK TO PROPERTY**

| LIKELIHOOD          |                                                    | CONSEQUENCES TO PROPERTY (With Indicative Approximate Cost of Damage) |                 |                  |                |                          |
|---------------------|----------------------------------------------------|-----------------------------------------------------------------------|-----------------|------------------|----------------|--------------------------|
|                     | Indicative Value of Approximate Annual Probability | 1: CATASTROPHIC<br>200%                                               | 2: MAJOR<br>60% | 3: MEDIUM<br>20% | 4: MINOR<br>5% | 5: INSIGNIFICANT<br>0.5% |
| A - ALMOST CERTAIN  | $10^{-1}$                                          | VH                                                                    | VH              | VH               | H              | M or L (5)               |
| B - LIKELY          | $10^{-2}$                                          | VH                                                                    | VH              | H                | M              | L                        |
| C - POSSIBLE        | $10^{-3}$                                          | VH                                                                    | H               | M                | M              | VL                       |
| D - UNLIKELY        | $10^{-4}$                                          | H                                                                     | M               | L                | L              | VL                       |
| E - RARE            | $10^{-5}$                                          | M                                                                     | L               | L                | VL             | VL                       |
| F - BARELY CREDIBLE | $10^{-6}$                                          | L                                                                     | VL              | VL               | VL             | VL                       |

Notes: (5) For Cell A5, may be subdivided such that a consequence of less than 0.1% is Low Risk.  
(6) When considering a risk assessment it must be clearly stated whether it is for existing conditions or with risk control measures which may not be implemented at the current time.

Figure 4 - Qualitative Risk Analysis Matrix - Property: 2007 AGS Guidelines Appendix C

**RISK LEVEL IMPLICATIONS**

| Risk Level           | Example Implications (7)                                                                                                                                                                                                                                                  |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VH<br>VERY HIGH RISK | Unacceptable without treatment. Extensive detailed investigation and research, planning and implementation of treatment options essential to reduce risk to Low; may be too expensive and not practical. Work likely to cost more than value of the property.             |
| H<br>HIGH RISK       | Unacceptable without treatment. Detailed investigation, planning and implementation of treatment options required to reduce risk to Low. Work would cost a substantial sum in relation to the value of the property.                                                      |
| M<br>MODERATE RISK   | May be tolerated in certain circumstances (subject to regulator's approval) but requires investigation, planning and implementation of treatment options to reduce the risk to Low. Treatment options to reduce to Low risk should be implemented as soon as practicable. |
| L<br>LOW RISK        | Usually acceptable to regulators. Where treatment has been required to reduce the risk to this level, ongoing maintenance is required.                                                                                                                                    |
| VL<br>VERY LOW RISK  | Acceptable. Manage by normal slope maintenance procedures.                                                                                                                                                                                                                |

Note: (7) The implications for a particular situation are to be determined by all parties to the risk assessment and may depend on the nature of the property at risk; these are only given as a general guide.

Figure 5 - Risk Level Implications: 2007 AGS Guidelines Appendix C

As stated in the expert evidence, the risk assessments undertaken to date have been based predominantly on observation and not detailed site analysis. There is general expert agreement about the area considered low risk for development and that, with the requirement for further detailed landslip risk assessment in the proposed DPO5, this 'low risk' area (as identified in Mr Lyon's Appendix E) could be reasonably rezoned for residential development. As Mr Lyons' evidence concludes, '*the majority of the land below the 30 metre AHD contour is suitable for conventional residential development*'.

Mr Lyons considered that the moderate and high risk areas that fall between the 30m and 40m contours could be suitable for conventional residential development provided a Landslide Risk Assessment is done and any required mitigation works are carried out. This

seems to the Panel to be inconsistent with the objectives of the EMO1 to limit development to areas of 'Tolerable Risk' or lower.

More importantly, the Panel raises concerns with establishing an expectation that land is developable by zoning it residential, when only preliminary investigations have been undertaken, and these identify land as having a medium to high land slip risk.

The Panel considers that a precautionary approach should be adopted for the areas identified as moderate and high risk in the ARUP and Vietz reports. The Panel considers that these moderate to high risk areas should be the subject of further detailed assessment before any decision on rezoning is made. Applying the terminology in the 'Practice Note Guidelines for Landslide Risk Management 2007' (Section 5.2.80), and the evidence presented, the moderate and high risk areas present a level of unresolved uncertainty or risk, that triggers the need for further detailed investigations to determine whether these areas constitute a tolerable risk for residential development.

A more detailed review of the medium to high risk areas may conclude that some of these areas represent a tolerable risk or lower, and therefore may in the future be considered acceptable for residential development. In the view of the Panel, the geotechnical investigations to date are insufficient to demonstrate that all the land below the 40m AHD is acceptable for residential development. The Panel is also of the view that attempting to apply an arbitrary line for residential development below the 40m contour is not appropriate.

The Panel was referred to the Panel report for Amendment C17 that zoned the adjacent Marriners Vue land to the south. The C17 Panel stated (at page 26):

*The Panel feels that an arbitrary line forms no useful purpose in determining the extent of development that may be appropriate on the site. The most useful tool is to utilise the conclusions and recommendations of Mr Yttrup as to what areas of the site can be safely developed for residential purposes. Given that not all of the site is suitable for development, the Panel is of the opinion that only the land deemed suitable for development should be rezoned to Residential 1.*

The approach taken by the Panel to Amendment C17 is also consistent with Clause 11.02 - 1 of the Planning Scheme that directs that urban growth should consider the limits of land capability and natural hazards and environmental quality. The Panel considers that, until a more detailed study of the moderate and high risk areas is undertaken, it is premature to identify those areas as suitable for residential development and therefore as suitable for zoning as NRZ. To do so prior to such work, only would establish possibly false expectations that all land below the 40 metre AHD line is appropriate for residential development, and if not, that it would need to be compensated in some way (for example by smaller lot sizes in lower risk areas).

While walking the site, the Panel observed that the north west corner of the site is quite steep and falls both to the beach and to Wild Dog Creek to the north. The Panel therefore has a particular concern that this north west section of the land may have a number of environmental constraints that would require remediation to allow residential development on the land.

Overall the Panel is very mindful of the need to be confident that land is suitable for residential development. In this case the evidence indicates that rezoning of the high and moderate risk areas should not occur until a more comprehensive review of land slip has been completed.

**(iii) Land slip on DPO4**

In examining the issues of land slip, the Panel notes that DPO4 is proposed to be amended. The Panel was advised that part of the rationale for the amendment was to establish consistent wording to the DPO4 and DPO5 schedules. The existing DPO4 includes a requirement for a Section 173 Agreement to be entered into that requires, amongst other things:

*The application of covenants to all affected lots that incorporate the recommendations as set out in the P J Yttrup & Associates Pty Ltd 'Slope Stability and Geotechnical Assessment' report No 13513, November 2000.*

This provision is to be removed from DPO4 and replaced with a general requirement that land slip must be addressed for the land. The wording of this provision in DPO4 makes no reference to the 2007 AGS Guidelines. The Panel is not aware of whether a Section 173 Agreement has already been prepared for Marriners Vue that would make the requirement in the existing DPO4 redundant. However, assuming no agreement yet exists, and consistent wording is to be applied, DPO4 should require the land slip assessment to be undertaken in accordance with the AGS 2007 Guidelines. The Panel considers this would logically be based consistent wording to that recommended by the Panel for DPO5.

Given this matter was not the subject of specific submissions, and there was no representative of Marriners Vue at the Panel Hearing, the Panel does not make formal recommendation on this matter, but suggests could be further examined by Council prior to adoption of Amendment C74.

**(iv) Conclusions**

The Panel concludes that only the land identified as 'low risk' in Figure 3 - Extract from Lyons Evidence Statement: Appendix E should be zoned NRZ as part of Amendment C74. The zone boundary will be somewhat arbitrary, but the Panel considers this a more logical line than simply adopting the 40m AHD contour.

The Panel concludes that the RCZ and EMO1 should be retained on land identified as having medium to high land slip risk. The Panel considers that the strategic justification for residential zoning has not been made out for this land at this stage.

For land within the low risk area, a NRZ should be applied together with DPO5, to require that a land slip risk assessment occur. The Panel considers the wording of DPO5 should be amended to remove the reference to 'in lieu of the Environmental Management Overlay' as it considers this is ambiguous and potentially unenforceable given no Environmental Management Overlay will apply to the land. If the intent is to apply the provisions of the EMO1, then the EMO1 should be retained. If not, a land slip risk assessment should be based on best practice as provided for in the 2007 AGS Guidelines. The Panel's

recommended alternative wording is to refer directly to the AGS Guidelines, as detailed in Appendix B of this Panel report.

### **3.3 Coastal Vulnerability**

#### **(i) Evidence and submissions**

Dr Nigel Strauss's written submission noted that the Wild Dog Creek estuary is prone to flooding and referred to an *Apollo Bay Estuaries Management Plan* (2003) that emphasised the need to protect the environmental values, condition and biological diversity of Apollo Bay estuaries.

The Corangamite Coastal Management Authority sought to add additional requirements to DPO5 to address potential flooding from coastal inundation.

Mr Stuart McGurn, in his town planning evidence for ATI, considered that it would be prudent to include a Coastal Vulnerability Assessment as part of the Development Plan requirements for the proposed DPO5 schedule. He noted that he understood such a report had already been prepared by Beveridge Williams.

#### **(ii) Discussion**

The environmental values of this north east area are documented in the Flora and Fauna Assessment (2010) report by Biosis for ATI. This report identified the environmental values of the wetlands in this area, particularly the dense riparian and aquatic vegetation of the larger dam undisturbed by grazing. The report recognised this area as offering an opportunity for protection and enhancement of environmental values.

A copy of the Coastal Vulnerability Assessment (2011) report prepared by Beveridge Williams for ATI was tabled at the Panel Hearing. The report concluded that the embankment on the site of the proposed development bordering the Great Ocean Road, along with the heavily vegetated adjacent Public Conservation and Resource Zone (PCRZ) forming part of the Black Dog Creek area, may provide a considerable buffer against events likely to cause erosion along that part of the coast. In terms of the potential impact of climate change the report found that:

*Climate change and future sea level rise is estimated to be 0.8m AHD by the year 2100. Subsequently the year 2100 – 100 Yr ARI storm tide is estimated to be 4.3m AHD. The east corner of the subject site is therefore estimated to be partially inundated by the year 2100 from a 100 Yr ARI storm tide.*

The area of this land in the north east of the site was calculated in the ATI submission as being approximately 0.9ha. This is depicted in Appendix D of the report, as replicated below in Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D. The Panel notes that the area of projected inundation on the ATI site is not significantly different to that already identified as subject to inundation in 2010. This is depicted below in Figure 7 - Inundation Plan 2010: Beveridge Williams Coastal Vulnerability Report, 2011, Appendix C. The main area of likely additional inundation is on the Great Ocean Road.





Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D

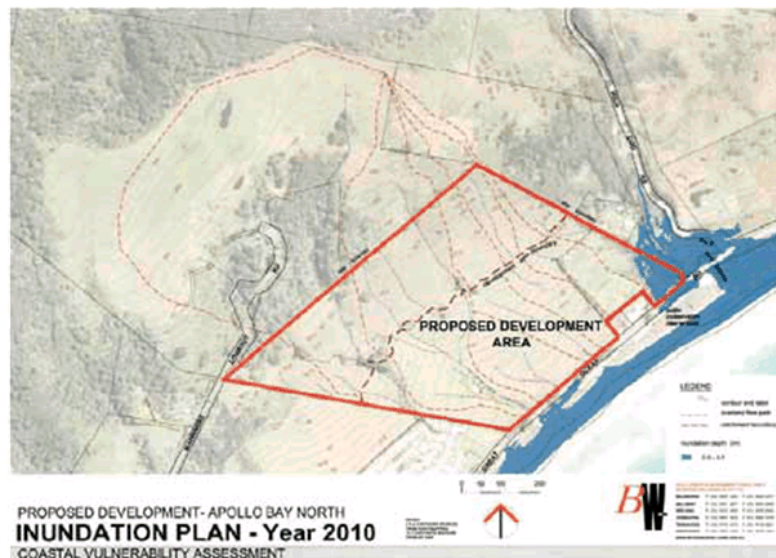


Figure 7 - Inundation Plan 2100: Beverage Williams Coastal Vulnerability Report, 2011, Appendix C

The assessment of Investigation Area 1 in the 2012 Review recognised the low lying nature of the area in the north-east and suggested its suitability for detention and treatment of stormwater.

The Panel accepts the findings of the Coastal Vulnerability Assessment report by Beveridge Williams. The report was not questioned by Council or ATI. The Panel considers that the area shown as potentially vulnerable to inundation in Appendix D (Figure 6) should not be included in the area designated for residential development. This is consistent with Clause

13.01 – 1 of the State Planning Policy Framework to avoid development in coastal areas identified as susceptible to inundation, projecting for a sea level rise of 0.8 metre by 2100. The north east area is clearly an integral part of the environmental values and functioning of Wild Dog Creek environs and associated wetlands. The Panel agrees with Mr McGurn's town planning evidence for ATI that it would be prudent to include a Coastal Vulnerability Assessment as part of the Development Plan requirements for the proposed DPO5 schedule to confirm the area of encumbered land.

**(iii) Conclusions and Recommendations**

The Panel concludes that the area identified as being vulnerable to inundation by 2100 should be excluded from the proposed NRZ. It should be retained as RCZ which has objectives of protecting the natural resources and environmental values. The DPO5 should also be retained on this land. It may be appropriate for this land to be transferred to Council as part of an environmental reserve or encumbered open space.

The Panel considers that a Coastal Vulnerability Assessment should be included as part of the Development Plan requirements for the proposed DPO5 schedule in order that the impacts of sea level rise can be addressed across the whole site.

**3.4 Recommendations**

The Panel recommends:

1. **Amend maps forming part of Amendment C74 to:**
  - a) Delete NRZ and DDO10 from areas of land identified as medium risk or high risk in Figure 3 - Extract from Lyons Evidence Statement: Appendix E.
  - b) Delete the "D-EMO1" and "D-SLO5" from areas of land identified as medium risk or high risk in Figure 3 - Extract from Lyons Evidence Statement: Appendix E and the area of projected coastal inundation, as identified in Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D.
  - c) Delete NRZ and DDO10 from areas of projected coastal inundation, as identified in Figure 6 - Inundation Plan 2100: Beveridge Williams, Coastal Vulnerability Report, Appendix D.
  - d) Apply DPO5 to all of the ATI land, including that above the 40 metre AHD contour and the area subject to coastal inundation.
2. **Amend the DPO5 schedule to include changes to the proposed land slip provisions as detailed in Appendix B.**

## **4 Will zoning the ATI land lead to an oversupply of residential land?**

### **4.1 The issue**

Submissions were made on behalf of Marriners Vue<sup>2</sup> that the zoning of the ATI land would lead to a glut of residential land in Apollo Bay. The question arising is whether the zoning of the ATI land should occur now, or in the future, when a significant portion of the Marriners Vue land would be developed.

### **4.2 Evidence and submissions**

The Marriners Vue submissions were that it did not object to the rezoning of the ATI land, but considered that the intent to rezone the land without any time restriction on the release of the land would have an adverse effect on the community and economy of Apollo Bay.

The submission comments that market demand for new homes in Apollo Bay has declined since 2008. It then relies on statistics in the *G21 (Colac Otway) Residential land Supply Monitoring Project: October 2013* (the 2013 G21 report) to suggest the annual take up rate of lots between 2006 and 2012 has been 16 dwellings per year for the Colac Otway South – Statistical Local Area (SLA). The submission then refers to sales figures between July 2009 and July 2011. They indicate sales of less than 20 lots per year. The submission also indicates that between 2006 and 2011 the population of Apollo Bay declined by 6 per cent. Marriners Vue submitted that the average vacant lot uptake should be based on 20 lots per year based on the 2013 G21 report, not 40 or more as suggested by ATI and the Council documents supporting the Amendment. Based on the 20 lots per year figure, there is currently a 29 year land bank in Apollo Bay, with the projected 260 lots for the ATI land, increasing this supply to 42 years.

The submission raises concern that release of a large amount of additional residential lots onto the Apollo Bay land market at this point without a release control *'defies both practical and orderly planning and will be detrimental to the deteriorating economy of Apollo Bay'*. Marriners Vue submitted Apollo Bay was experiencing a poor economy through the decline in land sales and dwelling sales in the town since 2006.

Mr Quick's evidence on behalf of ATI was that the figures used by Marriners Vue were incorrect. His evidence was that the 2013 G21 Report indicates that the south of Colac Otway Shire has seen 47 residential dwelling approvals per annum from July 2006 to July 2012. Mr Quick then adopted a take up rate of 40 per year, as a conservative estimate and suggested that most of the dwellings in the southern part of Colac Otway would occur in Apollo Bay. He said that the time period of 2006 and 2012 was historically low in terms of

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<sup>2</sup> Two written submissions were received. One dated 5 February 2014, was made in response to exhibition of the Amendment. The submitter then made further written submission to the Panel received on 21 August, 2014 in accordance with Panel Directions. This written submission was received in response to a request of the submitter to provide additional written submission to the Panel, as they could not attend the Hearing. This submission was circulated to other parties to the Hearing.



dwelling approvals in most areas of Victoria due to the economic decline since the Global Financial Crisis in 2008.

Using an average of 40 dwellings per year, Mr Quick's evidence was that there is a current 14 - 14.5 year lot supply, that would extend the supply to 20 - 21 years if the ATI land yielded 260 lots.

#### **4.3 Discussion**

The Panel has reviewed the documents upon which the Marriners Vue submission relies and agrees with Council and Mr Quick's assessment that the submission has relied heavily on an incorrect figure that significantly alters the projected land supply rates. Page 16 of the 2013 G21 Report clearly states that building approval in Colac Otway Shire as a whole averaged 145 dwellings per annum between 2006 and 2012. Of these it states that 82 of the 145 dwellings occurred in Colac. Of the remaining 63 dwellings per annum (145 total – 82 in Colac) it states *'Within the Colac Otway – South SLA there was 47 residential dwelling approvals per annum from July 2006 to July 2012'*. The report then states that *'there was an average of 16 residential building approvals within the SLA of Colac Otway – South'*.

The Panel agrees with Mr Quick that there appears to be a typographical error in this final sentence. This is because when subtracting the 47 dwelling approvals for Colac Otway South from the (non Colac) 63 dwellings per annum it is logical that the remaining figure of 16 should be attributed to Colac Otway – North rather than there being two figures for Colac Otway South. Colac Otway – North is not referred to anywhere in the report. Even if both the figures of 47 and 16 relate to Colac Otway - South, other statistics of building approvals suggest that the figure of 47 is correct. In such case the figure of 16 as it refers to *'residential buildings'* rather than dwellings may be referring to the Planning Scheme definition of residential buildings which is different to that of dwellings. The Panel, however, agrees with Mr Quick's assessment that it is more likely a typographical error has occurred that should have read *'Colac Otway - North'* against the figure of 16.

The Panel considers adopting a figure of 40 lots per annum is reasonable. Whilst lot take up in recent years has been lower, due to the financial slow down since 2008, the long term demand for development of residential land in Apollo Bay remains.

Using an average figure of 40 lots per annum, the lot supply at 2013 was 14.5 years, and is most likely lower now. Extending the lot supply through rezoning, the ATI land would extend this supply by potentially six years, creating up to 20 years supply, assuming 260 lots are constructed on the land. Given the Panel has recommended (in Chapter 3 above) that not all the land be zoned as part of Amendment C74, it is unlikely that 260 lots will be constructed as result of this Amendment. The smaller area of land to be zoned is likely to correlate to a lower number of lots created and therefore a smaller number of years of supply resulting from Amendment C74.

Clause 11.02 – 1 of the Planning Scheme directs that the authorities should *'Plan to accommodate projected population growth over at least<sup>3</sup> a 15 year period and provide clear direction on locations where growth should occur'*. This is to be considered at a municipal wide level.

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<sup>3</sup> Panel emphasis.

The State policy goes on to direct that planning for urban growth should consider:

- Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- Neighbourhood character and landscape considerations.
- The limits of land capability and natural hazards and environmental quality.
- Service limitations and the costs of providing infrastructure.

The Amendment is likely to see more than 15 years of supply created in the town, but neither State nor local policy suggests this is an inappropriate planning outcome. The land supply figures suggest there will not be a dramatic oversupply of land in Apollo Bay. Land supply across the broader Apollo Bay area will also be limited by environmental considerations, as occurs in other coastal townships along the Great Ocean Road. The area of proposed zoning has been identified due to credible strategic investigations undertaken by Council. They indicate that the current supply of residential land is limited to the ATI land due to physical limitations on the town. A modest growth of the town is consistent with the G21 Regional Growth Plan, the existing MSS and the 2012 Review.

The zoning proposed has considered neighbourhood character and landscape considerations. The proposed zone and overlay provisions restrict residential development to the lower slopes and protects the upper areas of landscape value.

#### **4.4 Conclusions**

The Panel is satisfied that the Amendment is adequately based upon a consideration of the impact of zoning on land supply and it will not lead to adverse planning consequences for the community of Apollo Bay through an oversupply of zoned residential land. The Panel therefore finds no need to alter the Amendment as proposed by Marriners Vue to restrict the timing of the land zoning of the ATI land due to demand issues.

## **5 What design controls should apply to the ATI and Marriners Vue land?**

### **5.1 What are the issues?**

The submissions of both Marriners Vue and ATI oppose elements of the proposed DDO10 and DPO5 provisions that form part of Amendment C74. These primarily relate to the imposition of a mandatory minimum lot size on both sites.

The key issue arising from submissions of ATI is whether the 600sqm minimum lot size proposed for the ATI land should be mandatory. This in turn requires consideration as to what lot size restrictions, if any, should apply to the Marriners Vue land, as these are also impacted by the Amendment.

The owners of the Marriners Vue estate support the changes to DPO4 and DPO5 that will enable smaller lots on the Marriners Vue land and restrict lots on the ATI land, at the northern edge of the town. On this basis Marriners Vue supports Council's view that its land will become 'infill' with the zoning of the ATI land, and therefore suitable for subdivision of lots down to 450sqm.

Ms Lewis and Mr Chenhall's submission raised concern that maintaining a minimum lot size and mandatory height control for the sites was important in addressing the village feel of the town. They submitted the standards sought for development should be contained in schedules to the zones, so as to remove ambiguity around decisions if the standards were left as decision guidelines in a Section 173 Agreement.

### **5.2 What are the current provisions?**

The DPO4 that currently applies to the Marriners Vue land requires a Development Plan to include a lot layout with a minimum lot size of 600sqm, with details of building envelopes including areas of private garden and open space, driveways, utility yards, pet enclosures and an envelope on the balance of the lot for landscaping.

A significant part of Apollo Bay, including the Marriners Vue land, was recently rezoned from Residential 1 to Neighbourhood Residential Zone, as part of the Minister for Planning's reform of residential zones, introduced through Ministerial Amendment C79.

The NRZ, as applying to the Marriners Vue land, requires all dwellings to now have a mandatory maximum building height of 9 metres.

No DDO currently applies to the Marriners Vue land. Therefore whilst the DPO4 requires provision of building envelopes and a Development Plan to limit lot sizes to a minimum of 600sqm, development must only "*generally accord*" with the Development Plan. As such there is some flexibility to allow lots below 600sqm, if the design of the subdivision would achieve the overall design objectives of the DPO4. How the building envelopes required by the DPO4 would be implemented and maintained, is via restrictions on title, not through the Planning Scheme.

### **5.3 What are the proposed changes to lot size?**

The Amendment proposes to amend DPO4 on the Marriners Vue land, introduce DPO5 on the ATI land and introduce DDO10 across both the Marriners Vue land and the ATI land. In particular these changes:

- Introduce via DDO10:
  - A mandatory requirement that all lots on the ATI land must be a minimum of 600sqm.
  - A mandatory requirement that all lots on the Marriners Vue land must be a minimum of 450sqm.
  - The need for a planning permit across both the ATI and Marriners Vue land for a dwelling with a site coverage of more than 40% or is higher than 8 metres.
- Introduce via the NRZ a mandatory maximum height control of 9 metres for a dwelling or a residential building.
- Alter DPO4 affecting the Marriners Vue land to change the Development Plan requirement for lot size.

The existing DPO4 requires the Development Plan to show:

*Lot layout with a minimum lot size of 600m<sup>2</sup> for residential lots (except in relation to unit or group accommodation lots), with details of building envelopes including areas of private garden and open space, driveways, utility yards, pet enclosures and an envelope on the balance of the lot for landscaping.*

The new DPO4 requires the Development Plan to show:

*The general subdivision layout including location and distribution of lots showing a variety of lot sizes with a minimum average lot size of 600sqm and a minimum lot size of 450 sqm, a graduation to larger lots at the western periphery of the site and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space.*

The existing DPO4 requires that prior to any planning permit, an agreement must be entered into that provides for design guidelines to be prepared to direct the general design style and external appearance of dwellings. The agreement also requires, amongst other things:

*Development within each building envelope being restricted to one detached dwelling and ancillary buildings and works, excepting on those sites identified as unit or group accommodation sites on the subdivision layout plan.*

The new DPO4 removes the need for the agreement requirements for each lot to be restricted to one dwelling, unless identified for group accommodation. The only requirement for an agreement is to prepare design guidelines to 'address external materials and colours, building style and massing, garages and carports, other structures and appurtenances, landscaping and fences.'

The proposed DPO5 requires design guidelines to be prepared and applied through a Section 173 Agreement for the same matters identified in the proposed new DPO4.

In relation to lot size, the proposed DPO5 requires a Development Plan to show:



*The general subdivision layout including location and distribution of lots showing a variety of lot sizes not less than 600sqm, a graduation to larger lots at the western and northern periphery of the site and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space.*

In summary, the Panel understands the changes:

- Amend the Marriners Vue estate provisions from previously requiring the development plan to provide lots to be 600sqm (with subdivision then needing to be 'generally in accordance' with this plan), and building envelopes that were then restricted lots to one dwelling by a Section 173 Agreement. Amendment C74 would enable subdivision of the Marriners Vue land into lots down to 450sqm, with no single dwelling covenants to be applied to the land. The minimum 450sqm lot size would become mandatory, based on the provisions of DDO10.
- Direct that for a development on the ATI land that all lots must be at least 600sqm. No covenant restriction would apply, but the minimum 600sqm lot size would be mandatory, based on the provisions of DDO10.
- Both DPO4 and DPO5 require design guidelines to be prepared and applied through a Section 173 Agreement.

#### **5.4 Submission and evidence**

Council submitted that the proposed minimum subdivision lot size was an outcome of the 2012 Review and responds to the following objectives:

- To provide for a diversity of living opportunities.
- To develop a spacious building setting with substantial space for planting and vegetation.
- To allow for the reasonable sharing of views.

Mr Merrett submitted that Council had previously adopted a 600sqm minimum lot size for the Marriners Vue site on the basis that it was the edge of the township. The 2012 Review concluded the same minimum lot size should be used to reflect the ATI lands' location at the edge of Apollo Bay, and provide for lots which enable adequate land around buildings for landscaping to occur which, would soften the appearance of development at the town entry and provide for the effective sharing of views.

Mr Merrett then referred to page 69 of the *Apollo Bay Structure Plan 2007* where it refers to the 2003 Neighbourhood Character Study stating:

*In order to achieve this graduation of density, and to maintain the spacious character typical of the 'hinterland' it is necessary to apply minimum lot sizes and other controls outside of the town centre to differentiate between areas identified for high and medium density and areas identified for lower density.*

Council's position is that use of DDO10 reflects a graduation in scale, consistent with DDO6 and DDO7 implemented through Amendment C55.

Council contended that the context of this site is not 'typically urban'. It sits at the entry to a town on a road of national significance. Landscape, built form, scale and visual impact

considerations should be key inputs to the Development Plan and ensure a moderate style of development.

Council maintains that there is a clear history and reasoning to the 600sqm as the lot size suitable for the periphery of the town. Council does not see a need to support a greater diversity of housing outcomes through a smaller lot size.

The evidence of Mr Quick and Mr McGurn was that applying a mandatory 600sqm lot size to the ATI site was unnecessary and contrary to the planning objectives of providing a diversity of lot sizes and enabling design of subdivision to be led by site conditions. Mr McGurn's evidence particularly noted that the objectives of the DPO5 to be applied to the ATI land include provision for a diversity of living opportunities. He noted that much of the land (outside the areas of landslip risk and coastal vulnerability) are unconstrained. Mr McGurn's evidence was that the lot size provisions for the ATI land should replicate the proposed DPO4 provisions to apply to the Marriners Vue land, being an average lot size of 600sqm and a minimum lot size of 450sqm. Mr Quick's evidence identified that, of the 1195 existing lots zoned NRZ within Apollo Bay (being the areas affected by DDO7), 289 (or 24%) have a lot size between 500 and 600sqm, with 52% of all lots being under 600sqm.

## **5.5 Discussion**

Firstly the Panel notes that the proposed zoning of the land to NRZ was undisputed. The Panel accepts Mr McGurn's comments that the zoning is consistent with the use of the NRZ as has been applied through Ministerial Amendment C79 to the existing areas of DDO7, including Marriners Vue greenfield land.

This zone has a mandatory height limit of 9 metres and a maximum number of dwellings per lot of two. The capacity to develop any lot in this zone is therefore limited, both due to these mandatory requirements and the purposes of the zone that include direction to *'limit opportunities for increased residential development'*.

Whilst Council maintains that a mandatory 600sqm lot size is necessary to provide room for landscaping, share views and address neighbourhood character, the Panel finds this is not substantiated by the provisions of the DDO10 and is not consistent with other DDO schedule provisions affecting other land in the town.

For example, DDO7 applies to all land in Apollo Bay identified as lower density. This overlay requires that a permit is required to construct a new dwelling that is greater than 8 metres high or on a lot less than 450sqm. Subdivision requirements of the DDO7 require that lots in Precinct 1 and 2 are at least 450sqm. These precincts include town edge areas of the Great Ocean Road and the Milford Beach estate. The subdivision requirements of DDO7 are not mandatory.

The Panel therefore does not see that applying mandatory controls for subdivision in DDO10 are consistent with the approach taken elsewhere in the town.

The Panel also shares some concerns as expressed by Ms Lewis that it would be better to address design considerations relating to landscaping, and the spacing and design of dwellings through transparent controls that allow input by the community through provisions such as exist in DDO7. These require a planning permit for a dwelling on lots under specific size.

DDO10 includes objectives to:

- *To develop a spacious building setting with substantial space for planting and vegetation.*
- *To allow for the reasonable sharing of views.*
- *To maintain the visual dominance of the coastal valley and hills hinterland in relation to the scale and siting of any proposed development.*
- *To ensure buildings and structures respond positively to the significant coastal landscape setting.*
- *To ensure buildings demonstrate a high standard of contemporary design and complement the character of the natural coastal environment.*
- *To set buildings and works within a landscape of appropriate coastal vegetation.*
- *To ensure vegetation and landscaping is integrated with the design of the development and complements the surrounding coastal landscape.*

A planning permit is not required for a single dwelling that has a site coverage over 40% (which on a lot of 600sqm is over 250sqm of building area) or is under 8 metres in height. There is no control of permeable surfaces, or over the placement of the building mass provided these basic parameters of building site coverage and height are met.

Council maintained that the detailed design of dwellings would be addressed through design guidelines that would then be the subject of a Section 173 Agreement. Council tabled a copy of an example of design guidelines as established for the Ocean Edge Estate. The Panel considers a more consistent approach to that it has applied elsewhere in Apollo Bay (for example through DDO7) is to apply a DDO that triggers a planning permit for a single dwelling on a smaller lot size (such as at 450sqm or 600sqm). The Panel considers this a better approach to addressing the objectives sought by Council in DDO10 such as landscaping and view sharing.

The Panel also fails to understand how a lot on the ATI site requires 600sqm to achieve the design objectives of the overlay, yet on the Marriners Vue land only requires a lot size of 450sqm. The design objectives are the same and the siting of the land is very similar. Both provide an edge on their western boundary to the township and both have frontage to the Great Ocean Road, as does other land within DDO7 to the south. Simply because the ATI land forms the northern edge to the town, is considered insufficient rationale to mandate an arbitrary larger lot size for the ATI land, when the design objectives are the same. The Panel shares Mr McGurn's opinion that to apply a 600sqm mandatory lot requirement would be contrary to the DPO5 objective to provide a diversity of living options.

Whilst the Panel agrees to some extent with Ms Lewis that it would be clearer to address design decisions through a permit process, rather than through a Section 173 Agreement it considers that to impose extensive additional permit requirements after exhibition of the Amendment might be construed a transformation of the Amendment.

The Panel is satisfied that requiring a planning permit for dwellings on lots less than 600sqm is not a transformation of the Amendment as it simply varies what was a proposed prohibition of dwellings on lots less than 600sqm on the ATI land.

Finally the Panel notes that during the hearing the ATI representatives indicated some concern as to what level of detail the design guidelines required by DPO5 should cover. ATI

representatives questioned if the design guidelines should be used just to assess permit applications under DDO10 or form part of a covenant on individual titles of the subdivision in accordance with a Section 173 Agreement. The use of the guidelines was not a matter raised in the written submissions of ATI but emerged through the Panel's questioning of the role and interaction between DDO10 and DPO5. The Panel's reading of the Amendment provisions is that they require the design guidelines to be prepared as part of the requirements of DPO5. They must be prepared prior to a planning permit being granted in accordance with the Development Plan. The guidelines are not referred to in DDO10. The Panel therefore considers they are not established to direct decision making under DDO10.

The detail of the design guidelines will be a matter for Council and the developer of the ATI land to address as part of the preparation of the Development Plan and is not something the Panel is in a position to comment further on.

## **5.6 Conclusions**

The Panel considers the more consistent approach to addressing view sharing and vegetation control is to amend the DDO10 to trigger the need for a planning permit for a new dwelling on a lot less than a nominal lot size. The Panel considers this should be 600sqm. This would better enable third parties to participate in consideration of the DDO10 objectives of establishing landscaped settings and sharing of views.

The Panel then finds that the mandatory lot size requirements of the DDO10 for both Marriners Vue and the ATI land should be removed, with dwellings on smaller lots, down to 450sqm assessed through application of a planning permit within DDO10.

Lot size should be addressed via the DPOs, with DPO4 and DPO5 having a requirement that the Development Plan provide for:

*The general subdivision layout including location and distribution of lots showing a variety of lot sizes with a minimum average lot size of 600sqm and a minimum lot size of 450 sqm, a graduation to larger lots at the western periphery of the site and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space.*

This is consistent with the exhibited DPO4 provision for Marriners Vue and the minimum lot size provisions of DDO7 that apply to other lower density areas of Apollo Bay. Many of which form an edge to the town.

## **5.7 Recommendations**

The Panel recommends:

- 3. Amend the DPO5 schedule to provide that the proposed minimum lot size requirement for a Development Plan is the same as it is for the Marriners Vue land, being a minimum average lot size 600sqm with an absolute minimum of 450sqm, as detailed in Appendix B.**
- 4. Amend the DDO10 schedule to remove the mandatory minimum lot size requirements, but require an additional permit trigger for a dwelling on a lot less than 600sqm, as detailed in Appendix B.**



## **6 Other Issues**

A number of minor drafting issues of the Amendment were identified by Council through the Panel Hearing. The Panel makes no formal finding on these given they were not the subject of submissions to the Amendment, but provides commentary to assist Council in preparing documents for adoption of the Amendment.

### **6.1 Introduction of the NRZ**

The exhibited Amendment includes direction to include the NRZ in the Planning Scheme. This is no longer needed as Amendment C79 has now been approved and has introduced the zone into the Planning Scheme.

This part of the amendment therefore can be deleted as it is now only a mapping change required to introduce NRZ on the ATI land.

### **6.2 Reference to the Town Centre Concept Plan**

In addressing general submissions and wording of the Amendment, Mr Merrett noted that Ms Lewis's submission may have misunderstood the limited extent of changes proposed applying to DDO5 in the town. Whilst it became apparent through Ms Lewis' submissions on the second day that she now was more aware of the Amendment intent to address residential growth, not amend general commercial and residential design provisions across Apollo Bay, it was highlighted by Council that the '*town centre concept plan*' in the DDO5 schedule may be logically located in the changes to Clause 21.03.

The Panel considers that the plan should only be located in one location and agrees that the town centre concept plan may be better located in the MSS through the changes to Clause 21.03 as part of strategic directions and policy for the township, rather than in the DDO5 schedule.

### **6.3 Reference to 311 Great Ocean Road**

During the hearing the Panel took note of comments made by Mr Merrett that the reference to the Pisces Caravan Park at 311 Great Ocean Road may be an error, given that the adjacent ATI land is described as 6230, 6240, 6250 and 6280 Great Ocean Road. A review of cadastral plans indicates that the references are correct. However it may be useful to clarify that one is a rural numbering and one appears to be an urban numbering.

## **Appendix A List of Submitters**

| <b>No</b> | <b>Submitter</b>                            |
|-----------|---------------------------------------------|
| 1         | Barwon Water                                |
| 2         | Dr Nigel Strauss                            |
| 3         | EPA                                         |
| 4         | Australian Tourism Investments No 5 Pty Ltd |
| 5         | Ms Janette Lewis and Mr Robert Chenhall     |
| 6         | Legana Ridge Pty Ltd and Teejaylee Pty Ltd  |
| 7         | Mr Tim Cobb                                 |
| 8         | Corangamite CMA                             |
| 9         | Barwon South West Region CFA                |

## **Appendix B Amended Schedules**

### **Panel Version of Documents**



**PANEL VERSION OF DPO5 – BASED ON ‘POST PANEL’ VERSION PROVIDED BY  
COUNCIL.**

–/–/2014  
C74  
Proposed

**SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO5**.

**6230 and 6280 Great Ocean Road Apollo Bay**

A development plan must be prepared to guide the subdivision and future development of the land at 6230 and 6280 Great Ocean Road, Apollo Bay.

The objectives of this schedule are to:

- Provide a planned or coordinated residential development that responds positively to the significant coastal landscape setting of the land.
- Provide for a diversity of living opportunities.
- Avoid development in areas at risk from the effects of natural processes such as flooding (riverine and coastal), erosion, landslip and salinity.

**1.0**

**Requirement before a permit is granted**

–/–/2014  
C74  
Proposed

A permit may be granted before a Development Plan has been prepared to the satisfaction of the responsible authority for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot.
- Agriculture and any buildings and works in association with the use of the land for agricultural purposes.
- A fence.
- Minor extensions, additions or modifications to any existing development.

Prior to the approval of a subdivision a Section 173 Agreement must be prepared and signed to the satisfaction of the Responsible Authority that establishes design guidelines for the residential development of the land. The ~~decision~~ design guidelines must address external materials and colours, building style and massing, garages and carports, other structures and appurtenances, landscaping and fences.

**3.0**

**Requirements for development plan**

–/–/2014  
C74  
Proposed

The **Development Plan** must include:

- The location of all land uses including areas set aside for residential development, anticipated lot yield with a range and average lot yield projections, public open space, areas of revegetation/landscaping, no development areas (i.e. clay mound adjacent to the Great Ocean Road and the land above the 40 metre contour), drainage reserves, other known or proposed servicing easements and landslip buffers.
- An internal road network that:
  - provides a high level of permeability through and within the site for pedestrians, cyclists and vehicles, providing direct and safe access to public transport connections, the Apollo Bay foreshore and walking trails, Wild Dog Creek environs and direct connecting access to the internal road network of the Marriners Vue residential development.
  - Provides access to the site from the Great Ocean Road to the satisfaction of VicRoads.
- The general subdivision layout including location and distribution of lots showing a variety of lot sizes with a minimum average lot size of 600sqm and a minimum lot size of 450sqm, ~~not~~

~~less than 600sqm~~, a graduation to larger lots at the western and northern periphery of the site and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space.

- Maximising surveillance of public areas through provision of street frontages to areas of public open space.
- A staging plan, if proposed, for the residential development of the land.

The **Development Plan** must be supported by the following:

- A **Town Planning Report** that includes:
  - A residential and urban design assessment of how the development of the land responds to the provisions of the Colac Otway Planning Scheme, including the State and Local Planning Policy Frameworks and Clause 56 and any other relevant planning policy.
  - An assessment of the capacity of existing water and sewer infrastructure. Opportunity for connection to a third pipe scheme is also to be explored with Barwon Water.
  - The logical sequencing of development given the need to provide full reticulation of services.
  - How the revegetation of the land above the 40 metre contour is to be managed and by what mechanism.
- A **Cultural Heritage Management Plan** that includes a Complex Assessment of the impacts and actions arising from the residential development of the land.
- A **Coastal Hazard Vulnerability Assessment and a Stormwater Management Strategy** that includes:
  - Consistency with Council's Infrastructure Design Manual.
  - Stormwater flows generated within the development from events up to 1 in 3 month ARI event to be treated using Water Sensitive Urban Design elements.
  - Internal stormwater flows from events up to 1 in 5 year ARI event to be conveyed via conventional stormwater drainage infrastructure.
  - External stormwater flows from events up to 1 in 5 year ARI events to be intercepted by catch swales and conveyed through the site or conveyed via a conventional stormwater system.
  - Detention of post-developed internal flows generated by the 1 in 100 year ARI event back to pre-developed 1 in 100 year ARI event via designed overland flow paths that are kept free of development.
  - Conveyance of internal and external stormwater flows between 1 in 5 year ARI event and 1 in 100 year ARI event via designed overland flow paths that are kept free of development.
  - Input from the Corangamite Catchment Management Authority for works in, on or over Wild Dog Creek, which is a designated waterway under the Water Act.
- A **Traffic Impact Assessment** that includes:
  - Consistency with Council's Infrastructure Design Manual.
  - An assessment of the traffic generated by the residential development of the land.
  - Classification of streets according to standards contained in Council's Infrastructure Design Manual.
  - A SIDRA analysis of any new or upgraded intersections with the Great Ocean Road.
  - Pedestrian and cycling links to the Apollo Bay foreshore and walking trail.

- Identification of any off-site traffic infrastructure requirements associated with the site such as deceleration/turning lanes.
- Definition of the cross-sections, including where relevant, verge widths, naturestrips, kerb & channel, drainage, pavement widths and pathways for all identified roads within and abutting the development.
- A **Visual Impact Assessment** that includes an assessment of the development of the land from a variety of views from within Apollo Bay that includes the foreshore, shopping centre, the Great Ocean Road and Harbour, northern and southern town entry points and within Marengo.
- A **Landslip Risk Assessment** that ~~includes~~ is prepared by a suitably qualified and experienced Geotechnical Practitioner in accordance with the methodology detailed in Practice Note Guidelines for Landslide Risk Management 2007, Journal of Australian Geomechanics Society, Vol. 42: No 1, March 2007 (the AGS Guidelines). The Landslip Risk Assessment must:
  - ~~Ascertain~~ ascertain the geomorphic processes that affect the land and provide a conclusion as to whether the area being assessed is suitable for development or can be made suitable so as to meet the tolerable risk criteria as defined in the AGS Guidelines.
  - ~~An assessment~~ Assess opportunities to reduce the potential for landslips and the distance of the landslip runout.
  - ~~Identify~~ identify any 'no build' areas and landslip runout buffers.
  - ~~Provide~~ Detailed consideration of landslip risk issues that address how dwellings can be constructed on lots in areas identified in the assessment as suitable for building, to be created under the development plan, in lieu of the provisions of the Erosion Management Overlay.  
The Responsible Authority may require any Landslip Risk Assessment that has been submitted to be reviewed by an independent Geotechnical Practitioner.
- A **Flora and Fauna Assessment** that includes:
  - Identification of the vegetation communities, the quality of habitat, the actual indigenous flora and fauna species that inhabit the site, threats to the indigenous flora and fauna species including pest plant and animal species and for any threatened flora and fauna species and communities their conservation status under local, regional, state and national legislation policies.
  - Recommendations where vegetation should be retained and by what mechanism (i.e. reserves).
  - A no net loss assessment that addresses the removal of any native vegetation to allow for the residential development of the land. This assessment will implement, as appropriate, the recommendations of the Open Space and Landscape Masterplan.
- An **Open Space and Landscape Masterplan** that includes:
  - Open space adjacent to linear drainage reserves that contains walking and cycling paths and a children's playground. The playground design shall comply with Council's Playground Strategy.
  - A landscaped open space reserve adjacent to Wild Dog Creek.
  - A linear open space reserve located along the clay mounds adjacent to the Great Ocean Road.
  - Any areas of proposed revegetation including the steep slopes above the 40 metre contour.
  - The extensive use, where appropriate, of local indigenous plant species throughout the development site. Exotic trees can be considered for street tree plantings.
  - Proposed street planting in accordance with Council's street planting guide.

The Open Space and Landscape Masterplan is to ensure that areas set aside as unencumbered public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas must accord with Crime Prevention Through Environmental Design (CPTED) principles.

Encumbered land shall not be credited as Public Open Space. Encumbered land includes:

- . Land set aside to protect significant vegetation;
  - . Drainage basins, associated stormwater treatment sites and land that is subject to flooding; and
  - . Land above the 40 metre contour.
- A **Bushfire Assessment** that includes an assessment of the site risk and how subdivision will respond to this risk, particularly in respect of the revegetation of land above the 40 metre contour.

**PANEL VERSION OF DDO10 – BASED ON ‘POST PANEL’ VERSION PROVIDED BY COUNCIL.**

---/2014  
C74  
Proposed

**SCHEDULE 10 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO10**.

**6230, 6240, 6250 and 6280 Great Ocean Road and Lots 1 and 2 LP137842 Marriners  
Lookout Road, Apollo Bay**

**1.0 Design objectives**

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Proposed

- To develop a spacious building setting with substantial space for planting and vegetation.
- To allow for the reasonable sharing of views.
- To maintain the visual dominance of the coastal valley and hills hinterland in relation to the scale and siting of any proposed development.
- To ensure buildings and structures respond positively to the significant coastal landscape setting.
- To ensure buildings demonstrate a high standard of contemporary design and complement the character of the natural coastal environment.
- To set buildings and works within a landscape of appropriate coastal vegetation.
- To ensure vegetation and landscaping is integrated with the design of the development and complements the surrounding coastal landscape.

**2.0 Buildings and works**

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C74  
Proposed

A planning permit is not required to construct buildings and works if:

- It is the only dwelling on the lot; and
- [The lot is in excess of 600 sqm; and](#)
- The building site coverage is less than 40%; and
- The height of the dwelling is no more than 8 metres.

An application to construct or extend a dwelling must comply with the following requirements:

- Buildings and works must not exceed 9 metres.
- For a dwelling extension that would result in an overall height greater than 8 metres, the second storey should have a smaller floor area than the ground level to be recessive and minimise visual bulk.
- The area between the building and the property boundary is predominantly permeable to water and able to support substantial vegetation.
- No more than one vehicle access per lot.
- Building design should step down with the topography of the land to avoid significant cut and fill earthworks.
- Dwellings should be constructed of a mix of contemporary and traditional coastal materials, textures and finishes including timber, render, glazing, stone, brick and iron roofing.
- Applications for more than one dwelling on a lot must be at a density that would enable future subdivision in accordance with the subdivision requirements of this clause.
- Landscaping is to be provided in accordance with a landscape plan approved to the satisfaction of the responsible authority. This plan must:
  - Provide for the planting of predominantly native coastal and indigenous trees and shrubs in clumps and clusters and avoid formal row planting particularly along property boundaries.

- Screen buildings, structures and areas of hard surfaces with appropriately scaled informal landscaping.
- Provide species that are resistant to fire.

### **Exemption from notice and review**

Development that is consistent with the above requirements is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

### **3.0 Subdivision**

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C74  
Proposed

~~For 6230 and 6280 Great Ocean Road all lots must be a minimum of 600 sqm in area.~~  
~~For Lots 1 and 2 LP137842 Marriners Lookout Road all lots must be a minimum of 450 sqm.~~  
~~A permit cannot be granted to vary this requirement.~~

### **4.0 Decision guidelines**

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C74  
Proposed

Before deciding on a permit application, in addition to the decision guidelines in Clause 65, the responsible authority must consider as appropriate:

- How the proposal addresses the design objectives of this schedule.
- How the lot is landscaped to screen the development.
- The species chosen for landscaping to ensure fire threat is minimised.
- The construction materials and design proposed.

### **5.0 Reference documents**

---(2013  
C74  
Proposed

- Apollo Bay Settlement Boundary and Urban Design Review (2012)





# FORREST MTB STRATEGIC PLAN

Prepared by:



**THOMPSON BERRILL LANDSCAPE DESIGN P/L**

in association with Simon McArthur & Associates

October 2014



| REVISION | DATE       | AMENDMENT                                                       |
|----------|------------|-----------------------------------------------------------------|
|          |            |                                                                 |
| B        | 17/10/2014 | Final Draft for review                                          |
| A        | 30/06/2014 | Draft – Internal Project Steering Group Review and Comment Only |

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FORREST MTB STRATEGIC PLAN    OCT 2014    PREPARED BY TBLD P/L

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## Acknowledgements

The Forrest MTB Strategic Plan project was guided by Colac Otway Shire and a Project Steering Group with contributions from key agencies and stakeholders.

### Agency Representatives:

|                   |                                                               |
|-------------------|---------------------------------------------------------------|
| Michael Delahunty | Councillor, Colac Otway Shire (COS)                           |
| Michael Swanson   | Business Development Officer, COS                             |
| Stewart Anderson  | Manager Environment and Community, COS                        |
| Doug McNeill      | Manager, Planning & Building, COS                             |
| Ian Seuren        | Manager Recreation, Arts & Culture, COS                       |
| Jodie Fincham     | Recreation and Events Coordinator, COS                        |
| Adrian Healey     | Otway Tourism, COS                                            |
| Craig Clifford    | Planning Manager - Otway District, DEPI                       |
| Craig Woodbridge  | Land & Fire Officer - Otway District, DEPI                    |
| Jared Scott       | Catchment Coordinator, Barwon Water                           |
| Gwyn Hutton       | Planning Officer, BW                                          |
| Dave Jenkins      | Acting Ranger in Charge - Otway National Park, Parks Victoria |
| Michelle Anstee   | Ranger, PV                                                    |



### Stakeholder Representatives:

The Corner Store, Forrest  
Forrest Brewery  
Forrest MTB Club  
Friends of Rail Trail  
IMBA  
World Trails

Valuable input was received from members of the local community who attended the community 'drop in' workshop in September 2013 and the boarder MTB community, who contributed to the project via an online survey in December 2013.

## Executive Summary

### Strategy scope and purpose

The Forrest MTB Strategic Plan will guide future planning, provision, design, management and maintenance to assist sustainable future development of the Forrest and Yaugher MTB trail network. The Strategic Plan provides direction for multi agency commitment to deliver sustainable MTB development opportunities in Forrest.

The strategic document identifies key actions and recommendations for the following core outputs:

- Develop a Strategic Plan that has the support of key stakeholders and the local community, as determined through extensive community and stakeholder consultation.
- Identify strategic directions for the planning, provision, development, preservation and management of the Forrest MTB trails networks and supporting infrastructure.
- Identify funding opportunities and revenue streams for ongoing management and maintenance of the trails, which supports the growth of MTB activity in Forrest.
- Consideration of cultural heritage and environmental values
- Identify development opportunities to strengthen the MTB offer in Forrest.
- Identify additional recreational opportunities for improved social health and wellbeing for a range of existing and future MTB users.

### Key facts and strengths of MTB activity in Forrest

Key facts include:

- Forrest is located approximately 30kms south east of Colac and 36kms from Apollo Bay on one of the major tourist routes connecting the Princes Highway with the Great Ocean Road.
- Following the 2003 State Government 'A New Future for the Otways Tourism Initiative' Forrest has experienced an increased focus on tourism accommodation, product and unique MTB experience.
- The Forrest and Yaugher trail systems offer over 66kms of MTB trails across 16 different trails.
- There are two main trail heads with car parks, signs, toilets and shelter.
- A variety of MTB trail types are provided for, from beginner to advanced.
- DEPI has responsibility for maintenance, signage and risk management of the MTB trails.
- DEPI currently convenes the Forrest Mountain Bike Trails Committee, and coordinates operational matters e.g. maintenance, erosion control, alignment and possible new trails.
- DEPI work closely with the Forrest Mountain Bike and Cycling Club and organises the Forrest Mountain Bike Club Volunteer work program.

Key strengths include:

- Township welcomes and celebrates MTB activities.
- MTB trails are located within and in close proximity to the Forrest Township providing a *'ride from your door step to the start of the trail'* experience.
- Extensive existing MTB trail network.
- The MTB trails have been designed around the village of Forrest and these trails showcase the natural beauty of the Otway Ranges.
- Visitors come to Forrest for its township character and not just MTB activities.
- Forrest is in close proximity to the coast offering a point of difference for people to visit.
- There has been a significant increase in commercial and economic development in the town making Forrest a key inland destination point within the Colac Otway region.

- Forrest town and locals proudly display its timber mining town history.
- Forrest MTB trails are home to a number of annual major cycling events.

## Key issues associated with MTB in Forrest

### Key issues include:

- Lack of diverse trails in proximity to Forrest.
- Lack of MTB Skills Park.
- Minimal facilities/opportunities for MTB beginners and families in close proximity to town.
- Limited DEPI funds for ongoing management and maintenance of MTB trails.
- Unsafe Colac-Forrest Road crossing (link between Tiger Rail Trail and Boundary Road to Yaugher Trail Head).
- Limited food and beverage options in Forrest during off peak seasons.
- Events held in Forrest can negatively impact on surrounding local residents, e.g. road closures.
- Inadequate signage of trails for users.
- MTB events impact negatively on the MTB trail corridors with limited agency/financial support for DEPI to maintain and manage the trails post events.
- Limited capacity of existing public toilets during events; town not sewered.

### Key recommendations include:

- The formation on an Advisory Group with key agency representatives (from Colac Otway Shire, DEPI, Barwon Water, Parks Victoria and potential stakeholder representatives), to meet, discuss and provide direction for ongoing maintenance, management and funding options for the MTB trail network.
- Establish a new 'blue' trail '*Barwon Flow*' within the Forrest MTB Trail Network, providing a new loop trail suitable for intermediate rider ability, in close proximity to the Forrest Township.
- Undertake MTB trail upgrade/enhancement works to existing trails within the Forrest and Yaugher MTB trail network including; Rollercoaster, Red Carpet and Follow the Dog to provide more trail diversity.
- Establish a MTB skills development park adjacent to the Forrest Trail Head site.
- Undertake landscape improvement works at the Forrest Trail Head and improve overall trail entry experience, with enhanced planting, key visitor information, signage and future wash down facility.
- Undertake detailed design for a tunnel underpass (below Colac-Forrest Road) and realignment of the trail link from the Tiger Rail Trail to the Yaugher Trail Head.
- Undertake detailed design for a new off road trail (west of Boundary Road) '*Boundary Rider*' from the new tunnel underpass to the Yaugher Trail Head.
- Change the use of Vista Trail to dedicated equestrian use.
- Upgrade trail signage, including directional, wayfinding and interpretation, across the Forrest and Yaugher MTB trail network.
- Retain and protect existing areas of remnant bushland and undertake revegetation works in targeted areas.

# 1. Strategic Vision

The Forrest MTB Strategic Plan has been prepared to provide strategic guidance and recommendations to present a sustainable future for Forrest's Mountain Bike Trails.

The project has been coordinated by Colac Otway Shire and guided by a Project Working Group (PWG) comprising representatives from key Council departments, Department of Environment and Primary Industry (DEPI), Barwon Water (BW) and key local Stakeholders.

The overall strategic vision is to develop a Strategic Plan that guides and secures an economically sustainable future for the Forrest MTB industry, with the support from agencies, stakeholders and the local community; representing a balance between community and stakeholder views, State Government Policy, commercial opportunities and environmental values.

The development of the Strategic Plan for Forrest MTB Trails will provide an implementable framework to guide future actions and authority responsibilities. The plan will complement the MTB activities and culture as it continues to grow whilst retaining the essential attributes and elements which make visiting Forrest and riding the MTB trails a positive visitor experience.



## 1.1 Study Area and Context

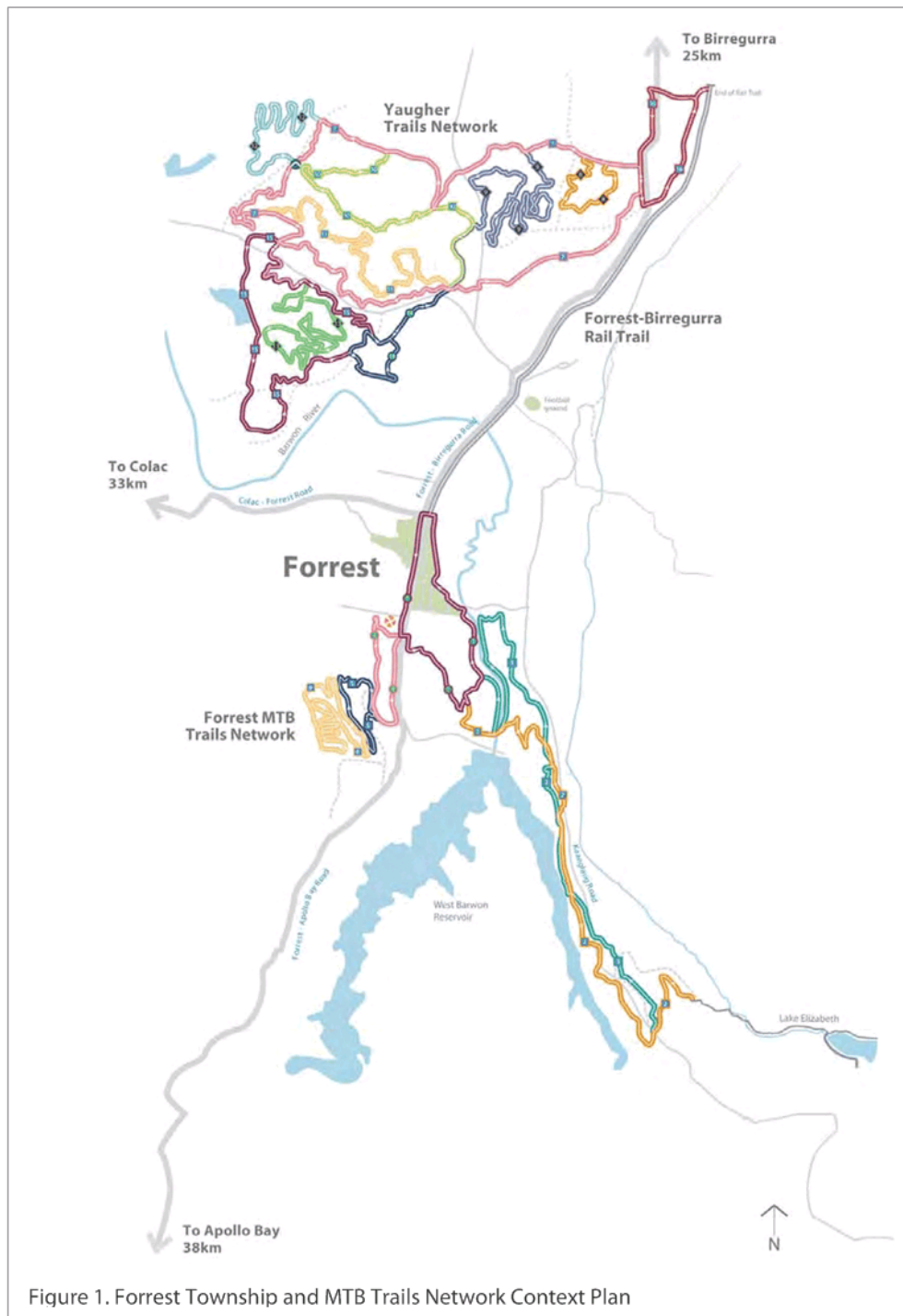
Forrest is a small rural township located in the Otway Ranges of Victoria approximately 160km south-west from Melbourne. The Forrest Mountain Bike Trails are located on Crown Land to the south and north of the Forrest Township, with the trails network crossing a number of land tenures including the Otway Forrest Park, Great Otway National Park and land managed by Barwon Water. The West Barwon River flows to the east of the township and is 1km north of the West Barwon Reservoir, which services Geelong.

Forrest is located approximately 30kms south east of Colac and 36kms from Apollo Bay on one of the major tourist routes connecting the Princes Highway with the Great Ocean Road, which is an iconic Australian tourism destination. It has a population of approximately 160 and is undergoing economic and social transformation resulting from the reduction in logging and agricultural activities and the increasing visitation to the Great Otway National Park, increasing focus on tourism and growth of the MTB industry.



Factors in Forrest's favor were the designation of the Forrest to Apollo Bay Road as a priority north-south Great Ocean Road access from the Princes Highway and the influence of 'Tree Change Lifestyle' newcomers to the area. An increasing focus on tourism accommodation, product development and visitor experiences was becoming evident and the 2003 State Government, "A New Future for the Otways" Tourism Initiative proposed to further stimulate local economies within the Otway Ranges through the development of tourism. This was to offset the losses in employment and local economy resulting from the cessation of commercial hardwood harvesting. The Forrest Mountain Bike Trails are the product of this strategy.

Forrest Mountain Bike trails are a network of 16 trails that total approximately 66km in length. There are two trail heads with car parks, signs, toilets and shelter facilities. The trails also link to the recently completed Tiger Rail Trail Stage 1.



## 1.2 Summary of project works

### 1.2.1 Site Analysis

Comprehensive site analysis was undertaken to review existing on site conditions of the MTB Trails, the two MTB trail heads at Forrest and Yaugher, links and connections to town via trails and road network. Assessment was undertaken of the visitor experiences offered within the Forrest Township with consideration of the surrounding site context, site history, character, signage, food and beverage provisions and accommodation options.

The township of Forrest has a 'village' type feel and provides an excellent destination for visitors to stay and explore the MTB trails directly from the town.  
Refer to Appendix A - Detailed Site Analysis Summary Report.

### 1.2.2 Consultation

The development of the Strategic Plan has been informed by detailed site visits, strategic workshops and meetings held with agency and stakeholder representatives, and technical workshops with specialist MTB industry representatives. Important input was gained from the local community via an informal 'drop in' session, and with the broader MTB community via an online survey.

Consultation and engagement with the local Forrest residential community, representatives of local groups, stakeholders and agencies was an important component of the project to ensure the strategy was well informed and reflected local interests.

Agency workshops and meetings were held with representatives from COS, DEPI, BW, PV and Tourism Victoria to discuss and identify strategic project goals and values with a focus on ongoing management and maintenance of the trail network.

Stakeholder workshops and meetings were held with representatives from COS, Forrest MTB Club, Tiger Rail Trail Association, Otway Hinterland Tourism Association/Forrest Brewery, and The Corner Store. Representatives actively contributed to discussions providing valuable insight into the community's historic and present involvement with the development of MTB facility, identifying key issues and opportunities for sustaining MTB activities in Forrest and improving visitation to Forrest to continue to drive the town's economy.

Specialist members from the MTB industry participated in a MTB strategic workshop, to evaluate, discuss and identify overall design principals, technical aspects and key considerations to enhance the existing MTB facility and establish Forrest as a premier MTB destination in Australia. The workshop provided invaluable insights and presented an opportunity to gain expert industry knowledge and information pertaining to the success of MTB industry in Forrest and on how to provide the project with the best technical strategic direction and vision from Australia's MTB experts.

To gain additional broader consultation from the MTB community, an online Forrest MTB survey was developed, and the survey was promoted via Colac Otway Shire website, Ride Forrest website, and relevant Facebook pages. The survey was positively received and provided an additional mechanism to gain additional broader information from MTB riders about what they like about Forrest and what could be improved (e.g. "more diverse trails

closer to town"), to complement and enhance the vision and recommendations for the Strategic Plan.

The consultation phase was fundamental to the development of the Issues and Opportunities Paper and underpins the direction of the Strategic Plan. Refer Appendix B - Forrest Issues and Opportunities Paper.

### **1.2.3 Benchmarking Analysis**

Benchmarking analysis was undertaken by Simon McArthur & Associates, in conjunction with TBLD. This work assessed commercially run MTB destinations including Thredbo MTB Trail and Whistler MTB Park (Canada), and non-commercial run MTB/cycle destinations including Ride Rotorua (New Zealand), You Yangs, Old Beechy Rail trail, Murray to Mountain, Lysterfield Park, and Lilydale - Warburton Trail. These destinations were benchmarked in comparison to Forrest in regards to the market, position, product, cost and promotion. Refer Appendix B- Forrest Issues and Opportunities Paper - Attachment 5

### **1.2.4 Economic and Tourism Benefits for Forrest**

The online survey results indicated that 99% of respondents would encourage their MTB friends to visit Forrest and ride the MTB Trails. The importance of the Forrest Township to the MTB experience is highly regarded as Very important (35%) and Important (42%). This overwhelmingly positive response identifies that the Forrest MTB trails and Forrest Township are linked as one overall visitor experience, and that Forrest is recognised as a destination in itself and an interesting place to visit.

Continued sustainable development of the Forrest Township with the MTB experience as a core destination product provides customers and visitors with an enhanced experience, continually improving range of accommodation options, improved MTB experiences and ease of connectivity to the MTB trails, all benefitting the local economy. Promotion of the township and MTB trails as one integrated experience is also an important aspect in driving new and repeat visitation.

## **1.3 Implementation of the Plan**

The Forrest MTB Strategy presents visionary, well-resolved, functional and implementable recommendations and actions to create an economically sustainable and exciting future for the MTB industry in Forrest.

The Strategy seeks to build on the substantial strengths of the MTB trails, facilities and associated support industries including MTB hire, accommodation, and food and beverage outlets.

Primarily, the strength of Forrest as a MTB destination lies in the diversification and strengthening of the expansive network of high quality MTB trails that directly adjoin the township of Forrest, providing exciting, year round MTB riding opportunities and experiences.

Secondarily, the commitment, drive and enthusiasm amongst the agencies, local stakeholders and the community, towards the success of the MTB industry is exceptional and extremely valuable.

The recommendations and actions outlined for implementation in the strategy focus on these strengths, defining and building on this clearly differentiated and quality MTB destination product in the expanding MTB market.

In a few short years the people of Forrest, with the support of various agencies, have built an enviable base for the growth of this unique MTB facility that is driving the revitalisation and transformation of the small country town of Forrest into a boutique country sporting visitor destination.

## 2. Strategic Recommendations and Implementation Plan

### 2.1 Strategic Project Objectives

The following is a list of strategic objectives for the project;

- Identify strategic and proactive opportunities for diversification and strengthening of the Forrest MTB trail system.
- Provide a mechanism for Forrest and the MTB community to continue to provide and develop sustainable growth of the Forrest township
- Retain the Forrest identity, character, and point of difference from other MTB destinations
- Celebrate Forrest as MTB destination #1 in Australia
- Promote and market the Township of Forrest as a key strength in conjunction with the diversity of MTB trails and experiences on offer
- Investigate broader recreational opportunities to compliment MTB activities
- Promote Forrest and market Forrest to other MTB trail users such as schools, ecological tours, commercial tour operators, etc
- Protect and enhance areas of indigenous and native vegetation.
- Identify a cohesive and feasible management structure to allow the Forrest MTB trails to grow and cater for future and repeat visitation.



## 2.2 Strategic Plan

The following table outlines the issues assessed and reviewed in detail. The strategic recommendations and actions that form the base of the Strategic Plan provide direction for future planning, provision, development, preservation and management of the Forrest Mountain Bike Trails and supporting infrastructure based on clear evidence of stakeholder and community demand and sustainable asset management.

The authorities responsible for addressing the strategic recommendations and actions have been acknowledged, and priorities have been identified. A technical workshop was held to determine priority trail opportunities.

**Priority Key:**

Very High: 0 - 1year  
High: 1 - 2 years  
Medium: 2-5 years  
Low: 5 - 10 years

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | Responsible Authority | Priority   |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------|------------|
| 2.2.1   | <b>Forrest Township</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                       |            |
| 2.2.1.1 | <b>Forrest Character and History</b><br>The township of Forrest has retained its old Victorian country town charm with its tall mature gum trees set against the pastoral setting of the rolling green hills.<br><br>The main street focuses on core services such as the schools, church, pub, general store, etc, and the wide open quite and shady streets are welcoming without urban clutter. There is a relaxed village community feel combined with evidence of the new residents bringing energy and business opportunities to revitalise the town, while retaining a sense of pleasantness within the local community. | <ul style="list-style-type: none"> <li>Retain and protect the visual clues of the old Victorian country town character.</li> <li>Ensure new developments (incl buildings, civil works, public infrastructure, streetscape works, etc) do not detract from the country town theme and activities.</li> <li>Ensure the township is not genericised or gentrified and maintains its genuine 'Forrest' town character, as a point of difference from the other Colac Otway region small townships.</li> <li>Retain the wide relaxed feel of the main street, and ensure the town does not become over built or urbanised.</li> <li>Develop infrastructure that responds to and complements the town character e.g. bike racks, seating, signage, etc.</li> </ul> |  | Colac Otway Shire     | Med - High |

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Responsible Authority | Priority   |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|
|         | Remnants of the timber town working aesthetic are still visible and valued by (the community) as the foundations of the town. Evidence of old forestry machinery, vehicles, sheds, buildings, equipment etc are scattered amongst the streetscape and treasured within both private residences and a part of public buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                       |            |
|         | Results of the online survey indicate that the element that MTB visitors like most about the Forrest Township is its 'rural township atmosphere' followed by its 'low key' culture.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                       |            |
| 2.2.1.2 | <p><b>Pathway network</b></p> <p>There is a number of existing off road paths within the township, including;</p> <ul style="list-style-type: none"> <li>The Tiger Rail Trail which provides an off road shared path link, south of Birregurra-Forrest Road, which extends from Station Street to Boundary Road.</li> <li>A sealed asphalt path (approx 1-1.5m wide) extends from Colac-Forrest Road to Turner Drive (north of the main street) providing a link to the Primary School and Forrest Hall.</li> <li>A wide gravel path (approx 2.5-3.5m wide) extends south from Henry Street and currently terminates approximately half way towards the General Store.</li> <li>Barwon Street is an unsealed local access road located parallel between the two main roads of the town, which provides an on-road path link via an under utilised roadway.</li> </ul> | <ul style="list-style-type: none"> <li>Establish a separate shared trail on the east of the main street (via upgrading and widening the recent path works to min 2.0m wide) to accommodate for the range of expected users including MTB riders, pedestrians, dog walking, children riding to school, etc.</li> <li>Provide a safe crossing point for users of the shared trail between the north and south of the main street.</li> <li>Promote Barwon Street as an additional cyclist/walker path through town, as little vehicle traffic utilises this road. Retain as unsealed to retain low speed and rural character of township.</li> </ul> | Colac Otway Shire     | Med - High |

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Responsible Authority                                        | Priority  |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|-----------|
| 2.2.1.3 | <ul style="list-style-type: none"> <li>Other pathways within the township provide shortcuts through the town e.g. the path link opposite Hennigan Crescent west to Birregurra-Forrest Road.</li> </ul> <p>Pathway upgrades have been established recently along the main street.</p> <p><b>Signage</b><br/>The main Colac Otway Shire 'Forrest' township sign clearly identifies the entrance to the township and notes its MTB role.</p> <p>At the intersection of Colac-Forrest Road and Birregurra -Forrest Road there is an excessive overload of signage and information for a visitor to take in. Rationalisation and consolidation is essential to improve visitor amenity and provide effective information.</p> | <ul style="list-style-type: none"> <li>Review and consolidate existing chaotic and duplicated signage.</li> <li>Develop and design key visitor directional and historic signage at a key public open space site and destination, to be determined in consultation with the community.</li> <li>Undertake design upgrade to township interpretation signage. Signage form and materials to be developed to reflect the genuine country character and historic qualities of the township.</li> </ul> | Colac Otway Shire<br>Otways Tourism<br>Vic Roads             | Low - Med |
| 2.2.1.4 | <p><b>Other sporting/recreational facilities</b><br/>Other than the primary activity of Mountain Biking, visitors at Forrest can enjoy bushwalking, horse riding, and shared walking path to Lake Elizabeth, active sports and the oval and to the north of town.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>Highlight and promote other local recreational opportunities via public information/signage at a key public open space site. This will allow visitors who have not pre-planned their activities before arriving at Forrest to engage in other recreational activities offered in the area.</li> </ul>                                                                                                                                                       | Colac Otway Shire<br>Otways Tourism<br>Parks Victoria<br>RDV | Medium    |

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Responsible Authority                  | Priority |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|----------|
| 2.2.1.5 | Forrest is unsewered with a predominant septic system. Unsecured 'dry' toilets are provided at the Forrest and Vaughter Trail Heads and intended for MTB rider use only.<br><br>The Vaughter Trail Head toilet is regarded as sufficient, given its relatively isolated location off the main road.<br><br>The Forrest Trail Head toilet is over used, acting as a surrogate public toilet used by tourists en route through Forrest. The public toilets on Station Street are also under capacity during events.                          | <ul style="list-style-type: none"> <li>Agencies to review toilet capacity and location for MTB use in light of longer term strategic opportunities for Forrest.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Colac Otway Shire DEPI                 |          |
| 2.2.2   | <b>Forrest MTB trails network</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                        |          |
| 2.2.2.1 | The <b>Forrest MTB trails network</b> provides a range of MTB ride options only a short distance from the township, with 'ride in ride out' convenience. These trails provide visitors with the opportunity to ride and experience the spectacular natural beauty of the Otway Ranges, passing significant eucalypt forests, dry heathland scrub and dense spectacular fern gullies. These trails cater for a variety of MTB riders from family friendly, to beginner, intermediate with limited variety of trails for experienced riders. | <ul style="list-style-type: none"> <li>Ensure trail grading signage (e.g. easiest to extremely difficult) is appropriately identified at all entry points to each trail, to ensure riders are informed of the appropriate trail grading before commencing on a section of trail. Install additional sign bollards to clearly denote trail entries, routes and exits.</li> <li>Provide new and modified trails for implementation as identified in the Technical Workshop and site visit. <i>Refer Appendix C.</i></li> <li>Construction of new trails/trail upgrades, ongoing maintenance, management and funding applications for the trail network is to be guided and driven with the formation of an 'Advisory Group'. <i>Refer Recommendation 2.2.13.</i></li> <li>Agencies to review and undertake assessment of cultural heritage and flora and fauna impacts pertaining to new MTB works.</li> <li>Undertake detailed design and costing for upgrade</li> </ul> | Colac Otway Shire DEPI<br>Barwon Water | High     |
| 2.2.2.2 | Facilities at the <b>Forrest Trail Head</b> (located just                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Colac Otway Shire                      | High     |

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Authority  | Priority   |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------|
|         | <p>south of the township) include a sealed car park, a large picnic shelter, picnic tables, low seating wall and a standard DEPI (not flush) public toilet.</p> <p>No water or MTB wash down facilities are currently available.</p>                                                                                                                 | <ul style="list-style-type: none"> <li>works at the Forrest MTB Trail Head, to provide additional soft landscaping to carpark area, and provide key visitor and information signage, and improve overall trail entry experience.</li> <li>Following detailed site assessment, community consultation and discussion with agencies and stakeholders, it is recommended that the Forrest Trail Head is the most appropriate site for a drinking fountain and a MTB wash down facility. Detailed design to be informed by discussions with DEPI and the Advisory Group.</li> <li>The wash down facility was identified in the results of the online survey, as a critical improvement to be made to the Forrest MTB offer to encourage the user to stay longer.</li> <li>Following detailed site assessment and discussion with agencies and stakeholders, it is recommended that a Skills Park be established at the Forrest Trail Head site.</li> <li>Undertake detailed design and development of a Skills Park (for beginners to intermediate riders). Refer Appendix C.</li> </ul> | DEPI                   |            |
| 2.2.3   | <b>Yaugher MTB trails network</b>                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                        |            |
| 2.2.3.1 | The <b>Yaugher MTB trails network</b> provides a diverse and exciting selection of well laid out MTB loops and trail routes, set within a bushland landscape. These trails cater for a variety of MTB riders from family friendly, to beginner, intermediate and up to experienced riders to undertake technical and challenging sections of trails. | <ul style="list-style-type: none"> <li>Ensure trail grading signage (e.g. easiest to extremely difficult) is appropriately identified at all entry points to each trail, to ensure riders are informed of the trail grading before commencing on a section of trail. Install additional entry and directional sign bollards to clearly denote trail entries and nodes</li> <li>Provide new and modified trails for implementation as identified in the Technical Workshop and site visit. Refer Appendix C.</li> <li>Construction of new trails/trail upgrades, ongoing maintenance, management and funding applications</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Colac Otway Shire DEPI | Med - High |

| No.     | Issue                                                                                                                                                                                                                                                                                                                             | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                         | Responsible Authority      | Priority   |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------|
|         |                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>for the trail network is to be guided and driven with the formation of an 'Advisory Group'. <i>Refer Recommendation 2.2.13.</i></li> <li>Agencies to review and undertake assessment of cultural heritage and flora and fauna impacts pertaining to new MTB works.</li> </ul>                      |                            |            |
| 2.2.3.2 | The <b>Yaugher Trail Head</b> is signed along Birregurra -Forrest Road and is located off Boundary Road. The car park is signed using a standard DEPI location and directional sign.<br><br><b>Facilities</b> at the trail head include an unsealed car park area, standard DEPI (drop) public toilet and a few picnic tables.    | <ul style="list-style-type: none"> <li>Undertake detailed design and costing for upgrade works at the Yaugher MTB Trail Head to provide additional landscaping to carpark area, additional picnic tables, and provide key visitor and information signage, and improve trail entry experience.</li> </ul>                                 | Colac Otway Shire DEPI     | Med - High |
| 2.2.4   | No water or MTB wash down facilities are currently available.                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                           |                            |            |
| 2.2.4.1 | <b>Tunnel Underpass</b><br><br>The crossing of Birregurra-Forrest Road (link to Boundary Road and access the Yaugher trail network), is at the apex of a curve and the road is currently designated at 100kms/hr. This presents significant safety crossing challenges and dangerous risks for both MTB cyclists and pedestrians. | <ul style="list-style-type: none"> <li>Undertake detailed design for the tunnel underpass (south of Boundary Road) and realignment of the trail. <i>Refer Appendix C for tunnel underpass indicative location and Appendix D for opinion of probable cost.</i></li> </ul>                                                                 | Colac Otway Shire VicRoads | Very high  |
| 2.2.4.2 | <b>Boundary Road alignment</b><br><br>MTB riders travelling from Forrest to the Yaugher MTB trail network, cyclists must travel along Boundary Road (an unsealed steep roadway shared with vehicle traffic).                                                                                                                      | <ul style="list-style-type: none"> <li>Undertake detailed trail design for the new off road MTB track alignment (to the west of Boundary Road) to provide safe off road access (where possible) from the new tunnel to the Yaugher Trail Head. <i>Refer Appendix C for tunnel underpass indicative location and Appendix D</i></li> </ul> | Colac Otway Shire DEPI     | High       |



| No.     | Issue                                                                                                                                                                                                                                                                                                               | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Responsible Authority                                                        | Priority   |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|------------|
| 2.2.5   | <b>Future trails</b>                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                              |            |
| 2.2.5.1 | The extent of the current MTB trails is currently not used to capacity (especially within the Yaughner trails network). Sections of trails continually need to be upgraded, and sections rejuvenated to enhance the rider experience and to maintain the status and attraction of Forrest as a key MTB destination. | <ul style="list-style-type: none"> <li>Provide new or modified MTB trails/upgrades to existing trails at Forrest and Yaughner, for implementation as identified in the Technical Workshop and site visit. <i>Refer Appendix C and Appendix D for opinion of probable cost.</i></li> <li>Construction of new trails/trail upgrades, ongoing maintenance, management and funding applications for the trail network is to be guided and driven with the formation of an 'Advisory Group'. <i>Refer Recommendation 2.2.13.</i></li> </ul> | Colac Otway Shire DEPI Barwon Water MTB stakeholder community Parks Victoria | Med - High |
| 2.2.6   | Results of the online survey and discussions with MTB specialists indicated that the Forrest MTB system is to build on its existing strengths, and that Forrest requires more 'trails that are different' which are 'in close proximity to the township'.                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                              |            |
| 2.2.6.1 | <b>Accommodation</b>                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                              |            |
| 2.2.6.1 | There is insufficient accommodation during                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Council to continue to actively support local MTB</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                    | Colac Otway Shire                                                            | Low -      |



| No.     | Issue                                                                                                                                                                                                                                                                                                | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responsible Authority                                                    | Priority |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|----------|
|         | peak holiday periods and events.                                                                                                                                                                                                                                                                     | friendly accommodation development opportunities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Private Sector                                                           | Med      |
|         |                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>While awaiting expected development of new boutique accommodation, a number of smaller accommodation places could be refurbished and updated to fit unmet target market demand.</li> </ul>                                                                                                                                                                                                                                                                                                                |                                                                          |          |
|         |                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>Investigate the feasibility for the development of an ecolodge within 20 minutes drive of Forrest to meet demand for complementary eco accommodation.</li> </ul>                                                                                                                                                                                                                                                                                                                                          | Otway Tourism, DEPI, Parks Victoria, Tourism Victoria, Colac Otway Shire | Med      |
| 2.2.7   | Events                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                          |          |
| 2.2.7.1 | There are a number of recreational, MTB, food and wine and tourism <b>events</b> held within the township of Forrest. A number of other events are held within the Colac Otway Region across the calendar year.                                                                                      | <ul style="list-style-type: none"> <li>Continue to work with the existing event operators to continue to improve the management of the events and further enhance the visitor (and local community) experience during the event.</li> <li>Actively seek financial contributions from event organisers commensurate with the repairs required, to assist in the maintenance and management of the MTB trails following events.</li> <li>Expand the range of events held in Forrest to provide additional tourism drivers for the town.</li> </ul> | Colac Otway Shire<br>Private Event Sector<br>DEPI<br>Barwon Water        | Ongoing  |
| 2.2.8   | Competitive position                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                          |          |
| 2.2.8.1 | <b>Competitor support services</b><br>Market research indicates that the support services and infrastructure (carparks, accommodation, food and beverage, hire and retail) is typically based close to the trail starting / finishing point, making the experience simple, convenient and efficient. | <ul style="list-style-type: none"> <li>Colac Otway Shire to determine an optimum size at which the destination can operate at any one time, and design event-sized supporting infrastructure and services to this.</li> <li>Undertake the detailed design of a skills park (as noted in Recommendation 2.2.2). This facility could be designed to include rest / picnic areas for accompanying friends and family to watch and</li> </ul>                                                                                                        | Colac Otway Shire<br>Otway Tourism<br>RDV<br>DEPI                        | Medium   |

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Authority                                | Priority |
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|         | In addition, the scale of these facilities make it easy for an event to service most if not all of the participants 'on site' and close together – further enhancing the atmosphere and effectiveness.                                                                                                                                                                                                                                                                                                                                                                                                       | photograph them in a picturesque and fun setting. Refer Appendix C for Skills Park proposed location and Appendix D for opinion of probable cost.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                      |          |
| 2.2.9   | Marketing/tourism products                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                      |          |
| 2.2.9.1 | <b>Competitor product</b><br>The alpine mountain resorts have several strategic advantages over Forrest as a mountain bike destination, and they have subsequently built highly competitive propositions.<br>There is significant diversity in product (including grades, technical skills and landscape) in these locations. These destinations don't just provide lots of trails; they provide lots of differentiated trails.<br>There is also much value adding of the base trail product, including guided tours, camps, events and ancillary services, including bike hire of different types of bikes. | <ul style="list-style-type: none"> <li>Forrest MTB marketing should create differentiation and avoid unnecessary and disadvantageous duplication of MTB experiences.</li> <li>Promote Forrest MTB activities and promote the Forrest Township as a destination to visit and stay.</li> <li>Provide resources and support for Forrest driven web based MTB product promotion.</li> </ul>                                                                                                                                                                                                                                                                                    | Colac Otway Shire<br>Otway Tourism<br>Private Sector | Medium   |
| 2.2.9.2 | <b>Competitor marketing</b><br>Marketing undertaken by alpine resort mountain bike destination managers is significantly superior to most of the non-commercial sites, evidenced by superior imagery of the experience and landscape, use of well produced videos and effective use of social media and events to drive brand awareness.                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>Position the Forrest mountain biking destination to: <ul style="list-style-type: none"> <li>- lead with its signature trails and place supporting product behind this, in less detail;</li> <li>- include accommodation and food and beverage that matches the needs of the target market supported by web based information; and</li> </ul> </li> <li>Promote the genuine country ambience of the Forrest township experience as a destination value add for riders and visitors; <ul style="list-style-type: none"> <li>- recognise and promote MTB as an important activity - social and health benefits;</li> </ul> </li> </ul> | Colac Otway Shire<br>Otway Tourism<br>Private Sector | High     |

| No.     | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responsible Authority                      | Priority |
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|         | Logistical information is often also superior, such as the way trails are presented on interactive maps and the way they are profiled so the customer could easily compare and choose. These destinations do not shirk from pricing and present comprehensive pricing information with competition profiled and opportunities for discounts available.                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>- promote MTB as an all ages and multi skill activity for visitors.</li> <li>Advisory Group to pursue opportunities for creating user funding streams, e.g. donations from trail users to contribute to the maintenance of the trails and upgrade of MTB visitor infrastructure at trail heads.</li> <li>Within the trail network identify the lead experience that brands the overall destination and is used to generate the main awareness and motivation to visit.</li> <li>Provide resources to develop a destination marketing strategy for mountain biking in the area.</li> </ul> |                                            |          |
| 2.2.9.3 | <b>Promotion.</b> The marketing of Forest as a mountain biking destination is largely done through the website ( <a href="http://www.rideforrest.com.au">http://www.rideforrest.com.au</a> ) that blends the township of Forest with the bike riding opportunities.<br><br>The website includes some You Tube videos showing intermediate bikers on some sections of the trail doing small jumps and fast turns, a short a description for each route and its level of difficulty, whether the trails are open or closed, and a map of the region trails that can be downloaded.<br><br>There is no social media used on the main website | <ul style="list-style-type: none"> <li>Support and encourage sustainable/manageable MTB events in Forest.</li> <li>Provide resources to generate a set of quality images and videos with soundtracks for the most competitive mountain bike experiences, and allocate responsibility to someone to regularly refresh them.</li> <li>Ensure Forrest and the MTB trails are identified as a key MTB visitor destination in future government trails website.</li> </ul>                                                                                                                                                            | Colac Otway Shire<br>Otway Tourism         | High     |
| 2.2.9.4 | <b>Target markets</b> Most MTB destinations are targeting intermediate to advanced riders less than 35 years of age, almost always with pictures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Grow visitation by designing and enhancing trails to provide A and B lines for a diversity of skills sets. Refer <i>Appendix C for new trail locations.</i></li> <li>Enhance and broaden tourism and MTB activity</li> </ul>                                                                                                                                                                                                                                                                                                                                                              | Colac Otway Shire<br>DEPI<br>Otway Tourism | Medium   |

| No.      | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                        | Responsible Authority            | Priority |
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|          | of male riders.<br>Skill development trails are often under-marketed or non-existent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | marketing to target women and families (via skill improvement clinics) and general skill development via skill development trails                                                                                                                                                                                        |                                  |          |
| 2.2.10   | <b>Future Economic Growth and Township development</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                          |                                  |          |
| 2.2.10.1 | <p><b>Employment</b> As outlined in the Tourism Economic Analysis 2012 Report, The Great Ocean Road region supports an estimated 126,404 jobs, of which 8,639 jobs are in the Colac Otway Shire.</p> <p>Of the 8,639 people employed in the Colac Otway Shire, it is estimated that demand by visitors for goods and services supports 643 jobs (highlighted in yellow above). That is, the Tourism sector represents 7.4 % of total employment in the Colac Otway Shire; compared to 5.6 % for the broader Great Ocean Road region. The major tourism related activities in Colac Otway include accommodation &amp; food services (455 jobs), retail trade (86 jobs) and arts &amp; recreation services (35 jobs).</p> <p>Since the cessation of the timber industry in the Otways, a new focus for Forrest has emerged in terms of lifestyle, recreation and eco-tourism opportunities. This includes mountain biking, horse riding, hiking, camping and other nature-based recreational activities. The expansion of these recreational elements will be critical to the</p> | <ul style="list-style-type: none"> <li>Continue to provide support for commercial activities that support this emerging trend, including MTB industry, bed and breakfast accommodation, food and beverage outlets, the microbrewery and other comparable industries for employment opportunities in the town.</li> </ul> | Colac Otway Shire Private Sector | Ongoing  |

| No.      | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Authority                    | Priority |
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| 2.2.10.2 | ongoing economic and employment sustainability of the town.<br><br><b>Annual Economic Output</b> As outlined in the Tourism Economic Analysis 2012 Report, the Tourism sector in Colac Otway Shire is estimated to generate \$104.7 Million in annual economic output. The industries contributing most to the Colac Otway Shire's Tourism sector are those that are the greatest beneficiaries of expenditure by visitors.<br><br>On average, for each dollar spent by a visitor to Colac Otway Shire \$0.61 is for accommodation & food services, \$0.09 for ownership of dwellings, \$0.08 for retail trade, and \$0.08 for transport.<br><br>For every dollar of direct expenditure by visitors to Colac Otway Shire, the broader local economy is estimated to benefit by a further \$0.65 once flow-on industrial and consumption effects are taken into consideration. This can also be expressed as a tourism output multiplier of 1.650. | The region's economy is an interconnected system where direct benefits to one tourism sector industry will flow on to other sectors to varying degrees.<br><ul style="list-style-type: none"><li>Continue to support, promote and market the MTB industry in Forrest with activities and events, and accommodation and food and beverage development options compatible with the Forrest Township.</li></ul>                                                               | Colac Otway Shire DEPI<br>Otways Tourism | Ongoing  |
| 2.2.10.3 | <b>Commercial Structure</b> Overall Forrest's commercial structure is limited by the lack of banking facilities, secondary school, petrol station (the closest available fuel is 7km away in Barwon Downs) and limited cell phone coverage. Supermarkets are located in Winchelsea, Colac and Apollo Bay, although the general store does stock some limited grocery items.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Overall commercial and industrial infrastructure should be scaled to reflect the population and needs of the town and tourist population.<br><ul style="list-style-type: none"><li>The upgrade of public facilities within the township e.g. sewer connection, increased public toilet amenities, etc would significantly improve the visitor's experience whilst visiting Forrest, especially during long weekends and during events, when the town is on show.</li></ul> | Private Sector<br>Colac Otway Shire      | Ongoing  |

| No.       | Issue                                                                                                                                                                                                                                                                                                                                               | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Responsible Authority                     | Priority |
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|           | As identified in the Forrest Structure Plan, in terms of commercial opportunities, given the success of the local Forrest microbrewery and Forrest Corner Store, there are other opportunities within Forrest and the local area for like developments to establish. This could lead to enhanced tourist focus for Forrest.                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                           |          |
| 2.2.1.1   | <b>Social/healthy wellbeing</b>                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                           |          |
| 2.2.1.1   | <b>The G21 Region Health and Wellbeing Plan (2013-2017)</b> identifies key priorities for actions to improve the health and wellbeing of people across the G21 region.<br>The Plan was developed concurrently with the five local governments, City of Greater Geelong, Colac Otway, Surf Coast, Golden Plains and Queenscliffe, within the region. | The Local Action Plan for the Colac Otway Shire identifies a list of actions that are drawn from the Council Plan 2013/17 and/or Public Health and Wellbeing Plan 2013/17 that have been identified for Council and that also align with the region wide priorities. In summary these relevant to Forrest MTB activities include:<br><ul style="list-style-type: none"> <li>• Provide supportive environments and services to encourage a more active lifestyle</li> <li>• Develop a strategy that will specifically promote walkability and cycling</li> <li>• Promote active service opportunities for older people</li> <li>• Provide opportunities for people of all abilities to participate in physical activities</li> <li>• Identify opportunities for people to meet and participate together in local healthy activities</li> <li>• Implement the principles of Healthy Parks Healthy People</li> </ul> | Colac Otway Shire                         | Ongoing  |
| 2.2.1.2   | <b>Environmental considerations</b>                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                           |          |
| 2.2.1.2.1 | The MTB trails have been designed and established around the village of Forrest. The trails showcase the natural beauty of the Otway                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Promote and protect the unique environmental qualities of Forrest given its proximity to the Great Otway National Park and Otway Forest Park that makes</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Colac Otway Shire<br>DEPI<br>Barwon Water | Ongoing  |



| No.      | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Authority                                                                               | Priority |
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|          | Ranges, passing through tall eucalypt forests dry healthy scrub and dense fen gullies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>it an attractive town for people visiting the area to experience the area's mountain bike trails.</li> <li>Actively promote the environmental qualities and attractiveness of the Forrest tracks from a local perspective as well as to a broader tourist market, to emphasise Forrest's role as a unique recreation asset for the Shire.</li> </ul>                                                                                                                                                          |                                                                                                     |          |
| 2.2.12.2 | <b>Phytophthora cinnamomi</b> is a foreign plant pathogen, which attacks the root systems of susceptible plant species. <i>Phytophthora cinnamomi</i> does not spread quickly by itself across the landscape; instead people are the prime movers of the pathogen.                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>Ensure legible and adequate risk and warning signage is provided at the trail heads alerting visitors to the potential spread of <i>Phytophthora</i>, and methods riders should take to avoid the spread of the pathogen across the site.</li> <li>Investigate and establish a MTB wash down facility at the Forrest Trail Head. <i>Refer recommendation 2.2.2</i></li> </ul>                                                                                                                                 | DEPI<br>Barwon Water<br>Parks Victoria                                                              | High     |
| 2.2.12.3 | Protection of the Forrest landscape and surrounding environments where the MTB trails are located is paramount, as there is currently no means to eradicate it in the field.                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                     |          |
| 2.2.12.3 | Large parcels of land within and surrounding the Forrest Township are densely vegetated. As promoted through State and Local Planning Policy, where possible native vegetation is to be retained alongside any future development.<br><br>Native Vegetation is classed into <b>Ecological Vegetation Classes (EVC)</b> , a range of which are present in Forrest, including the following:<br>Endangered EVC 83 Swampy Riparian --- Woodland, occurring in two patches along the Barwon River West Branch;<br>The vulnerable 18 Riparian Forest occurs on --- | <p>Conserve and enhance endangered Ecological Vegetation – Class (EVC) 83 Swampy Riparian Woodland is an important local and regional asset that should be conserved.</p> <ul style="list-style-type: none"> <li>Retain and protect existing areas of remnant bushland and undertake revegetation works in targeted areas using indigenous species within the appropriate EVC.</li> <li>Investigate options for local schools, community and friends groups, etc to participate in planting/revegetation days of targeted bushland areas.</li> </ul> | DEPI<br>Colac Otway Shire<br>Barwon Water<br>Corangamite CMA<br>Land owners<br>Local Friends Groups | Ongoing  |



| No.      | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Strategic Recommendation / Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responsible Authority                                                 | Priority |
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|          | <p>the Barwon River West Branch adjacent to the township starting at Hennigans Crescent extending southwards, upstream in two patches to the base of the Barwon West Reservoir dam. A second linear patch occurs on the Barwon River East Branch North of Kents Road.</p> <p>The depleted 16 Lowland Forest occurs in -- numerous patches in and around the township and on the perimeter of the cleared farm land to the North and East of the town.</p>                                                                                                                                                                                                                                                                                                                                                           | <p>The presence of numerous records of many fauna species illustrates the value in retaining native vegetation in large tracts. Retention and enhancement of native vegetation should continue to be a part of the vision for Forrest.</p>                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                       |          |
| 2.2.13   | <b>Land ownership, land management and maintenance</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                       |          |
| 2.2.13.1 | <p>The Forrest Mountain Bike Trails are located on Crown land to the south and north of the township. DEPI maintain over 3 land tenures (DEPI, Barwon Water and Parks Victoria).</p> <p>DEPI has responsibility for maintenance, signage, and risk management of approximately 66kms of MTB trails, with field staff at the Forrest depot.</p> <p>DEPI currently convenes the Forrest Mountain Bike Trails Committee, a stakeholder committee to coordinate operational matters in respect to maintenance, erosion control, alignment and possible new trails. DEPI Forrest has limited dedicated DEPI Budgetary allowances or funding for specific MTB maintenance or new works. DEPI works closely with the Forrest MTB and Cycling Club and organises the Forrest Mountain Bike Club Volunteer work program.</p> | <ul style="list-style-type: none"> <li>Following meetings with key agencies and stakeholders, in principle support was gained to establish an 'Advisory Group' for the Forrest MTB trails. The Advisory Group is to be developed at a strategic level with government agency representatives from COS, DEPI, BW and PV.</li> <li>The Advisory Group will convene as required to discuss and provide direction for ongoing maintenance, management and funding options for the trail network.</li> <li>It is identified that the formation of the Advisory Group is an urgent and critical action in order to guide implementation of this strategy.</li> </ul> | <p>Colac Otway Shire<br/>DEPI<br/>Barwon Water<br/>Parks Victoria</p> | High     |

### 3. Management Structure

The fundamental importance that underpins the delivery of the Forrest MTB Strategy and all the opportunities identified is the commitment to, and the development of, an Advisory Group.

During the preparation of this strategy The Colac Otway Shire and DEPI have acknowledged a commitment to work collaboratively to develop an interagency management model to take responsibility for the Forrest MTB trails Final Strategic Plan. COS and DEPI are to form an Advisory Group to determine agency responsibilities, and this group would explore options for management structure, funding for staffing and for who will undertake the works.

It is recommended that representatives from other agencies including Barwon Water and Parks Victoria be included as part of the Advisory Group. Key stakeholders may also be invited to participate once the group and terms of reference are established at a government governance level.

### 4. Funding Models

The following is a summary list of potential funding avenues and opportunities to be further explored by the Advisory Group;

#### 4.1 First tier funding opportunities:

##### 4.1.1 Regional Infrastructure Development Fund

The Regional Infrastructure Development Fund was established to improve the competitive capacity of regional Victoria and enhance economic development through investment, job creation and the promotion of export opportunities. Coupled with the enhancement of regional cultural assets, the Building Strategic Tourism and Cultural Assets sub-program aims to encourage varied and quality experiences for those visiting and residing in regional and rural Victoria.

Projects seeking funding will need to demonstrate that they will have a beneficial impact on communities and surrounding regions, and support an improved experience for those who visit and reside in regional Victoria.

Infrastructure grants may be provided for tourism and cultural projects that:

- facilitate nature-based tourism opportunities including iconic walks and cycling trails;
- develop major eco-tourism opportunities including alpine and coastal areas;
- support or develop new iconic regional attractions;
- drive increased visitation and yield; and
- support and expand performing arts centres or regional art galleries and/or

enhance cultural opportunities for regional residents and visitors.

**4.1.2 2013 Tourism Industry Regional Development Fund**

Victoria's regional tourism operators are invited to apply for round two of the Federal Government's Tourism Industry Regional Development Fund (TIRF) Grants Program. The competitive merit-based TIRF Grants Program offers grants from \$50,000–\$250,000 (GST exclusive) on a matched dollar-for-dollar funding basis, to assist tourism operators increase the quality and range of visitor experiences in regional Australia. Funding of approximately \$9.6 million is available for eligible projects, with approximately 50 projects across Australia expected to be funded in the current round.

**4.1.3 T-QUAL**

T-QUAL Grants is a competitive merit-based grants program aimed at stimulating sustainable economic growth in the Australian tourism industry. The program provides tourism businesses with matched dollar for dollar funding \$15,000 to \$100,000 (excl GST) for both large and small-scale tourism projects with the aim of increasing Australia's supply of quality tourism products and experiences and actively encouraging private sector investment in the development of Australia's tourism industry products, services and experiences.

**4.1.4 Tourism Victoria Events Program**

Tourism Victoria's Events Program assists event organisers, local government and other relevant groups to increase visitor numbers, length of stay and visitor yield at events. Funding is allocated through a cooperative marketing agreement. The primary aims are to enhance the event's tourism marketing strategy as well as to assist with event delivery and development.

**4.1.5 Country Victoria Events Program (CVEP)**

The CVEP provides up to \$10,000 per event to assist events have the potential to develop into significant regional events able to attract intrastate and interstate visitors. Closing dates for applications for the CVEP are 1 April and 1 October annually.

**4.1.6 Other sources and strategies to help match above grant programs**

The following are other potential sources and strategies for consideration for matching funding:

- Philanthropy Australia, the national peak body for philanthropy and a not-for-profit membership organisation.
- G21 Trails Strategy
- Victoria Trails Strategy
- Bicycle Victoria
- Colac Otway Shire
- DEPI

#### 4.1.7 Other funding for local business development

- Business Victoria's website features a useful interactive search function to help businesses to look for funding avenues and support services available through the Victorian Government, from research and development to management and export available through the Victorian Government.
- The Federal Government's Grants LINK online directory provides information on funding available under a variety of grant programs for individuals, businesses and communities.
- Enterprise Connect's National Tourism Industry Network is a specialist national group. It brings together Business Advisers with expertise to help Australian businesses in the tourism sector. It is targeted at improving operations, productivity, competitiveness and sustainability by providing business advice, development services and industry linkages. Tourism accommodation providers, tourist attractions, tour operators, travel agencies and businesses offering local food and beverage tasting experiences are eligible to apply for Enterprise Connect services, which include matched grant funding. To be eligible, tourism businesses must also be solvent, have an annual turnover between \$1 million and \$100 million, possess an Australian Company Number and have a trading history of at least three years. Groups of tourism businesses may apply for assistance as well. The group must have minimum revenue or expenditure of at least \$2 million combined, with the revenue or expenditure of each business at least \$500 000.

#### 4.1.8 Events charges

The Advisory Group is to discuss options for additional charges to be levied on event operators. Funds generated are to return directly to the Advisory Group to undertake essential maintenance of MTB trails and associated infrastructure utilised during events.

Additional event charges (above any existing/management fee events already contribute) are to be determined by the Advisory Group, in consultation with the event managers. Costs per competitor for each event or a % of event fees would be directed to the Advisory Group. The Advisory Group is to determine the most appropriate model.

### 4.2 Second tier funding opportunities:

The following are second tier funding opportunities to be actively pursued by the Advisory Group in the context of the Strategy:

- Contributions from event organisation (hosting events in Forrest)
- Contributions from private sector
- Contributions from branding / product promotion
- Profits from special or events

### 4.3 Third tier funding opportunities:

The following are third tier funding opportunities for further consideration by the Advisory Group:

- Contributions (funding or in kind labor) from Local Cycling Groups
- Contributions (funding or in kind labor) from local community groups

## 5. Implementation of the Strategy

The recommendations and actions in the Forrest MTB Strategy have gained endorsement by relevant agencies that have participated and have an interest in the project to ensure whole of government support across different land tenures and management responsibilities. The future implementation of the Forrest MTB Strategy has been determined by the PWG to rest with the formation of an Advisory Group (AG).

The formation of the Advisory Group was supported unanimously by the Project Working Group, and regarded as critical to the successful and timely implementation of the plan recommendations - primarily due to many actions (be they strategic, management or operational) require joint agency support to see them realised with best practice outcomes.

It is noted by the that differences in agency management approaches, strategic and resource priorities and variations in funding sources and allocations for capital works and recurrent budgets, results in a less than coherent and coordinated delivery of the current MTB facility. Therefore, the formation of an Advisory Group was regarded as an urgent priority to coordinate the implementation of actions, and realisation of the strategic vision, for the Forrest MTB facility. Stakeholders and the community supported this management direction in general.

Determining a proven and robust Advisory Group structure for implementation of the Forrest MTB Strategy will be a priority action for the Advisory Group, using a standard government management mechanism. The plan as identified a range of preliminary objectives that the Advisory Group will determine:

- governance
- terms of reference
- format and structure for decision making
- resource and budget bids, allocations and priorities
- structure for employees and contractors carrying out works
- insurance and OHS
- agreement between agency(s) regarding roles and responsibilities
- community and stakeholder consultation and input
- review of the strategic plan and actions

The Forrest MTB Strategy defines the recommendations and actions pertaining to the strategy. Further technical detailed trail design and site assessment regarding environmental and cultural heritage values is required. Implementation of these works would be managed by the newly created Advisory Group.

## 6. Strategic Trails Plan




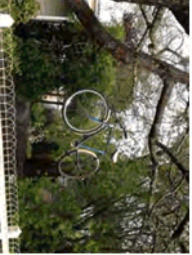

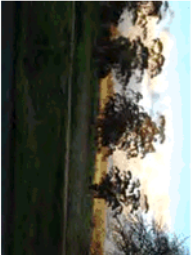



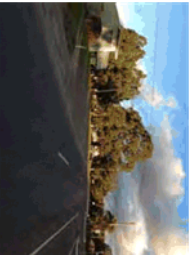
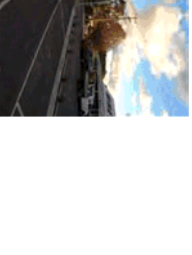








Appendix A.  
Detailed Site Analysis Summary

DETAILED SITE ANALYSIS SUMMARY


The following detailed site analysis summary focuses on the three key areas of the Forrest Township, the Vaughter MTB Trails and the Forrest MTB Trails. Site investigation and analysis was undertaken by TBLD in late 2013 during the analysis and consultation phases. This summary of detailed site analysis will directly inform the Issues and Opportunities Paper and subsequent Strategic Plan.

| No. | Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Photo                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.0 | Forrest Township                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1.1 | <b>Forrest Character and History</b><br><br>The township of Forrest has retained its 'old Victorian country town' charm with its tall mature green trees set against the pastoral green hills, the main street focuses on core services such as the schools, church, pub, general store, etc, and the wide open streets are welcoming without urban clutter. There is a relaxed village community feel with evidence of the new young residents bringing an energy and business to revitalise the town, while retaining a strong sense of authenticity and genuineness.<br><br>Remnants of the timber town working aesthetic are still visible and valued as the foundations of the town within the local community. Evidence of the former mill, old machinery, vehicles, sheds, buildings, equipment, etc are scattered amongst the town streetscape and treasured within both private residences and public buildings. |          |

| No. | Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Photo                                                                               |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 1.2 | <p><b>Pathway network</b></p> <p>There is a number of existing off road paths within the township, including;</p> <ul style="list-style-type: none"> <li>• Tiger Rail Trail which provides an off road shared path link, south of Birregurra-Forrest Road, which extends from Boundary Road to Station Street.</li> <li>• A sealed asphalt path (approx 1-1.5m wide) extends from Colac-Forrest Road to Turner Drive (north of the main street) providing a link to the Primarily School, the Forrest Hall, etc.</li> <li>• A wide gravel (approx 2.5-3.5m wide) extends south from Henry Street and currently terminates approximately half way towards the General Store.</li> <li>• Barwon Street is an unsealed local access road located parallel between the two main roads of the town, which provides an on-road path link via this underutilised roadway.</li> <li>• Other pathways within the township provide shortcuts through the town e.g. the path link opposite Hennigan Cres west to Birregurra-Forrest Road.</li> </ul> <p>Following a meeting with COS Traffic Engineer Officer, it was confirmed that COS will undertake an upgrade of the pathway system along the eastern side of the main street to a shared trail width (2.5m).</p> |  |

| No. | Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Photo                                                                                                                                                                                                                                                       |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.3 | <p>It was discussed that the Forrest MTB Strategic project is to identify enhanced improvements to the proposed path upgrade works to ensure a shared trail can be established to accommodate for the range of users including pedestrians, dog walking, children riding to school, MTB etc</p> <p><b>Signage</b></p> <p>The Colac Otway Shire 'Forrest' township sign clearly identifies the entrance to the township.</p> <p>At the intersection of Colac-Forrest Road and Birregurra -Forrest Road there is an overload of signage and information for a visitor to take in. Rationalisation and consolidation would improve legibility.</p> <p>Interpretation signage is dotted around the township. Green recycled plastic posts and boards display images and stories of the previously lifestyle and historic development of the Forrest Township. The use of green recycled plastic material appears out of place, weathering and looks cheap. This material is aesthetically disconnected from the timber town history and should be replaced with thematic signage reflecting the genuine country character and qualities of the township</p> |    |

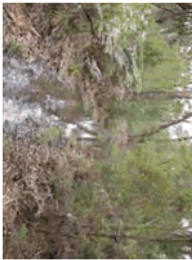
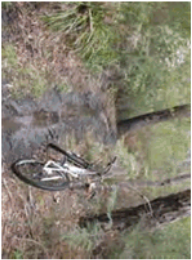



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|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.4 | <p><b>Accommodation</b></p> <p>There is a range of accommodation types available in Forrest including camping, B&amp;B's, full service Guest House, secluded self contained cabins and houses with basic amenities which cater for small to large groups.</p> <p>Accommodation is easily sourced and booked via excellent website links and information.</p> <p>The caravan park is well sited and provides excellent links to the adjoining open space of the township with tennis courts, playground. Some of the campground accommodation could be upgraded.</p> <p>Some accommodation could be refurbished, updated and target higher end visitors.</p> |      |
| 1.5 | <p><b>Food and beverage options</b></p> <p>There are four key food and beverage outlets within Forrest (within certain operational hours/season basis)</p> <ul style="list-style-type: none"><li>- Forrest Brewery</li><li>- The Wonky Donkey</li><li>- The Corner Store</li><li>- Forrest Country Guest House</li></ul>                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                              |



|     |                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                      |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 1.6 | <b>Ability to purchase provisions</b><br><br>The ability to purchase general provisions in Forrest township is limited. The General Store stocks basic commodities, milk, bread, etc but the range is limited.<br><br>General provisions are purchased prior to staying overnight at Forrest.<br><br>There is no bakery in town. Coffee is available at the Brewery, Corner Store and the Forrest Guest House. |  |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|









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|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.7 | <b>Other sporting/recreational facilities</b><br><br>Other than the primary recreational activity of Mountain Biking, visitors at Forrest can enjoy bushwalking, horse riding and a shared walking path to Lake Elizabeth. Paintball activities are also offered in the area.                                                                                            |        |
| 2.0 | <b>Yaugher MTB Trails</b>                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2.1 | <b>Yaugher Trail Head facilities and signage</b><br><br>The Yaugher Trail Head is signed along Birregurra - Forrest Road and is located off Boundary Road. The car park is signed using a standard DEPI location and directional sign.<br><br>Facilities at the trail head include an unsealed car park, standard DEPI public toilet (no water) and a few picnic tables. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

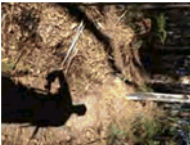






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|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | <p>No portable water or MTB wash down facilities are currently available.</p> <p>At the beginning of the trails is a comprehensive display map of the Yaughner trail network which includes a description of the types of trails, distance of trail and a difficulty rating. Other DEPI information is attached to the sign informing visitors of fire risks, track works, etc.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2.2 | <p><b>Yaughner MTB Trails</b></p> <p>The Yaughner MTB trails provide a diverse and exciting selection of well laid out MTB loops and trail routes, set within a bushland landscape. These trails cater for a variety of MTB riders from family friendly, to beginner, intermediate and up to experienced riders to undertake technical and challenging sections of trails.</p> <p>There are 10 dedicated MTB trails which make up the 44km's of the Yaughner trail network which include:</p> <ul style="list-style-type: none"><li>• Yaughner Super Loop<br/>Rating: More Difficult Distance: 11.5kms</li><li>• Grasstrees<br/>Rating: Very Difficult Distance: 1.5kms</li><li>• Mariners Run<br/>Rating: Very Difficult Distance: 4.5kms</li><li>• Foxtail<br/>Rating: More Difficult Distance: 3.5kms</li><li>• J2</li></ul> |      |


|     |                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                    |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
|     | <p>Rating: More Difficult Distance: 4kms</p> <ul style="list-style-type: none"> <li>• Yoyo<br/>Rating: Very Difficult Distance: 3kms</li> <li>• Casper Black<br/>Rating: Very Difficult Distance: 5.5kms</li> <li>• Barre Warre<br/>Rating: Easy Distance: 2kms</li> <li>• Vista<br/>Rating: More Difficult Distance: 5.5kms</li> <li>• Tiger Loop<br/>Rating: More Difficult Distance: 3kms</li> </ul> |                                                                                    |
| 2.3 | <p><b>Other Trails (horse &amp; fire tracks)</b></p> <p>Sections of trails to the outer fringe of the Yaughner MTB trail network have been created by DEPI for use as fire breaks and management vehicle tracks.</p> <p>These fire break tracks are also utilised by the local horse riding club. Some trails are marked as horse trails only (not MTB).</p>                                            |  |
| 2.4 | <p><b>Trail Signage</b></p> <p>The existing trail signage utilises timber posts with directional arrows, numbering and pictorial system. The trail map readily available online or from the Corner Store allows the visitor to easily read the directional signage and navigate the trails. It is assumed without a copy of the trail map on hand navigating the trails could be challenging.</p>       |  |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.5 | <p><b>Biregurra-Forrest Road crossing</b></p> <p>The point at which MTB cyclists and pedestrians currently cross the Biregurra-Forrest Road (to link to Boundary Road and access the Yaughar trail network), is at the apex of a curve and the road is currently signed at 100kms. The crossing point is informal, unmarked and unsigned with poor sightlines in both directions. Reaction time is very poor as vehicles appear within seconds without warning. This is particularly unsuitable for young people, beginners and older people. Given the critical importance of this link to the Yaughar MTB network from Forrest, a safe solution is required.</p> <p>Following a meeting on site with the COS Traffic Engineer Officer, it was agreed that the crossing of Biregurra-Forrest Road presents unacceptable safety crossing challenges for both MTB cyclists and pedestrians. This has also been highlighted in community consultation and feedback from Forrest Event organisers.</p> <p>It was discussed and agreed with COS Officer that the Forrest MTB Strategic project is to recommend that a tunnel underpass be investigated to provide a safe crossing point for all users.</p> |      |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                               |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.6 | <b>Boundary Road alignment</b><br><br>For MTB riders travelling from Forrest to the Yaughner MTB trail network, cyclists must travel along Boundary Road (an unsealed steep roadway shared with vehicle traffic).<br><br>This is not the ideal MTB visitor experience and the shared use presents significant safety risks to young children riding on the road, visitors who may have limited cycling skills, and to vehicles as well.<br><br>An off road cycle trail is to be investigated.                                                                                 |                                                                                                                                                                      |
| 3.0 | <b>Forrest MTB Trails</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                               |
| 3.1 | <b>Forrest Trail Head facilities and signage</b><br><br>The Forrest Trail Head is located just south of the township on the main street (Forrest-Birregurra Road).<br><br>Facilities at the trail head include a sealed car park, a large picnic shelter, picnic tables, low seating wall and a standard DEPI public toilet (no water).<br><br>No water or MTB wash down facilities are currently available.<br><br>At the beginning of the trails is a comprehensive display map of the Yaughner trail network which includes a description of the types of trails, distance |     |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | of trail and a difficulty rating. Other DEPI information is attached to the sign informing visitors of fire risks, track works, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.2 | <p><b>Forrest MTB Trails</b></p> <p>The Forrest MTB trails provide a range of MTB ride options only a short distance from the township. These trails provide visitors with the opportunity to ride and experience the spectacular natural beauty of the Otway Ranges passing significant eucalypt forests, dry heathland scrub and dense fern gullies. These trails cater for a variety of MTB riders from family friendly, to beginner, intermediate and up to experienced riders.</p> <p>There are 6 dedicated MTB trails which make up the 22km's of the Forrest trail network these include;</p> <ul style="list-style-type: none"><li>• <b>Forrest Loop</b><br/>Rating: Easy Distance: 3kms</li><li>• <b>Barildjaru</b><br/>Rating: More Difficult Distance: 6kms</li><li>• <b>Red Carpet</b><br/>Rating: More Difficult Distance: 4.5kms</li><li>• <b>Roller Coaster</b><br/>Rating: Easy Distance: 2kms</li><li>• <b>Third Time Lucky</b><br/>Rating: More Difficult Distance: 2kms</li><li>• <b>Follow the Dog</b><br/>Rating: More Difficult Distance: 4.5kms</li></ul> |      |



|     |                                                                                                                                                                                  |                                                                                      |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 3.3 | <b>Trail Signage</b><br><br>The existing signage along the trails utilises a mix of timber posts with directional arrows, numbering and pictorial system and timber routed signs |  |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|



Appendix B.  
Forrest Issues and Opportunities Paper

# FORREST MTB STRATEGIC PLAN

Issues and Opportunities Paper  
To inform the Draft Forrest MTB Strategic Plan

Draft  
For internal Project Steering Group review and discussion only



Prepared by:



**THOMPSON BERRILL LANDSCAPE DESIGN P/L**

in association with Simon McArthur & Associates

February 2014

| REVISION | DATE       | AMENDMENT                                                     |
|----------|------------|---------------------------------------------------------------|
| A        | 27/02/2014 | Draft V1 – Internal Project Steering Group Review and Comment |

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## Attachments

- Attachment 1. Forrest and Yaugher MTB Trail Network Map
- Attachment 2. Forrest MTB Online Survey Results
- Attachment 3. Community Letter
- Attachment 4. Background Documents Review
- Attachment 5. Benchmarking Analysis

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# 1. Introduction

The objective for this paper is to outline key directions to inform the strategic plan to guide the sustainable future of Forrest's Mountain Bike Trails. Key topics to be addressed include appropriate land management and maintenance for MTB trail use, potential MTB trail expansion, protection and management of environmental values, recognition, and an understanding the historic values, social values of the Forrest community. The report will also address visitation to Forrest, accommodation, food and beverage, enhanced public recreational access, infrastructure, and provision of public facilities as required to provide sustainable future visitation to the Forrest MTB Trails. This paper will inform the development of the Draft MTB Strategic Plan.

The State Government, through DEPI and RDV, have agreed to support a Strategic Plan to establish a vision for the future development of the Forrest Mountain Bike Trails. The project is being coordinated by Colac Otway Shire and guided by a Project Steering Group comprising representatives from key Council Departments, DEPI, Barwon Water and key local Stakeholders. The paper will develop an exciting strategic vision for the Forrest MTB Trails, building on the current high profile of 'Forrest' as a key MTB destination within Victoria, and further explore the MTB trails connection, relationship and opportunities linked with the Forrest Township.

The development of this paper has also been informed by detailed site visits and conditions assessment, consultation meetings and workshops held with agency and stakeholders representatives including DEPI, Barwon Water, Parks Victoria, Tourism Victoria. A strategic workshop was held with specialist MTB industry representatives and input gained from the local community via an informal 'drop in' session, and via broader community consultation via an online survey.

## 1.1 Project Context

Forrest is located approximately 30kms south east of Colac and 36kms from Apollo Bay on one of the major tourist routes connecting the Princes Highway with the Great Ocean Road. It has a population of 160 and is undergoing economic and social transformation resulting from the reduction in logging and agricultural activities and the increasing focus on tourism and the Great Otway National Park.

A number of factors have influenced change in the Otways region, including the declining number of dairy farms and an increase in pine and blue gum plantations and the diminished role of small townships as service and supply centres. Logging activities on public land ceased in 2008 and by this time all timber mills in the town had closed.

Factors in Forrest's favor were the designation of the Forrest to Apollo Bay Road as a priority north-south Great Ocean Road access from the Princes Highway and the influence of 'Tree Change Lifestyle' newcomers to the area. An increasing focus on tourism accommodation, product development and visitor experiences was becoming evident and the 2003 State Government, "A New Future for the Otways" Tourism Initiative proposed to further stimulate local economies within the Otway Ranges through the development of tourism. This was to offset the losses in



employment and local economy resulting from the cessation of commercial hardwood harvesting. The Forrest Mountain Bike Trails are the product of this strategy.

Formal MTB trail development commenced in 2004, and the network was opened in 2007. The project was led by the former Department of Sustainability and Environment (DSE) – now Department of Environment and Primary Industries (DEPI), with input from Parks Victoria and Colac Otway Shire. DEPI currently has responsibility for maintenance, signage, and risk management of the total network. DEPI convenes the Forrest Mountain Bike Trails Committee, a stakeholder committee to coordinate operational matters in respect to maintenance, erosion control, alignment and possible new trails. DEPI work closely with the Forrest Mountain Bike and Cycling Club and organises the Forrest Mountain Bike Club Volunteer work program, who provide invaluable assistance to the DEPI staff.

Forrest Mountain Bike trails are a network of 16 trails that total approx. 66km in length. There are two trail heads with car parks, signs, toilets and shelter facilities. The trails also link to the recently completed Tiger Rail Trail Stage 1, a shared access trail that is planned to eventually link Forrest to the township of Birregurra over a distance of 42kms, subject to funding and planning constraints.

The Forrest Mountain Bike Trails are home to a number of major cycling and other recreational and social events including the Forrest Festival that is staged over two days and includes a 3 stage Mountain Bike event. Other events include the Forrest 6 Hour, the Geelong Mountain Bike Club 3 Hour and the popular Otway Odyssey, considered one of the toughest most grueling one day Mountain Bike races in the world. The Forrest Mountain Bike & Cycling Club also regularly runs social rides for members. The popular Corner Store also provides MTB hire, tours, and lessons for visitors.

## 1.2 Project Vision

The vision for the project is to develop a Strategic Plan that secures a sustainable future of Forrest MTB industry and that has the support of key stakeholders and the local community, representing a balance between community and stakeholder views and State Government Policy.

The project is to establish justifiable strategic directions for the planning, provision, development, preservation and management of the Forrest Mountain Bike Trails networks and supporting infrastructure based on clear evidence of stakeholder and community demand and sustainable asset management.

The Forrest Township is located at the heart of the MTB trail system, physically located between the two MTB trail networks of the northern trails (Yaugher) and southern trails (Forrest). Survey findings indicate that the facilities and services provided by the town to MTB visitors are crucially linked to MTB rider visitation and to the town.

The development of the Strategic Plan for Forrest MTB Trails will provide a framework to address future opportunities to allow the MTB activates and culture to continue to grow whilst still retaining the essential attributes and elements which make visiting Forrest and riding the MTB trails a positive and successful visitor experience.

## 1.3 Study Area

Forrest, Victoria is a small rural township located in the Otway Ranges, located approximately 160km south west from Melbourne. The Forrest Mountain Bike Trails are located on Crown Land to the south and north of the Forrest Township, with the trails network crossing a number of land tenures including the Great Otway National Park and land managed by Barwon Water. The West Barwon River flows through the township and it is near the West Barwon reservoir, which services Geelong.

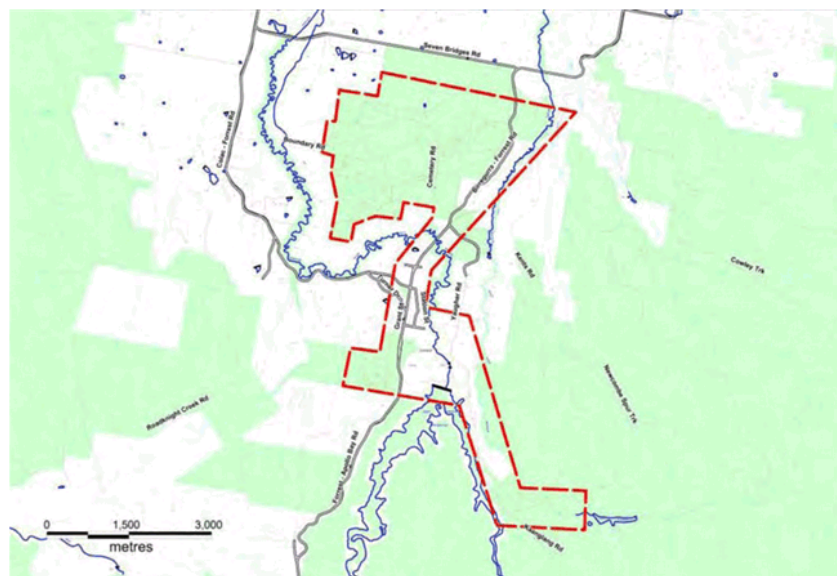


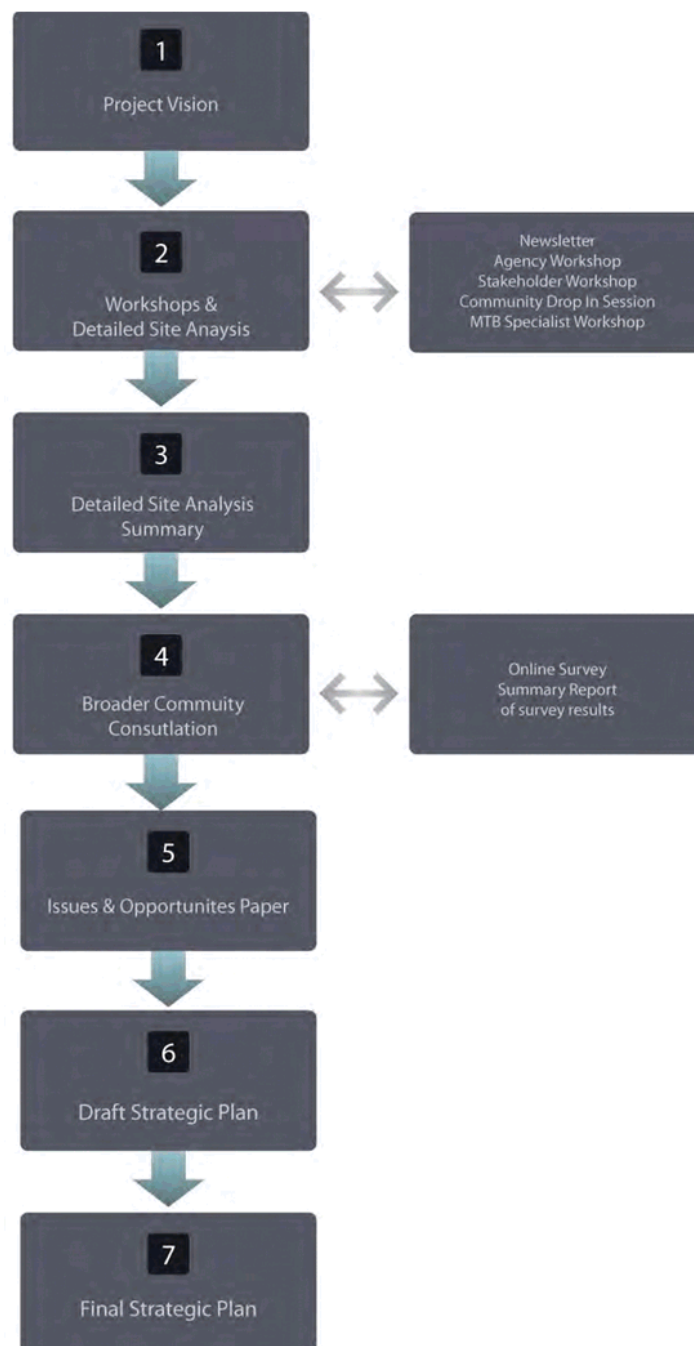
Figure 1. Study Area

Source: Colac Otway Shire Forrest Brief

Refer Attachment 1. Forrest and Yaugher MTB Trail Network Map

## 1.4 Project Methodology

Outlined below is a summary of the Project Methodology utilised for the project:



## 2. Consultation

### 2.1 Purpose of consultation

Consultation and engagement with key agencies, stakeholders the local community and the broader MTB community was undertaken during 2013. The consultation phase is considered to be fundamental to the development of the Issues and Opportunities Paper, to inform the Forrest MTB Strategic Plan. Consultation with land managers, local community and the broader community who currently use and visit Forrest to ride the MTB trails, provided an important opportunity to identify relevant issues and opportunities to be considered in conjunction with the Project Working Group, in the development of the Strategic Plan.

As the study area encompasses crown land and crosses a number of land tenures (managed by Colac Otway Shire, VicRoads, DEPI and Barwon Water) the consultation phase provides insight from the various government agencies on their current land management and maintenance procedures and policies, identifying key issues and opportunities to be considered as part of the Strategic Project, focusing on improved interagency shared tasks and responsibilities.

The consultation undertaken to date has been in accordance with the Colac Otway Shire Community Engagement Policy.

### 2.2 Consultation methods and outcomes

The following is a summary of the consultation works undertaken to date in preparation for the Draft Issues and Opportunities Paper and for consideration in the development of the Forrest MTB Strategic Plan.

#### 2.2.1 Project Steering Group Meetings

As outlined in the brief, the project is under management by the Colac Otway Shire's Acting Manager Economic Development (Michael Swanson and previously by Mick Cosgriff and Mike Barrow). The project is guided by a Project Steering Group consisting of Colac Otway Shire Officers including Tourism Development Officer (Adrian Healey), Recreation & Events Coordinator (Jodie Finchman), Manager Recreation, Arts and Culture (Ian Seuran), DEPI Planning Manager Otway District (Craig Clifford), Barwon Water Catchment Coordinator (Jared Scott) and Parks Victoria Ranger (Michelle Anstee). The Steering Group will meet throughout the project to input and provide direction on key issues.

Following discussions with the Project Steering Group at the Project Inception Meeting, a list of the key stakeholders and community audiences were identified to engage with as part of the consultation phase of the project.

### 2.2.2 Agency Workshop

An Agency Workshop was held in September 2013, at the Forrest Hall, Forrest. Representatives from Colac Otway Shire, DEPI, Barwon Water and Tourism Victoria attended and actively contributed in discussions to identify the key project goals and values, events, key management and maintenance issues and potential co-management opportunities.

### 2.2.3 Stakeholder Workshop

A Stakeholder Workshop was held in September 2013, at the Forrest Hall, Forrest. Representatives from Colac Otway Shire, Otway Tourism, Forrest Mountain Bike Club, Tiger Rail Trail Association, Otway Hinterland Tourism Association/Forrest Brewery, and The Corner Store attended and actively contributed in discussions to provide valuable insights into the communities historic and current involvement with the development of the MTB facility, key issues and opportunities for sustaining the MTB trail and visitation to Forrest, and the Forrest Township economy and general community values.

### 2.2.4 Local Resident Letter

TBLD assisted the Project Manager in the preparation of a letter informing local residents of Forrest of the development of a MTB Strategic Plan and inviting the local residents/community to attend an Informal 'Drop In' Comment and Feedback Session, where the local residents can raise key concerns, issues or opportunities to be considered in the development of the Strategic Plan and future planning.

The Local Resident Letter was supplied to Council and Communications department for review and approval prior to being printed and distributed, by Council. Distribution of the letter was via letterbox drop to all local residents within the Forrest Township.

Refer Attachment 3: Local Resident Letter

### 2.2.5 Informal Community 'Drop In' Comment and Feedback Session

TBLD's Director (Glenn Berrill) and Senior Landscape Architect (Andrea Szymanski) with assistance from Colac Otway Shire (Mike Barrow) set up large scale printed plans for viewing and ran a 3 hour informal 'Drop In' Session in the Forrest Hall in September 2013, to gain consultation input from the local community. A large number of local residents attending the session and were happy to tell their stories, contribute input as to why they live in Forrest, discuss the changes witnessed in the town since the cessation of logging, and what they value about Forrest and the MTB activities. The community consultation session had a positive atmosphere and the community reinforced how important the MTB trails are to the town in conjunction with retaining the relaxed lifestyle and old timber town character of Forrest.

### 2.2.6 Specialist MTB Workshop

As part of the consultation phase of the project TBLD invited key specialist members from the MTB industry to participate in a MTB strategic workshop, to evaluate, discuss and identify overall design principals, technical aspects and key

considerations to enhance the existing MTB facility and establish Forrest as a premier MTB destination in Australia.

The Specialist MTB Workshop was held in September 2013, at the Forrest Brewery. Representatives from the International Mountain Bicycling Association Australian (IMBA), World Trails, Rapid Ascent Events and Forrest Bike Hire (The Corner Store) attended the workshop. The workshop provided invaluable insights and presented an opportunity to gain expert industry knowledge and information pertaining to the success of MTB industry in Forrest and on how to provide the project with the best technical strategic direction and vision from Australia's MTB experts.

#### **2.2.7 Online Survey (survey monkey)**

To gain additional broader consultation from the MTB community, following approval from Colac Otway Shire, TBLD developed a list of key questions to be used as part of an online Forrest MTB survey. TBLD prepared the online survey (via survey monkey) and the survey was promoted via Colac Otway Shire website, Ride Forrest website, and relevant Facebook pages (with web technical assistance from Norm Douglass) with a successful response.

Refer Attachment 2. Forrest MTB Online Survey Results



## 3. Issues and Opportunities

The following tables identify the issues and opportunities identified by stakeholders, agencies and the local community, and broader MTB community during the research, analysis and consultation phase that will directly inform the Strategic Plan. The opportunities will be refined into actions and priorities outlined in the Strategic Plan.

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.1   | <b>Forrest Township</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3.1.1 | <p><b>Forrest Character and History</b></p> <p>The township of Forrest has retained its old Victorian country town charm with its tall mature gum trees set against the pastoral setting of the rolling green hills. The main street focuses on core services such as the schools, church, pub, general store, etc, and the wide open quite and shady streets are welcoming without urban clutter. There is a relaxed village community feel combined with evidence of the new young residents bringing energy and business opportunities to revitalise the town, while retaining a sense of pleasantness within the local community.</p> <p>Remnants of the timber town working aesthetic are still visible and valued by (the community) as the foundations of the town. Evidence of old forestry machinery, vehicles, sheds, buildings, equipment etc are scattered amongst the streetscape and treasured within both private residences and a part of public buildings.</p> | <p>Retain and protect the visual clues of the old Victorian country town character. Ensure new developments (incl buildings, civil works, public infrastructure, etc) do not detract from the country town theme, without becoming folly or kitsch.</p> <p>Results of the online survey indicate that the element that MTB visitors like most about the Forrest Township is its 'rural township atmosphere' followed by its 'low key' culture.</p> <p>Ensure the township is not generisicied or gentrified and maintains its genuine 'Forrest' town character, as a point of difference from the other Colac Otway region small townships.</p> <p>Retain the wide relaxed feel of the main street, retain as kerb free and ensure the town does not become over built or urbanised.</p> |
| 3.1.2 | <p><b>Pathway network</b></p> <p>There is a number of existing off road paths within the township, including;</p> <ul style="list-style-type: none"> <li>The Tiger Rail Trail which provides an off road shared path link, south of Birregurra-Forrest Road, which extends from Station Street to Boundary Road.</li> <li>A sealed asphalt path (approx 1-1.5m wide) extends from Colac-Forrest Road to Turner Drive (north of the main street) providing a link to the Primary School and Forrest Hall.</li> <li>A wide gravel path (approx 2.5-3.5m wide) extends south from Henry Street</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          | <p>Establish a separate shared trail on the east of the main street (via the upgrade and widening of recent path works to 2.0m wide) to accommodate for the range of users including MTB riders, pedestrians, dog walking, children riding to school, etc.</p> <p>Provide a safe crossing point for users of the shared trail between the north and south of the main street.</p> <p>Promote Barwon Street as an additional cyclist/walker path through town, as</p>                                                                                                                                                                                                                                                                                                                     |

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|       | <p>and currently terminates approximately half way towards the General Store.</p> <ul style="list-style-type: none"> <li>Barwon Street is an unsealed local access road located parallel between the two main roads of the town, which provides an on-road path link via an under utilised roadway.</li> <li>Other pathways within the township provide shortcuts through the town e.g. the path link opposite Hennigan Cres west to Birregurra-Forrest Road.</li> </ul> <p>Following a meeting with COS Traffic Engineer Officer, it was confirmed that COS will be undertaking an upgrade of the pathway system along the main street.</p>                                                                                                                                                                                 | <p>little vehicle traffic utilises this road. Retain as unsealed.</p>                                                                                                                                                                                                                                                                                                                                                                   |
| 3.1.3 | <p><b>Signage</b></p> <p>The main Colac Otway Shire 'Forrest' township sign clearly identifies the entrance to the township and notes its MTB role.</p> <p>At the intersection of Colac-Forrest Road and Birregurra-Forrest Road there is an excessive overload of signage and information for a visitor to take in. Rationalisation and consolidation is essential to improve visitor amenity and provide effective information.</p> <p>Interpretation signage is dotted around the township. Green colored recycled plastic posts and boards display images and stories of the previous lifestyle and historic development of the Forrest Township. This material is highly inappropriate and aesthetically disconnected from the timber town history, character and significantly detracts from the towns' aesthetic.</p> | <p>Undertake active review of existing of signage and consolidate.</p> <p>Investigate opportunity to provide key visitor information, directional and historic signage at a key public open space site and destination.</p> <p>Undertake appropriate design to upgrade township interpretation signage. Signage form and materials to be developed to reflect the genuine country character and historic qualities of the township.</p> |
| 3.14  | <p><b>Other sporting/recreational facilities</b></p> <p>Other than the primary activity of Mountain Biking, visitors at Forrest can enjoy bushwalking, horse riding, and shared walking path to Lake Elizabeth, active sports and the oval and to the north of town.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Highlight other local recreational opportunities via public information/signage at a key public open space site. This will allow visitors who have not pre-planned their activities before arriving at Forrest to engage in other recreational activities offered in the area.</p>                                                                                                                                                   |
| 3.2   | <b>Forrest MTB Trails Networks</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3.2.1 | <p>The <b>Forrest MTB Trails Network</b> provides a range of MTB ride options only a short</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>The results of the online survey identified that the most popular trail</p>                                                                                                                                                                                                                                                                                                                                                          |

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|       | <p>distance from the township, with 'ride in ride out' ease. These trails provide visitors with the opportunity to ride and experience the spectacular natural beauty of the Otway Ranges passing significant eucalypt forests, dry heathland scrub and dense fern gullies. These trails cater for a variety of MTB riders from family friendly, to beginner, intermediate and up to experienced riders.</p> <p>There are 6 dedicated MTB trails which make up the 22km's of the Forrest trail network these include;</p> <ul style="list-style-type: none"> <li>• <b>Forrest Loop</b><br/>Rating: Easy Distance: 3kms</li> <li>• <b>Barlidjaru</b><br/>Rating: More Difficult Distance: 6kms</li> <li>• <b>Red Carpet</b><br/>Rating: More Difficult Distance: 4.5kms</li> <li>• <b>Roller Coaster</b><br/>Rating: Easy Distance: 2kms</li> <li>• <b>Third Time Lucky</b><br/>Rating: More Difficult Distance: 2kms</li> <li>• <b>Follow the Dog</b><br/>Rating: More Difficult Distance: 4.5kms</li> </ul> <p>Refer Attachment 1. Forrest and Yaugher MTB Trail Network Map</p> | <p>within the Forrest system is Red Carpet, followed by Follow the Dog. These trails are exciting and challenging.</p> <p>The least popular trail is Baridjaru.</p> <p>The survey results suggest improvement of trails focusing on challenge and skills development. Refer item 3.2.5</p> <p>For a full summary of the online survey results pertaining to MTB trails, refer Attachment 2.</p>                                                                                                                                           |
| 3.2.2 | <p>The <b>Forrest Trail Head</b> is located just south of the township on the main street (Forrest-Birregurra Road).</p> <p><b>Facilities</b> at the trail head include a sealed car park, a large picnic shelter, picnic tables, low seating wall and a standard DEPI (not flush) public toilet.</p> <p>No water or MTB wash down facilities are currently available.</p> <p>At the beginning of the trails is a large display map of the Forrest trail network which includes a description of the types of trails, distance of trail and a difficulty rating. Other DEPI information is often attached to the sign informing visitors of fire risks, track works, etc.</p>                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Investigate design upgrade to the Forrest Trail Head, provide additional landscaping to carpark area, and provide key visitor and information signage, and improve trail entry experience.</p> <p>Investigate installation of a drinking fountain and a MTB wash down facility at the site. The wash down facility was identified in the results of the online survey, as a key improvement to be made to Forrest to encourage the user to stay longer.</p> <p>For a full summary of the online survey results refer Attachment 2.</p> |
| 3.2.4 | <p>The existing <b>trail signage</b> utilises a mix of timber posts with directional arrows, numbering and pictorial system and timber routed signs</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Refer item 3.2.4</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3.2.5 | <p><b>Additional MTB Trails</b><br/>The extent of the current MTB trails is not</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>The online survey results clearly</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|       | used to capacity (especially within the Yaugher trails network). Sections of trails continually need to be upgraded, and sections rejuvenated to enhance the rider experience and to maintain the status and attraction of Forrest as a key MTB destination.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>indicate that there are enough trails available at Forrest, especially to accommodate a full two days of riding.</p> <p>If additional trails are to be established this could occur on the proviso that other less utilised MTB trails at Yaugher were rationalised and closed. This would provide improved quality trails in Forrest (to enhance MTB visitor satisfaction and challenge) over lower quantity of trails provided and assist in ongoing maintenance and management issues to improve visitor satisfaction.</p> <p>Investigate development of more technical trails/other MTB styles (e.g. long flowing downhill challenging trails)</p> <p>Investigate the development of a skills park to be located at the Forrest Trail Head.</p> |
| 3.3   | <b>Yaugher MTB Trail Network</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3.3.1 | <p>The <b>Yaugher MTB Trails Network</b> provides a diverse and exciting selection of well laid out MTB loops and trail routes, set within a bushland landscape. These trails cater for a variety of MTB riders from family friendly, to beginner, intermediate and up to experienced riders to undertake technical and challenging sections of trails.</p> <p>There are 10 dedicated MTB trails which make up the 44km's of the Yaugher trail network these include;</p> <ul style="list-style-type: none"> <li>• Yaugher Super Loop<br/>Rating: More Difficult Distance: 11.5kms</li> <li>• Grasstrees<br/>Rating: Very Difficult Distance: 1.5kms</li> <li>• Marriners Run<br/>Rating: Very Difficult Distance: 4.5kms</li> <li>• Foxtail<br/>Rating: More Difficult Distance: 3.5kms</li> <li>• J2<br/>Rating: More Difficult Distance: 4kms</li> <li>• Yoyo<br/>Rating: Very Difficult Distance: 3kms</li> <li>• Casper Black<br/>Rating: Very Difficult Distance: 5.5kms</li> </ul> | <p>The results of the online survey identified that the most popular trail by far within the Yaugher system is Marriners Run, followed by Grasstrees and then closely by Yaugher Super Loop and Foxtail.</p> <p>The three least popular trails are Vista, Barre Warre and lastly is Tiger Loop.</p> <p>For a full summary of the online survey results refer Attachment 2.</p>                                                                                                                                                                                                                                                                                                                                                                         |

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Opportunity                                                                                                                                                                                                                                                                                                   |
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|       | <ul style="list-style-type: none"> <li>• Barre Warre<br/>Rating: Easy Distance: 2kms</li> <li>• Vista<br/>Rating: More Difficult Distance: 5.5kms</li> <li>• Tiger Loop<br/>Rating: More Difficult Distance: 3kms</li> </ul> <p>Refer Attachment 1. Forrest and Yaugher MTB Trail Network Map</p>                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                               |
| 3.3.2 | <p>The <b>Yaugher Trail Head</b> is signed along Birregurra -Forrest Road and is located off Boundary Road. The car park is signed using a standard DEPI location and directional sign.</p> <p><b>Facilities</b> at the trail head include an unsealed car park area, standard DEPI (drop) public toilet and a few picnic tables.</p> <p>No water or MTB wash down facilities are currently available.</p> <p>At the beginning of the trails is a large display map of the Yaugher trail network which includes a description of the types of trails, distance of trail and a difficulty rating. Other DEPI information is often attached to the sign informing visitors of fire risks, track works, etc.</p> |                                                                                                                                                                                                                                                                                                               |
| 3.3.3 | <p><b>New Trail Rationalisation</b><br/>Sections of trails to the outer fringe of the Yaugher MTB trail network have been created by DEPI for use as fire breaks and management vehicle tracks.</p> <p>These fire break tracks are also often utilised by the local horse riding club.</p>                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Remove dedicated MTB activities from the lesser used sections of trails; e.g. Tiger Loop, Barre Warre and or Vista and sign as dedicated horse trail.</p>                                                                                                                                                  |
| 3.3.4 | <p>The existing <b>trail signage</b> utilises timber posts with directional arrows, numbering and pictorial system. The trail map readily available online or from the Corner Store allows the visitor to easily read the directional signage and navigate the trails. It is assumed without a copy of the trail map on hand navigating the trails could be challenging.</p>                                                                                                                                                                                                                                                                                                                                  | <p>Ensure trail grading signage (e.g. easiest to extremely difficult) is appropriately identified at all entry points to each trail, to ensure riders are informed of the trail grading before commencing on a section of trail.</p> <p>Install additional sign bollards to clearly denote trail entries.</p> |
| 3.4   | <b>Tiger Rail Trail (link between town and Yaugher MTB Trails)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                               |
| 3.4.1 | <p><b>Birregurra- Forrest Road crossing</b><br/>The point at which MTB cyclists and pedestrians currently cross the Birregurra-Forrest Road (to link to Boundary Road and access the Yaugher trail network), is at the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>It was agreed with COS Traffic Engineer that the Forrest MTB Strategic project is to recommend that a pedestrian/cycle tunnel underpass be investigated to provide a dedicated, safe crossing point</p>                                                                                                    |



| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|       | <p>apex of a curve and the road is currently designated at 100kms/hr.</p> <p>Following a meeting on site with COS Traffic Engineer Officer, it was agreed that the crossing of Birregurra-Forrest Road presents significant safety crossing challenges and risks for both MTB cyclists and pedestrians. This has also been already highlighted in community consultation and feedback from Forrest Event organisers.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | for all users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3.4.2 | <p><b>Boundary Road alignment</b></p> <p>For MTB riders travelling from Forrest to the Yaugher MTB trail network, cyclists must travel along Boundary Road (an unsealed roadway shared with vehicle traffic).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This is not the ideal MTB visitor experience and the shared use presents safety risks to families with young children riding, visitors who may have limited cycling skills, and to vehicles as well. Investigate a new off road track alignment (to the west of Boundary Road).                                                                                                                                                                                                                                                                                          |
| 3.5   | Relevant directions from current plans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3.5.1 | <p><b>Multiple commitments to trail upgrading</b></p> <p>There are a number of recommendations within current plans directly focusing on improving and developing more mountain bike routes and associated experiences, facilities, services, events and promotion across the Region. Potential routes proposed included:</p> <ol style="list-style-type: none"> <li>1. A collection of half-day mountain bike routes along existing unsealed roads, designed to reflect varying levels of difficulty and remoteness</li> <li>2. A much more challenging and specialised mountain biking experience</li> <li>3. A two-day road tour circuit out of Colac that utilises the Old Beechy Line Rail Trail</li> <li>4. Improvements to trails around Stevenson's Falls and Lake Elizabeth that include mountain biking options</li> <li>5. A new Rail Trail between Forrest and Birregurra</li> </ol> | It is unlikely that every proposed new route / experience should or would be implemented. The development of mountain biking within the Forest area should be done within the context of regional mountain bike development initiatives identified. This means checking to determine the status and likely implementation of these initiatives, followed by consideration of the Forrest initiative in the context of those implemented or likely to be implemented. The goal should be to create differentiation and avoid unnecessary and disadvantageous duplication. |
| 3.5.2 | <p><b>Recommended mountain bike facilities and services</b></p> <p>In previous plans, a number of recommendations have been made to improve mountain bike facilities and services within Forrest, including:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>The following recommendations should be considered for this Project:</p> <ol style="list-style-type: none"> <li>1. Town based equipment hire and tour groups to support tourist recreational needs</li> <li>2. A mountain bike sales, hire and</li> </ol>                                                                                                                                                                                                                                                                                                             |



| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                  | Opportunity                                                                                                                                                                                                                                                                          |
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|       | Mountain bike services                                                                                                                                                                                                                                                                                                                                                                 | <p>repair store</p> <p>3. Mountain bike racks near commercial businesses and lockable storage space at the mountain trail heads.</p> <p>4. Public showers and lockers in association with existing public toilet and picnic area and at the mountain bike trail heads locations.</p> |
| 3.5.3 | <p><b>Recommended brand for region</b></p> <p>One target market for Forrest has been set by the Otway's Public Lands Tourism Plan using the Roy Morgan Values segment known as Socially Aware</p>                                                                                                                                                                                      | The regional brand should be taken into account for this MTB Project. The brand provides a useful frame of reference for considering what is and is not appropriate in new products and promotion                                                                                    |
| 3.5.4 | <p><b>Recommended target markets for region</b></p> <p>A regional brand / positioning has been set for the region</p>                                                                                                                                                                                                                                                                  | The regional target markets should be taken into account when setting mountain bike development and marketing initiatives for this MTB Project                                                                                                                                       |
| 3.6   | <b>Township Facilities and Purchasing Provisions</b>                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                      |
| 3.6.1 | <p>There are four key <b>food and beverage</b> location within Forrest (within certain operational hours/season basis)</p> <ul style="list-style-type: none"> <li>- Forrest Brewery</li> <li>- The Wonky Donkey</li> <li>- The Corner Store</li> <li>- Forrest Country Guest House</li> </ul>                                                                                          | Colac Otway Shire to continue to support local business opportunities.                                                                                                                                                                                                               |
| 3.6.2 | <p>The <b>ability to purchase general provisions</b> in Forrest township is very limited. The General Store does stock limited milk, bread, etc</p> <p>General provisions are generally purchased prior to staying overnight at Forrest.</p> <p>There is no bakery in town. Take away coffee is limited to the Brewery and Corner Store.</p>                                           | Colac Otway Shire to explore opportunities to improve provisions in township.                                                                                                                                                                                                        |
| 3.7   | <b>Accommodation</b>                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                      |
| 3.7.1 | <p>There is a range of <b>accommodation types</b> available in Forrest including camping, B&amp;B's, full service Guest House, secluded self-contained cabins and houses with basic amenities that cater for small to large groups.</p> <p>The caravan park is well sited and provides excellent links to the adjoining open space of the township with tennis courts, playground.</p> | <p>Colac Otway Shire to continue to support local accommodation development opportunities.</p> <p>While awaiting development of new accommodation, a number of accommodation places could be refurbished and updated to fit unmet target market demand.</p>                          |

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|       | There is insufficient accommodation during peak holiday periods and events.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3.7.2 | There is unmet demand for ecolodge accommodation within the region                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Lobby for the development of an ecolodge within 20 minutes drive of Forrest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3.8   | <b>Events</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3.8.1 | <p>There are a number of recreational, MTB, food and wine and tourism <b>events</b> held within the township of Forrest, these include;</p> <ul style="list-style-type: none"> <li>Forrest Festival (MTB event Nov/Dec 2013)</li> <li>Giant Odyssey (MTB Marathon event April 2014)</li> <li>Run Forrest (Marathon event June 2014)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>The events held in Forrest are generally perceived as well managed and provide positive social and economic impacts for the town and surrounding Colac Otway region.</p> <p>COS to continue to work with the existing event operators to continue to improve the management of the events and further enhance the visitor (and local community) experience during the event.</p> <p>COS should also look to expand events held in Forrest to provide additional tourism drivers for the town from other recreational and food &amp; wine events.</p>                                                                                                                                                                                |
| 3.8.2 | <p>Rapid Ascent are the event operator's and managers who host the <b>100km Otway Odyssey</b> (previous title) titled Giant Odyssey for 2014 event in Forrest.</p> <p>This is a large scale event which attracts approximately 20,000 (tbc) visitors to the town and region.</p> <p>The MTB riders stay within accommodation in town, at the caravan park and a large number camp out at the Forrest Oval (north of the township) where all toilets, shower, food, merchandise stalls and other amenities are provided by club groups /volunteers.</p> <p>The event is generally perceived (by locals and the Shire) as a positive social and economic driver for the town. However the following issues have been identified which negatively impact on the MTB visitor experience and on local community during the event. These include;</p> <ul style="list-style-type: none"> <li>Lack of adequate public toilet capacity in Forrest Township.</li> </ul> | <p>COS to work with Rapid Ascent to continue to promote and achieve the objectives of the event (as outlined by Rapid Ascent) including;</p> <ul style="list-style-type: none"> <li>To showcase the spectacular natural features of the region.</li> <li>To educate the general public (particularly youth) on the benefits of being fit and healthy.</li> <li>To educate people on the vast amount of options for enjoying off road leisure and sports activities in Australia's National Parks.</li> <li>To promote the importance of environmental conservation and protection of our Parks for the enjoyment of future generations.</li> <li>To assist local communities (Forrest &amp; surrounds) to grow and develop.</li> </ul> |

| No.   | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|       | <ul style="list-style-type: none"> <li>Closure of the Birregurra-Forrest Road.</li> <li>Impact on the condition of MTB trails with no financial compensation to assist with the maintenance and repair following the event.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3.9   | <b>Competitive position</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3.9.1 | <p><b>Competitor product</b></p> <p>The Alpine mountain resorts have several strategic advantages over Forrest as a mountain bike destination, and they have subsequently built highly competitive propositions.</p> <p>There is significant diversity in product (including grades, technical skills and landscape). These destinations don't just provide lots of trails, they provide lots of differentiated trails.</p> <p>There is also much value adding of the base trail product, including guided tours, camps, events and ancillary services, including bike hire of different types of bikes.</p> | <p>See Opportunity 3.5.1</p> <p>When planning any track reinvigoration, consider that single tracks that function as an integrated set of cascading and connected loop circuits present more powerfully than unconnected networks, and they present more powerfully than one way routes requiring the rider to turn around and ride the same route back to the start back to the start.</p> <p>Successful destinations offer the majority of their product in the intermediate to advanced skill markets, but manage to attract wider markets by having a minority of trails set aside for beginners / skill development / low fitness and / or deviations from the main route that present some interest and respite before returning to the challenging main route.</p> <p>The customer is looking for a seamless transition between where they stay and where they ride, this can be achieved by:</p> <ul style="list-style-type: none"> <li>Having trails lead off from the accommodation node area; and / or</li> <li>Providing transport between the track and accommodation (be it a chairlift or a shuttle service)</li> </ul> <p>Beginner and skill development trails could be designed to include rest / picnic areas for accompanying friends and family to watch and photograph them in a picturesque and slightly exciting section of the trail</p> <p>There is an opportunity to design trails to feature more of the unique features and diversity in a landscape, and integrate more character in the build and technical elements. There is also an opportunity to name trails to reflect this character and some degree of challenge within it, such</p> |

| No.    | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | as at Forrest.<br>The hiring of quality mountain bikes close to the trails is almost essential, and the hiring of different types of bikes and good quality equipment is moving towards being expected                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3.9.2  | <b>Competitor support services</b><br>The support services and infrastructure (carparks, accommodation, food and beverage, hire and retail) is typically based close to the trail starting / finishing point, making the experience simple, convenient and efficient. In addition, the scale of these facilities make it easy for an event to service most if not all of the participants 'on site' and close together – further enhancing the atmosphere and effectiveness                                                                                                                                                                                                                   | Determine an optimum and maximum scale for the destination to operate at, at any one time, and design supporting infrastructure and services to this.<br>See Opportunity 3.5.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3.9.3  | <b>Competitor marketing</b><br>Marketing done by alpine resort mountain bike destination managers is significantly superior to most of the non-commercial sites, evidenced by superior imagery of the experience and landscape, use of well produced videos and effective use of social media and events to drive brand awareness.<br><br>Logistical information was also superior, such as the way trails were presented on interactive maps and the way they were profiled so the customer could easily compare and choose. These destinations do not shirk from pricing and present comprehensive pricing information with competition profiled and opportunities for discounts available. | Positioning the mountain biking destination should:<br><ul style="list-style-type: none"> <li>• lead with its signature trails and place supporting product behind this, in less detail;</li> <li>• include accommodation and food and beverage that matches the needs of the target market supported by web based information</li> <li>• promote the genuine country ambience of the Forrest township experience as a destination value add for riders and visitors</li> </ul> Within a network of trails there should be a lead experience that brands the overall destination and is used to generate the main awareness and motivation to visit. |
| 3.10   | <b>Marketing</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.10.1 | <b>Target markets</b><br>Most destinations are targeting intermediate to advanced riders under 35 years of age, almost always with pictures of male riders. Only one destination offered anything to target women (skill improvement clinics). Skill development trails are under marketed.                                                                                                                                                                                                                                                                                                                                                                                                   | See Opportunity 3.5.4<br><br>There is an opportunity to grow visitation by designing trails and marketing to target women ( via skill improvement clinics) and general skill development via skill development trails                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3.10.2 | <b>Positioning</b><br>The mountain bike destination is positioned as challenging – the majority of trails are moderate to advanced, with only 3 out of 16 trail designated as easy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | See Opportunity 3.5.3<br><br>After reinvigorating the mountain bike experience develop a brand for the destination and clarify and strengthen the way it is positioned.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| No.    | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        | There are few examples of destinations describing their trails beyond the logistical elements (distance, time, gradient and difficulty).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | There is an opportunity to design trails to feature more of the features and diversity in a landscape, and more character in the build and technical elements. There is also an opportunity to name trails to reflect this character and some degree of challenge within it, such as there is at Forrest.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3.10.3 | <p><b>Promotion</b></p> <p>Marketing of Forest as a mountain biking destination is largely done through the website (<a href="http://www.rideforrest.com.au">http://www.rideforrest.com.au</a>) that blends the township of Forest with the bike riding opportunities. The website includes some You Tube videos showing intermediate bikers on some sections of the trail doing small jumps and fast turns, a short a description for each route and its level of difficulty, whether the trails are open or closed, and a map of the region trails that can be downloaded</p> <p>There is no social media used on the main website</p> | <p>After reinvigorating the mountain bike experience:</p> <ul style="list-style-type: none"> <li>• generate a set of quality images and videos with soundtracks for the most competitive mountain bike experiences, and allocate responsibility to someone to regularly refresh them</li> <li>• establish a Facebook site Twitter feed, generate with regular stories and allocate responsibility to someone to establish viral campaigning to drive use</li> <li>• introduce a series of challenges that attracts visitors to do all the trails or come back several times within a given period, positioned as a competition with a prize</li> </ul> <p>The Colac Otway Shire to:</p> <ul style="list-style-type: none"> <li>• Define and promote Forrest as a MTB tourism destination</li> <li>• Recognise and promote MTB as an important activity - social and health benefits</li> <li>• Promote MTB as an all ages and multi skill activity for visitors</li> <li>• Support and encourage sustainable/manageable MTB events in Forrest</li> </ul> |
| 3.10.4 | <p><b>Customer feedback</b></p> <p>TripAdvisor.com.au has two reviews of Excellent and Very Good rating, but feedback suggests the trails are looking tired and need reinvigoration</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                  | After reinvigorating the mountain bike experience campaign for more reviews on TripAdvisor to lift the overall amount of positive feedback                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3.11   | <b>Future Growth and Development of Township as a MTB Destination</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3.11.1 | <ul style="list-style-type: none"> <li>• Understanding who the MTB visitor is</li> <li>• Understanding what the MTB product is and where it fits in the market</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Define and promote Forrest as a MTB tourism destination</li> <li>• Providing a greater experience for</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

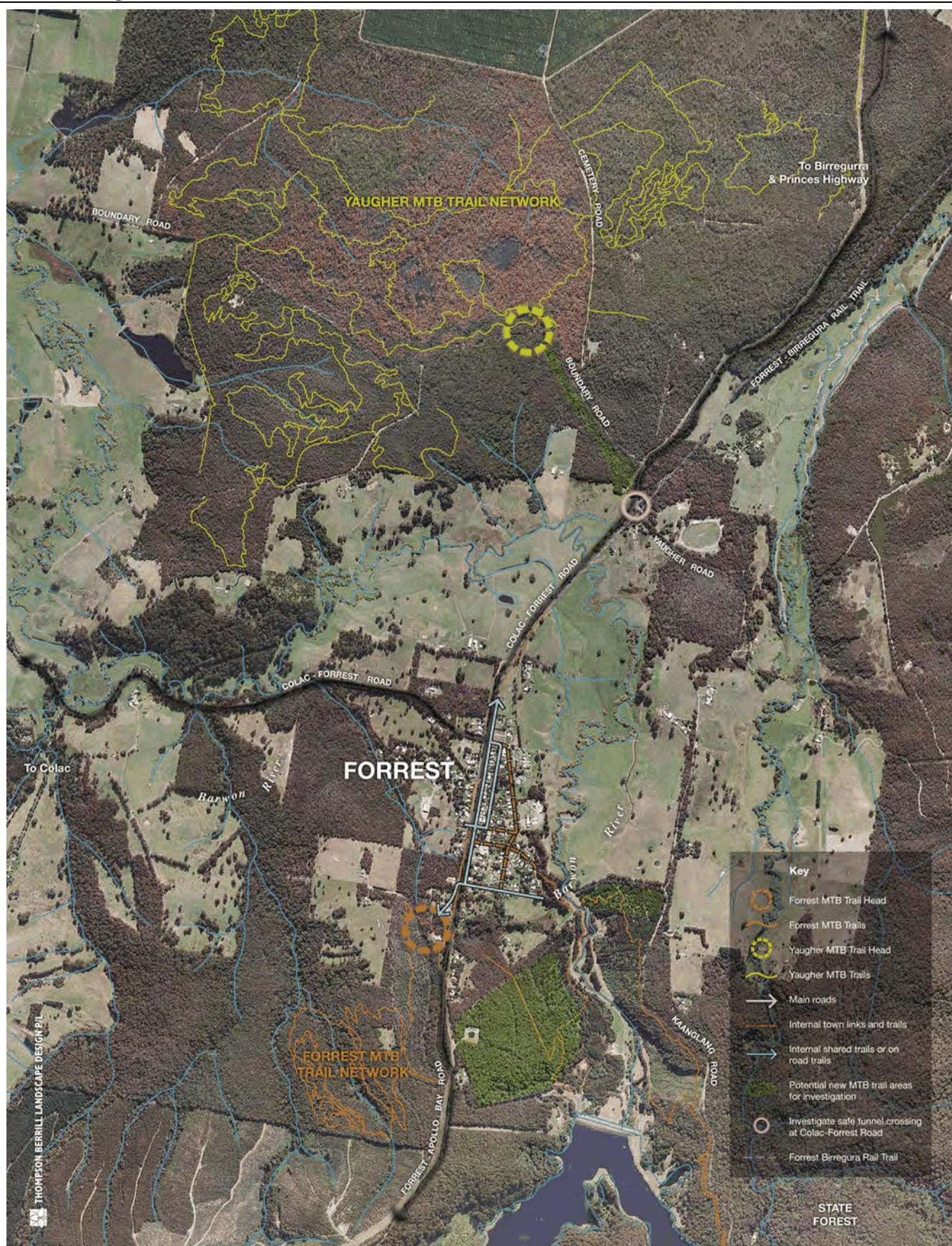


| No.    | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        | <ul style="list-style-type: none"> <li>Define and maintain the 'point of difference' of Forrest MTB</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>MTB visitors</p> <ul style="list-style-type: none"> <li>Support and encourage sustainable/manageable MTB events in Forrest</li> <li>Identify investment opportunities that support compatible future direction for Forrest</li> <li>Recognise and promote MTB as an important activity - social and health benefits</li> <li>Promote MTB as an all ages and multi skill activity for visitors</li> <li>Promote tourism dispersal from Forrest into the region (economic regional growth)</li> <li>Identify appropriate higher level marketing opportunities</li> <li>Attract mid to high income tourists</li> </ul> |
| 3.12   | <b>Environmental, Historic &amp; Cultural Values</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3.12.1 | <p><b>Environmental Values</b></p> <p>The West Barwon River flows through the Forrest township and it is near the West Barwon reservoir, which services Geelong.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>As the West Barwon Reservoir is a service reservoir for Geelong, public interaction with the reservoir is prohibited, therefore currently limiting recreational access on the reservoir. In the future if the reservoir ceased to service Geelong, recreational activities on the water body could potentially be allowed. Subject to Barwon Water approval.</p>                                                                                                                                                                                                                                                    |
| 3.12.2 | <p><b>Historic and Cultural Values</b></p> <p>The visual aesthetic of the township and local community of Forrest have preserved their historic and cultural values from the timber industry.</p> <p>The railway to Forrest was opened in 1891 and closed in 1957, as a branch line from Birregurra. It serviced the townships of Deans Marsh, Maroon, Barwon Downs, Yaugher and Forrest. At Forrest, numerous tramways ran off into the nearby bush. These lines were used to bring the freshly cut timber to the rail head, and the associated sawmills of which there were 4 in Forrest and nearby Yaugher. All of these mills are now closed.</p> <p>Originally called Yaugher, the name was changed to Forrest when the township was established.</p> | <p>Identify heritage and cultural values to protect and integrate into future town planning and design.</p> <p>Undertake a Forrest Master Plan to identify and guide compatible development direction with the MTB industry.</p>                                                                                                                                                                                                                                                                                                                                                                                       |



| No.    | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Opportunity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.13   | <b>Land Ownership, Land Management and Maintenance</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.13.1 | <p><b>Land Ownership</b></p> <p>The Forrest Mountain Bike Trails are located on Crown land to the south and north of the township. DEPI maintain over 3 land tenures (DEPI, BW, PV).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3.13.2 | <p><b>Maintenance</b></p> <p>DEPI has responsibility for maintenance, signage, and risk management of approximately 65kms of MTB trails, with 10 field staff at the Forrest depot.</p> <p>DEPI convenes the Forrest Mountain Bike Trails Committee, a stakeholder committee to coordinate operational matters in respect to maintenance, erosion control, alignment and possible new trails. It works closely with the Forrest Mountain Bike and Cycling Club and organises the Forrest Mountain Bike Club Volunteer work program.</p> <p>During the summer period all DEPI staff is on fire watch, resulting in limited to no DEPI resources or trail maintenance during this period.</p> <p>DEPI manage the trails to a reasonably high standard, giving the lack of resources and funding for MTB trail works.</p> <p>A trails audit was undertaken in 2010 to identify future upgrade and works required to the MTB trails. This audit document has been DEPI's works program.</p> | <p>During the consultation phase, the opportunity to develop an <b>Interagency Management Plan</b> was identified and discussed.</p> <p>It was noted that the regional Council's and township's have sparse budgets with little financial resources. Colac Otway Shire could not fund a specific trail officer to manage and maintain the trails.</p> <p>A potential 'Advisory' committee is to be further investigated to develop an interagency management plan at a strategic level from government agencies.</p> |
| 3.14   | <b>Resources and Funding</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.14.1 | <p><b>Resources and Funding</b></p> <p>Limited resources for maintenance and management of MTB trails.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Consider financial contributions from event organisers to assist in the maintenance and management of the MTB trails.</p> <p>Investigate potential opportunity for corporate sponsors</p> <p>Investigate potential opportunity for creating funding streams, e.g. donations from trail users to contribute to the maintenance of the trails and upgrade of MTB visitor infrastructure at trail heads.</p>                                                                                                         |







Attachment 1.  
Forrest and Yaugher MTB Trail Network Map



16 trails showcasing the natural beauty of the Otway Ranges

Forrest mountain bike trails

**TRAIL SIGN KEY**

- Right turn
- ← Left turn
- ↕ Straight ahead
- ↕ Straight ahead slow
- ↕ Two way
- ⚠ Caution
- ⚠ Extreme Caution
- ✗ Wrong way
- 11 Bridge ahead

[www.rideforrest.com.au](http://www.rideforrest.com.au)

TOURISM VICTORIA

Barwon Water

Parks Victoria

Department of Sustainability and Environment

Colac Otway Shire



**1 Forrest loop**

**RATING:** Easy  
**DISTANCE:** 3Km

The Forrest Town Loop is a dual use trail for walkers and cyclists of all abilities. It has long flowing corners that descend to the West Barwon valley and then climbs back to Forrest where it joins the Forrest Heritage Trail.

**2 Barlidjaru**

**RATING:** More difficult  
**DISTANCE:** 6Km

The local indigenous word for Platypus is Barlidjaru, (*bar-lid-ja-ru*). This trail links Forrest to Lake Elizabeth and climbs most of the way to the Lake Elizabeth carpark. You can leave your bike here and enjoy a walk to the Lake and maybe catch a glimpse of one of the lake's resident platypus.

**3 Red Carpet**

**RATING:** More difficult  
**DISTANCE:** 4.5Km

The Red Carpet is a single track return trail from Lake Elizabeth. This trail flows through tall Eucalypt forests featuring fun, challenging descents and tight technical climbs for an exciting return option to Forrest.

**4 Roller Coaster**

**RATING:** Easy  
**DISTANCE:** 2Km

Connecting to the main Forrest Mountain Bike Trails trailhead, Roller Coaster takes you on a wide, smooth and free flowing trail. With no obstacles it is ideal for beginners or a quick warm up lap before heading out on a more extended ride.

**5 Third time lucky**

**RATING:** More difficult  
**DISTANCE:** 2Km

Third Time Lucky has plenty of trail features including bermed corners and jumps. This is an excellent trail to learn the different skills needed for mountain biking while enjoying the thrilling sensation of riding through the bush.

**6 Follow the dog**

**RATING:** More difficult  
**DISTANCE:** 4.5Km

This free flowing trail through tall open eucalypt forest and dense fern gullies offers extended riding with loads of trail features along the way. Long climbs and fast flowing descents characterise this exciting trail.

**7 Yaugher Super Loop**

**RATING:** More difficult  
**DISTANCE:** 11.5Km

The Yaugher Super Loop provides access to the entire Yaugher trail network. It is a mixture of single track and fire trails with a full range of trail features all with A and B lines.

**8 Grasstrees**

**RATING:** Very difficult  
**DISTANCE:** 1.5Km

Grasstrees packs enough technical features and variety to challenge all riders. Extensive trail features include log rides, rollovers, step ups, drop offs, big 4X berms and jumps.

**9 Marriners Run**

**RATING:** Very difficult  
**DISTANCE:** 4.5Km

With long climbs and fast flowing descents, this trail will test your limits. The middle section has enough technical features to pack a punch for the most experienced rider.

**10 Foxtail**

**RATING:** More difficult  
**DISTANCE:** 3.5Km

Long fast straights and open corners provide a fun flowing ride with well spaced technical features. This trail takes you from the Yaugher trailhead to Tabletop and on to join the Yaugher Super Loop.

**11 J2**

**RATING:** More difficult  
**DISTANCE:** 4Km

Another long flowing descent trail from the Yaugher trailhead. This trail has plenty of features along the way and joins the Yaugher Super Loop for a quick lap.

**12 Yo Yo**

**RATING:** Very difficult  
**DISTANCE:** 3Km

A tight and technical trail that as the name suggests goes up and down to test your legs, lungs and skills.

**13 Casper Black**

**RATING:** Very difficult  
**DISTANCE:** 5.5Km

Twisting technical climbs and descents with walls of tea tree characterise this tough and challenging trail.

**14 Barre Warre**

**RATING:** Easy  
**DISTANCE:** 2Km

The Barwon River takes its name from the local indigenous word Barre Warre (*Bar-rah War-rah*) meaning from hills to sea. This high vantage point looks down on the Barwon River valley taking in the view back over the Forrest Township. A good warm up or warm down ride.

**15 Vista**

**RATING:** More difficult  
**DISTANCE:** 5.5Km

This long flowing trail has some great fire trail descents and climbs with rewarding valley views. The southern loop has some tough technical climbing thrown in for good measure.

**16 Tiger Loop**

**RATING:** More difficult  
**DISTANCE:** 3Km

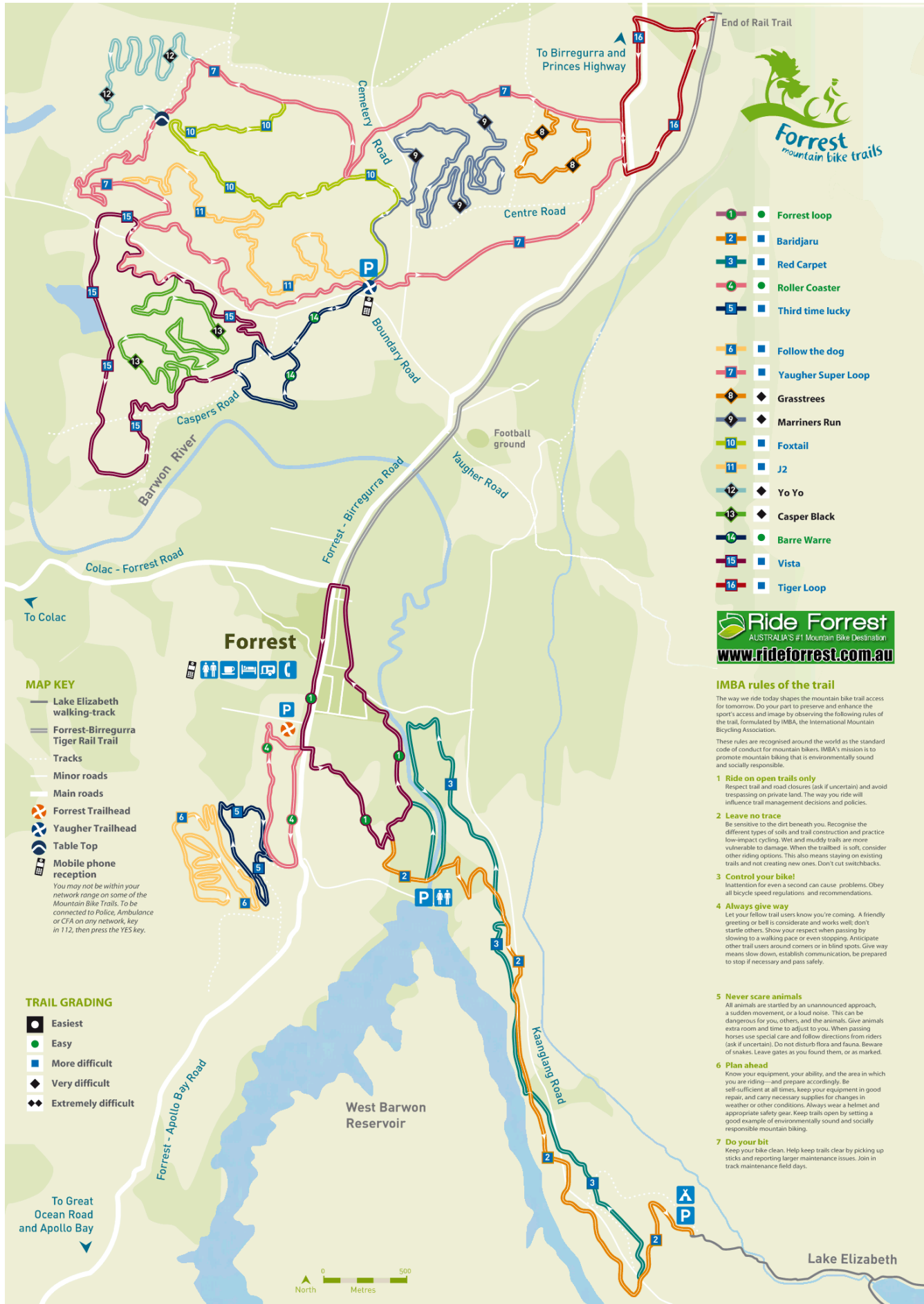
Provides a link from the Forrest-Birregurra Tiger Rail Trail to the Yaugher Trails network.

Designed around the village of Forrest, these trails showcase the natural beauty of the Otway Ranges, passing through tall eucalypt forests, dry heathy scrub and dense fern gullies.

The trails have been built with real mountain bikers in mind and offer experiences for beginners and the most hard-core dirt fanatics, choose a trail that suits you.



 You may not be within your network range on some of the Mountain Bike Trails. To be connected to Police, Ambulance or CFA on any network, key in 112, then press the YES key.



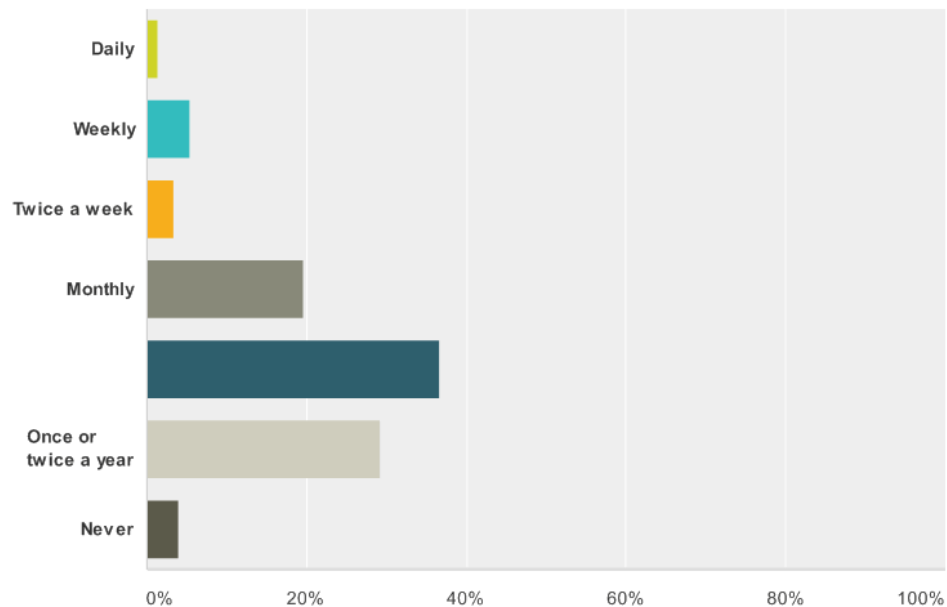
Attachment 2.  
Forrest Online Survey Summary Report



Forrest MTB Strategic Plan Survey

**Q1 How frequently do you visit Forrest and  
ride the MTB trails? (Please tick  
appropriate box)**

Answered: 147 Skipped: 2

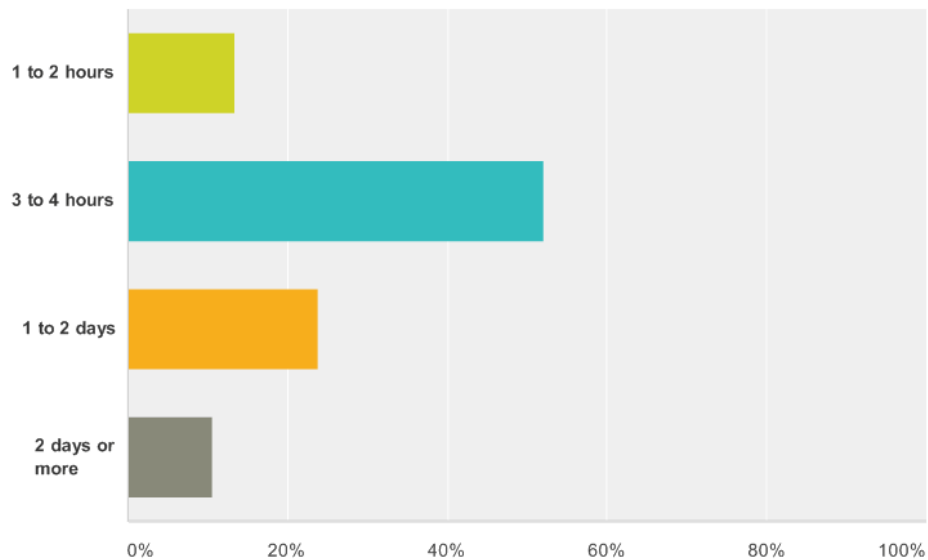


| Answer Choices             | Responses |            |
|----------------------------|-----------|------------|
| Daily                      | 1.36%     | 2          |
| Weekly                     | 5.44%     | 8          |
| Twice a week               | 3.40%     | 5          |
| Monthly                    | 19.73%    | 29         |
| Three or four times a year | 36.73%    | 54         |
| Once or twice a year       | 29.25%    | 43         |
| Never                      | 4.08%     | 6          |
| <b>Total</b>               |           | <b>147</b> |

Forrest MTB Strategic Plan Survey

**Q2 How long do you typically spend out on  
the Forrest MTB trails? (Please tick  
appropriate box)**

Answered: 142 Skipped: 7

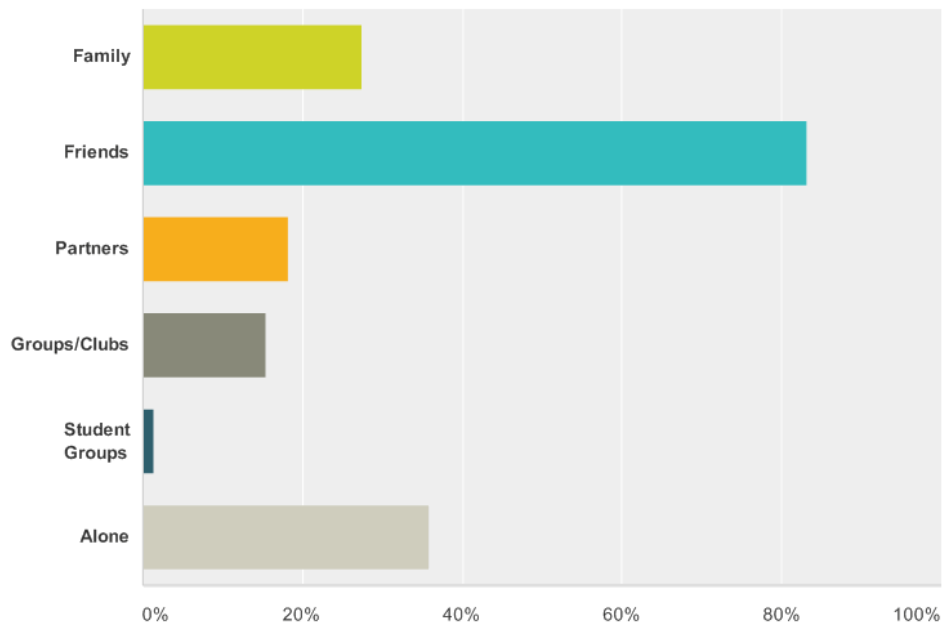


| Answer Choices | Responses  |
|----------------|------------|
| 1 to 2 hours   | 13.38% 19  |
| 3 to 4 hours   | 52.11% 74  |
| 1 to 2 days    | 23.94% 34  |
| 2 days or more | 10.56% 15  |
| <b>Total</b>   | <b>142</b> |

Forrest MTB Strategic Plan Survey

**Q3 Who do you ride the Forrest MTB trails  
with? (Please tick appropriate boxes - you  
can tick more than one box)**

Answered: 142 Skipped: 7

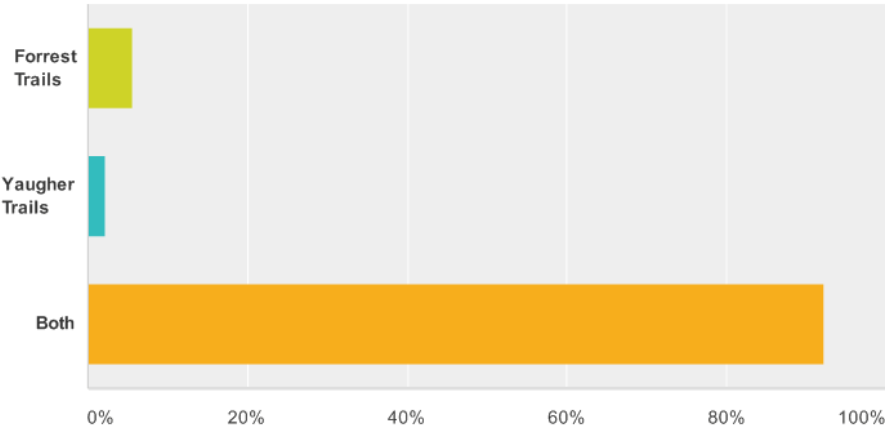


| Answer Choices         | Responses  |
|------------------------|------------|
| Family                 | 27.46% 39  |
| Friends                | 83.10% 118 |
| Partners               | 18.31% 26  |
| Groups/Clubs           | 15.49% 22  |
| Student Groups         | 1.41% 2    |
| Alone                  | 35.92% 51  |
| Total Respondents: 142 |            |

Forrest MTB Strategic Plan Survey

Q4 Do you like the Forrest MTB trails (near Town), the Yaugher MTB trails (2km north of Town) or both? (Please tick one box)

Answered: 142 Skipped: 7

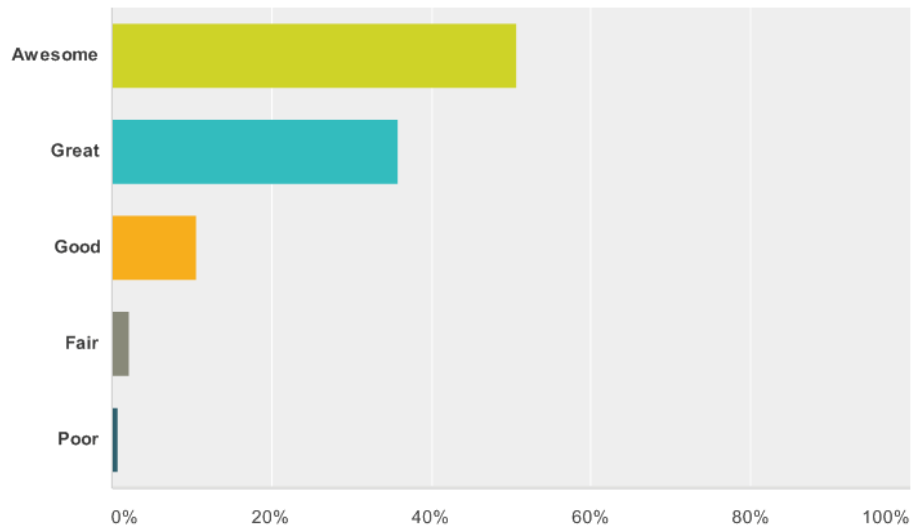


| Answer Choices | Responses |
|----------------|-----------|
| Forrest Trails | 5.63%8    |
| Yaugher Trails | 2.11%3    |
| Both           | 92.25%131 |
| Total          | 142       |

Forrest MTB Strategic Plan Survey

**Q5 Please rate your experience of the  
Forrest MTB Trails. (Please tick one box)**

Answered: 142 Skipped: 7

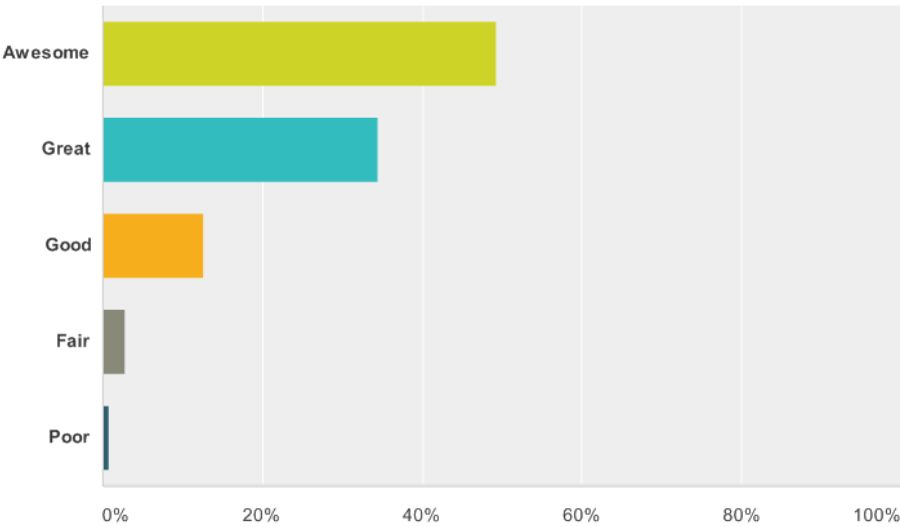


| Answer Choices | Responses |            |
|----------------|-----------|------------|
| Awesome        | 50.70%    | 72         |
| Great          | 35.92%    | 51         |
| Good           | 10.56%    | 15         |
| Fair           | 2.11%     | 3          |
| Poor           | 0.70%     | 1          |
| <b>Total</b>   |           | <b>142</b> |

Forrest MTB Strategic Plan Survey

Q6 Please rate your experience of the  
Yaugher MTB trails. (Please tick one box)

Answered: 142 Skipped: 7



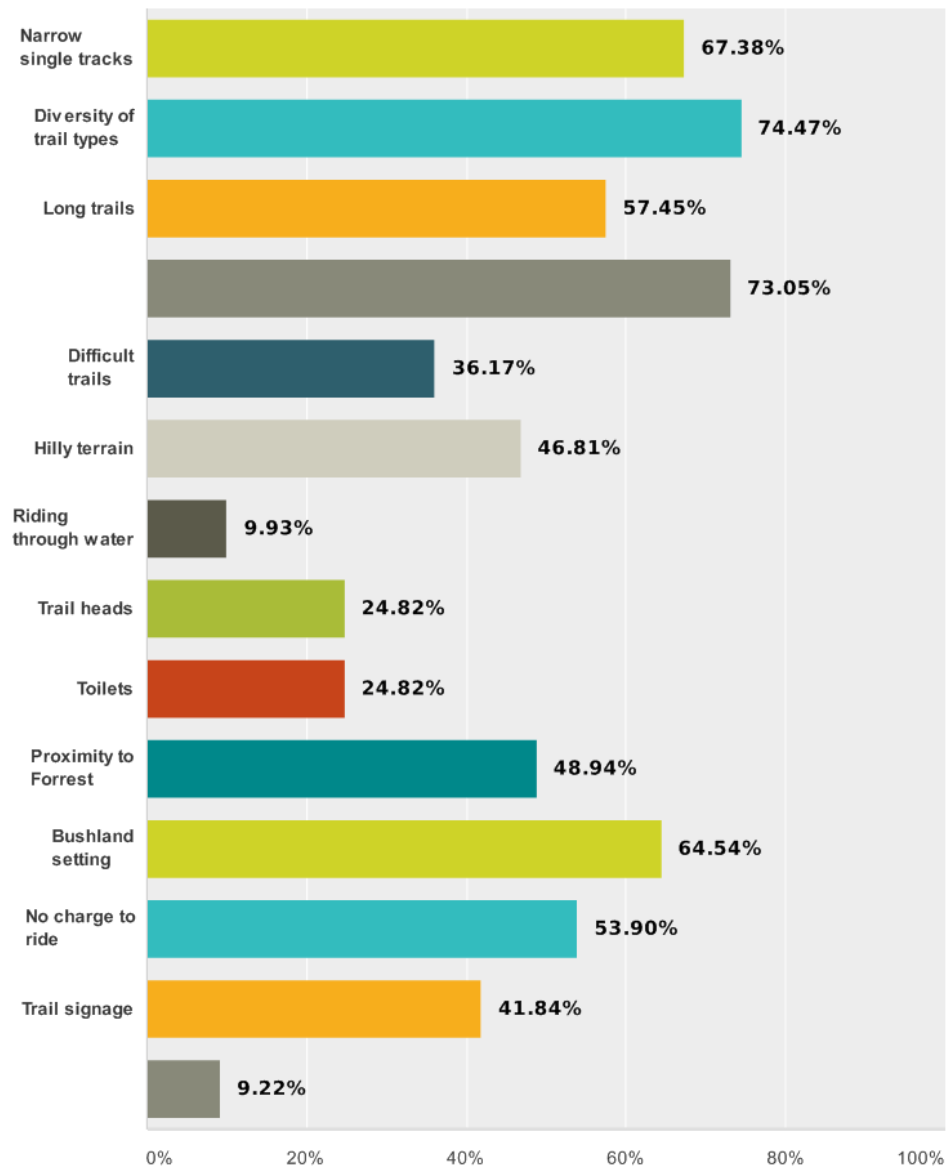
| Answer Choices | Responses |     |
|----------------|-----------|-----|
| Awesome        | 49.30%    | 70  |
| Great          | 34.51%    | 49  |
| Good           | 12.68%    | 18  |
| Fair           | 2.82%     | 4   |
| Poor           | 0.70%     | 1   |
| Total          |           | 142 |



Forrest MTB Strategic Plan Survey

**Q7 What do you like about the Forrest and Yaugher MTB trail network? (Please tick appropriate boxes - you can tick more than one box)**

Answered: 141 Skipped: 8



| Answer Choices                 | Responses  |
|--------------------------------|------------|
| Narrow single tracks           | 67.38% 95  |
| Diversity of trail types       | 74.47% 105 |
| Long trails                    | 57.45% 81  |
| Technical trails (bemps/woops) | 73.05% 103 |

**Forrest MTB Strategic Plan Survey**

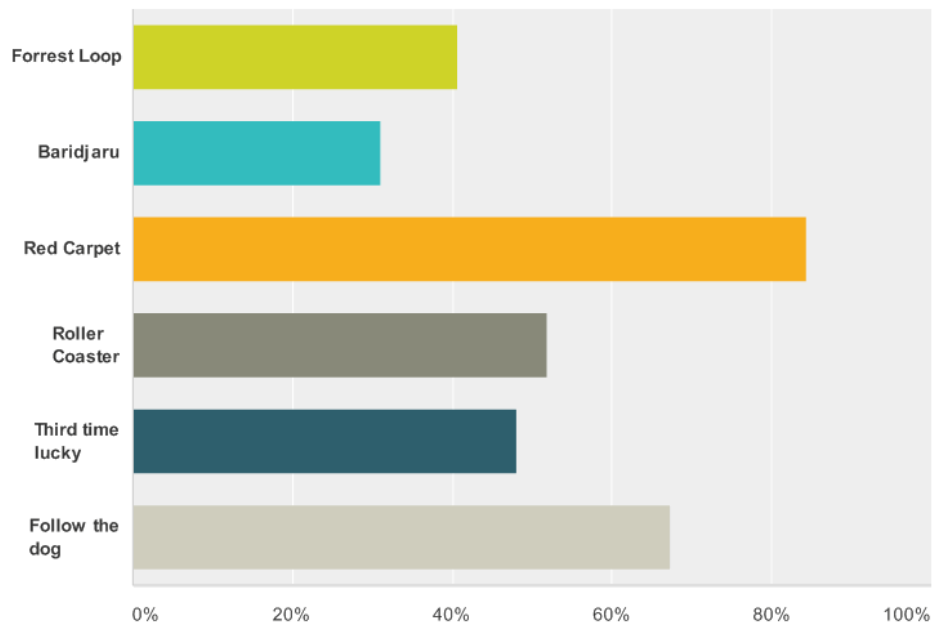
|                               |        |    |
|-------------------------------|--------|----|
| Difficult trails              | 36.17% | 51 |
| Hilly terrain                 | 46.81% | 66 |
| Riding through water          | 9.93%  | 14 |
| Trail heads                   | 24.82% | 35 |
| Toilets                       | 24.82% | 35 |
| Proximity to Forrest          | 48.94% | 69 |
| Bushland setting              | 64.54% | 91 |
| No charge to ride             | 53.90% | 76 |
| Trail signage                 | 41.84% | 59 |
| Other (please describe)       | 9.22%  | 13 |
| <b>Total Respondents: 141</b> |        |    |

| #  | Other (please describe)                                                                                        | Date                |
|----|----------------------------------------------------------------------------------------------------------------|---------------------|
| 1  | Great XC tracks                                                                                                | 12/19/2013 6:43 PM  |
| 2  | We love that it is safe to ride with children. Don't need to worry about cars on most of it.                   | 12/14/2013 6:41 AM  |
| 3  | Directional                                                                                                    | 12/5/2013 8:35 PM   |
| 4  | Extended trail network never seems crowded.                                                                    | 12/5/2013 12:32 PM  |
| 5  | A & B lines                                                                                                    | 12/5/2013 10:04 AM  |
| 6  | love early morning rides with the local fauna, forrest has so much potential I can only see it getting better. | 11/25/2013 11:29 PM |
| 7  | Never been there before...                                                                                     | 11/25/2013 12:50 PM |
| 8  | Can ride for a long time without seeing other people. Not too crowded                                          | 11/24/2013 10:15 PM |
| 9  | Great village and hospitality of the local people plus scenery. Awesome! And less than 1hr from Geelong!       | 11/24/2013 8:38 PM  |
| 10 | Everything is awesome                                                                                          | 11/24/2013 7:49 PM  |
| 11 | Fast and flowing                                                                                               | 11/23/2013 12:15 AM |
| 12 | It's a mtb destination not just track or trail network                                                         | 11/22/2013 5:00 PM  |
| 13 | Flow flow flow                                                                                                 | 11/22/2013 4:06 PM  |

Forrest MTB Strategic Plan Survey

**Q8 Which trails do you like riding in  
Forrest? (Please tick appropriate boxes -  
you can tick more than one box)**

Answered: 135 Skipped: 14

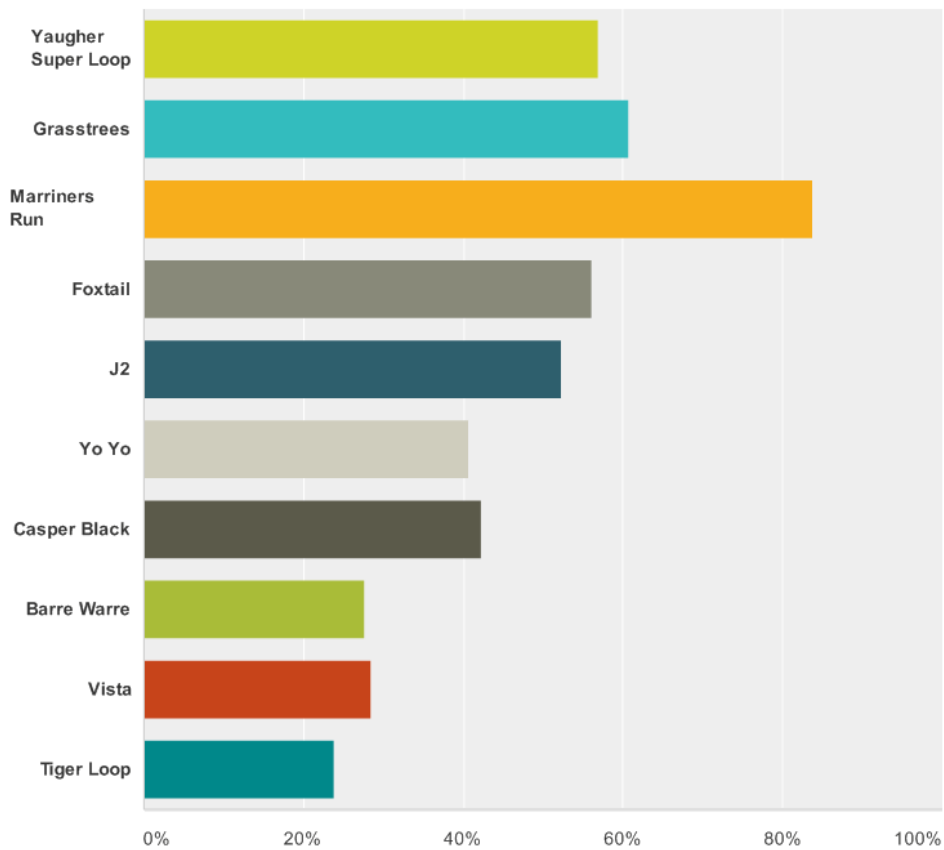


| Answer Choices         | Responses |     |
|------------------------|-----------|-----|
| Forrest Loop           | 40.74%    | 55  |
| Baridjaru              | 31.11%    | 42  |
| Red Carpet             | 84.44%    | 114 |
| Roller Coaster         | 51.85%    | 70  |
| Third time lucky       | 48.15%    | 65  |
| Follow the dog         | 67.41%    | 91  |
| Total Respondents: 135 |           |     |

Forrest MTB Strategic Plan Survey

**Q9 Which trails do you like riding in  
Yaugher? (Please tick appropriate boxes -  
you can tick more than one box)**

Answered: 130 Skipped: 19

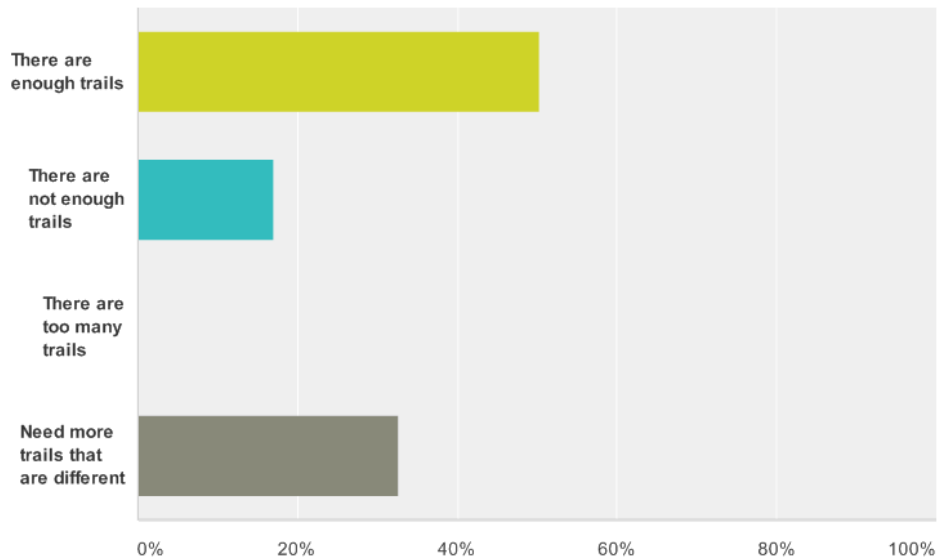


| Answer Choices                | Responses  |
|-------------------------------|------------|
| Yaugher Super Loop            | 56.92% 74  |
| Grasstrees                    | 60.77% 79  |
| Marriners Run                 | 83.85% 109 |
| Foftail                       | 56.15% 73  |
| J2                            | 52.31% 68  |
| Yo Yo                         | 40.77% 53  |
| Casper Black                  | 42.31% 55  |
| Barre Warre                   | 27.69% 36  |
| Vista                         | 28.46% 37  |
| Tiger Loop                    | 23.85% 31  |
| <b>Total Respondents: 130</b> |            |

Forrest MTB Strategic Plan Survey

**Q10 What is your view on the number of  
MTB trails available? (Please tick one box)**

Answered: 135 Skipped: 14



| Answer Choices                      | Responses  |
|-------------------------------------|------------|
| There are enough trails             | 50.37% 68  |
| There are not enough trails         | 17.04% 23  |
| There are too many trails           | 0% 0       |
| Need more trails that are different | 32.59% 44  |
| <b>Total</b>                        | <b>135</b> |

| #  | Other (please describe)                                                                                                                                                     | Date               |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | Some more trails for kids so the whole family can enjoy                                                                                                                     | 12/6/2013 1:59 PM  |
| 2  | The more trails the better.                                                                                                                                                 | 12/5/2013 9:32 PM  |
| 3  | May require an expansion of trails with a bit of difference due to the popularity of Forrest now as an mtb destination. Or just some upgrade improvement of existing system | 12/5/2013 4:48 PM  |
| 4  | Great network, great place, keep building trails, more technical                                                                                                            | 12/5/2013 3:38 PM  |
| 5  | enough for 2 days riding, for a longer stay would need more.                                                                                                                | 12/5/2013 3:02 PM  |
| 6  | Could provide an off road link to Barwon Downs and/or Roadknight Creek road to facilitate XC riding on dirt roads.                                                          | 12/5/2013 12:32 PM |
| 7  | but we'd always love more ...!                                                                                                                                              | 12/5/2013 11:37 AM |
| 8  | More technical trails please                                                                                                                                                | 12/5/2013 10:09 AM |
| 9  | Not sure of the trail names...I just know them by number.                                                                                                                   | 12/5/2013 10:04 AM |
| 10 | But could always have more!                                                                                                                                                 | 12/5/2013 10:01 AM |
| 11 | Quality is more important than quantity.                                                                                                                                    | 12/5/2013 9:53 AM  |
| 12 | More trails would be great if possible                                                                                                                                      | 11/28/2013 2:13 PM |
| 13 | Need \$\$ for maintenance of the trails & improved walk / bike trail maps                                                                                                   | 11/26/2013 1:41 PM |

**Forrest MTB Strategic Plan Survey**

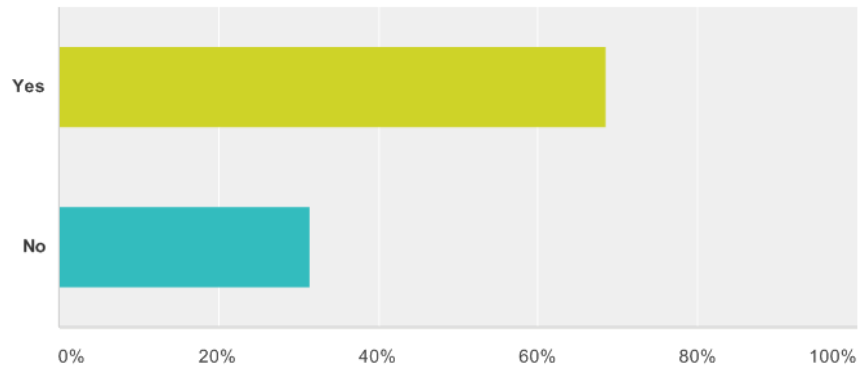
|    |                                                                                                                                                                                                                                    |                     |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 14 | There are enough, lets focus in improving the existing ones, that said i would like to something like a hiking riding trail created that woul take you along the coast to wamambool with free campsites starting in Forrest.       | 11/25/2013 11:29 PM |
| 15 | There is never enough trails ! although it would be good to have another long flowing downhill type trail like Red Carpet                                                                                                          | 11/25/2013 9:57 PM  |
| 16 | A few more trails with tech features like jumps, burms, rock gardens, drop offs etc would be great.                                                                                                                                | 11/25/2013 8:28 PM  |
| 17 | Better quality trails are required. It's a bit dinky down there.                                                                                                                                                                   | 11/25/2013 3:37 PM  |
| 18 | currently good diversity in trails, growth of trail network will encourage more riders and keep the regulars coming back.                                                                                                          | 11/25/2013 2:53 PM  |
| 19 | there can always be more trails. more trails =more riders                                                                                                                                                                          | 11/25/2013 1:38 PM  |
| 20 | Within the super loop there is opportunity to link up more trails to provide a more dense network. Might need way markers or recommended ways to ride. More technical but natural obstacles as an A line and B line would be good. | 11/24/2013 8:38 PM  |
| 21 | Perfect                                                                                                                                                                                                                            | 11/24/2013 7:49 PM  |
| 22 | Can't have too many trails                                                                                                                                                                                                         | 11/22/2013 5:00 PM  |
| 23 | Need more and more variety... more trails closer to town                                                                                                                                                                           | 11/22/2013 4:06 PM  |
| 24 | Some longer trails would be great                                                                                                                                                                                                  | 11/22/2013 4:01 PM  |
| 25 | Great mix of trails                                                                                                                                                                                                                | 11/22/2013 3:56 PM  |
| 26 | Need more multi use trails for walkers and horse riders as well                                                                                                                                                                    | 11/21/2013 7:34 PM  |



Forrest MTB Strategic Plan Survey

**Q11 Could improvements be made to the  
Forrest and Yaugher MTB trails? (Please  
tick appropriate box)**

Answered: 124 Skipped: 25



| Answer Choices | Responses  |
|----------------|------------|
| Yes            | 68.55% 85  |
| No             | 31.45% 39  |
| <b>Total</b>   | <b>124</b> |

| #  | Please describe why                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Date                |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 1  | The trail conditions are always great                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 12/19/2013 6:44 PM  |
| 2  | Stricter limits of competitors in organised events. The impact on the trails of number of people, greatly effect the condition of the trails. Events are great. But the number and impact is and will be seen. Single track is being widened by this impact very quickly making it not single trail. Corners and bends are being widened and rutted by inexperienced riders. The cost of maintaining true single trails and safe trails is very much impacted by numbers of riders in large events. | 12/16/2013 9:31 AM  |
| 3  | We are pretty happy with what trails are there now but we think there should be plans in place to open more trails in the future.                                                                                                                                                                                                                                                                                                                                                                   | 12/14/2013 6:43 AM  |
| 4  | Could cut back the grass trees a lot more                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 12/13/2013 11:51 AM |
| 5  | The issue of the die back of grass trees is a problem and also the fungus that is being transferred and killing native vegetation                                                                                                                                                                                                                                                                                                                                                                   | 12/11/2013 4:08 PM  |
| 6  | more track features - sea-saws, log rides, timber burns etc                                                                                                                                                                                                                                                                                                                                                                                                                                         | 12/11/2013 3:45 PM  |
| 7  | closure during winter/wet periods to prevent trail damage                                                                                                                                                                                                                                                                                                                                                                                                                                           | 12/6/2013 2:20 PM   |
| 8  | reduce blackberries                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12/5/2013 7:53 PM   |
| 9  | > Further development of the riding areas (more trails) to add diversity > More trails like Mariners, Follow Dog, Red Carpet that are at the more technical end without being dangerous.                                                                                                                                                                                                                                                                                                            | 12/5/2013 3:40 PM   |
| 10 | Mostly around trail maintenance but this would mostly fall back to volunteers, so they can only do so much. Hard to balance sustainable trails and growth in riders and difficult weather conditions but overall trails are pretty good.                                                                                                                                                                                                                                                            | 12/5/2013 3:12 PM   |
| 11 | More trails                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 12/5/2013 1:12 PM   |
| 12 | I think it is a very good park at the moment.                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 12/5/2013 12:56 PM  |
| 13 | I am scared of snakes, especially tiger snakes so I tend to come in the cooler months!                                                                                                                                                                                                                                                                                                                                                                                                              | 12/5/2013 12:45 PM  |
| 14 | Existing trail networks could be expanded. MTB trail links could be provided to Barwon Downs and/or Roadknight Creek Road to provide access to dirt roads for extended XC riding.                                                                                                                                                                                                                                                                                                                   | 12/5/2013 12:34 PM  |

**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                                                                                                                                                                                                                           |                     |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 15 | Could include some more challenging jumps. Perhaps something fast and crazy like Cressy Descent at You Yangs. Could put in a downhill course.                                                                                                                                                                             | 12/5/2013 12:14 PM  |
| 16 | By developing select "all weather" trails for better enjoyment without trashing the trails during winter, and perhaps closing others for longer to protect them for the main riding in the dryer times. By installing drinking water sources at the trail heads - very frustrating not being able to refill during rides. | 12/5/2013 12:12 PM  |
| 17 | Bigger range in technical difficulty. Current trails are beginner and intermediate only.                                                                                                                                                                                                                                  | 12/5/2013 12:12 PM  |
| 18 | more jumps/drops of higher technical difficulty, more with steeper gradients e.g. yoyo                                                                                                                                                                                                                                    | 12/5/2013 11:39 AM  |
| 19 | Always maintenance                                                                                                                                                                                                                                                                                                        | 12/5/2013 11:20 AM  |
| 20 | More signage                                                                                                                                                                                                                                                                                                              | 12/5/2013 10:59 AM  |
| 21 | Put in more trails, it will = more return visits for people that have to travel to the site.                                                                                                                                                                                                                              | 12/5/2013 10:56 AM  |
| 22 | A technical linking trail from Forest to Yaugher. More technical trails is always a plus. Not necessarily slow rock gardens technical. I love the flow of trails 4,5 & 6 as a loop.                                                                                                                                       | 12/5/2013 10:17 AM  |
| 23 | It is pretty much perfect, if it ain't broke don't fix it. Any one who says they need more or better is living in an odd fantasy, I bet they can't cover them all at race speed in a day anyway.                                                                                                                          | 12/5/2013 10:17 AM  |
| 24 | Anything can be improved. These trails are very good though.                                                                                                                                                                                                                                                              | 12/5/2013 10:10 AM  |
| 25 | More advanced obstacles as an option.                                                                                                                                                                                                                                                                                     | 12/5/2013 10:10 AM  |
| 26 | Maybe little bridges over muddy gutters.                                                                                                                                                                                                                                                                                  | 12/5/2013 10:03 AM  |
| 27 | An extreme/harder/skill building trail, jumps, berms, etc.                                                                                                                                                                                                                                                                | 12/5/2013 9:58 AM   |
| 28 | More diversity                                                                                                                                                                                                                                                                                                            | 12/5/2013 9:58 AM   |
| 29 | More trails                                                                                                                                                                                                                                                                                                               | 11/29/2013 9:49 PM  |
| 30 | Yes but i'm being picky, they are great now.                                                                                                                                                                                                                                                                              | 11/28/2013 2:15 PM  |
| 31 | A greater network of trails. More maintenance of trails - some trails are starting to erode and show signs of over use.                                                                                                                                                                                                   | 11/27/2013 7:44 PM  |
| 32 | i don't ride the trails that much so in reality I think they are fine, however if i were to ride them often I would understand how you could become bored with them. In this instance it would be good to have an ongoing program that facilitates upgrades or new trails on a regular basis.                             | 11/27/2013 3:28 PM  |
| 33 | Yo Yo should be rideable, the ascents you have to do on foot diminish the experience.                                                                                                                                                                                                                                     | 11/27/2013 2:30 PM  |
| 34 | More diverse trail types for other riding styles not just hardcore XC. Trails that have a destination too. Riding circles in a forest is getting dull but a route to the dam and back would be good etc                                                                                                                   | 11/26/2013 9:28 PM  |
| 35 | Maintenance ongoing, Walk/Bike paths for young families.                                                                                                                                                                                                                                                                  | 11/26/2013 1:42 PM  |
| 36 | more of them                                                                                                                                                                                                                                                                                                              | 11/26/2013 10:41 AM |
| 37 | If there was a way to link the Southern & Yauger Trails through single / 4wd tracks around the back of town, This would be great                                                                                                                                                                                          | 11/25/2013 9:59 PM  |
| 38 | clearing vegetation                                                                                                                                                                                                                                                                                                       | 11/25/2013 8:54 PM  |
| 39 | Same as last answer, a few trails with more technical features and or downhill oriented                                                                                                                                                                                                                                   | 11/25/2013 8:34 PM  |
| 40 | XC is well and truly covered. This may be a chance to develop some enduro type trails as that aspect grows, not dh, not xc but a flowy mix.                                                                                                                                                                               | 11/25/2013 8:21 PM  |
| 41 | A long all mountain enduro track and downhill track please!!                                                                                                                                                                                                                                                              | 11/25/2013 6:59 PM  |
| 42 | Some boggy areas could use better sustainable approaches and maintenance.                                                                                                                                                                                                                                                 | 11/25/2013 5:54 PM  |
| 43 | If you have ridden high quality trails elsewhere, you will recognise that the Forrest trails do not offer the kind of quality of machine built trails that is available in places like Mt Buller, VIC or Atherton, QLD.                                                                                                   | 11/25/2013 3:39 PM  |
| 44 | seasonal closure of wetter trails to prevent damage.                                                                                                                                                                                                                                                                      | 11/25/2013 2:55 PM  |
| 45 | More maintenance. Also, trail networks need to change and evolve over time or people become bored.                                                                                                                                                                                                                        | 11/25/2013 2:52 PM  |
| 46 | Never changes apart from the wear and tear level. Got to be something new to get me to travel there again as it has not changed in the 5 years I've gone there and a bit over it now.                                                                                                                                     | 11/25/2013 1:47 PM  |

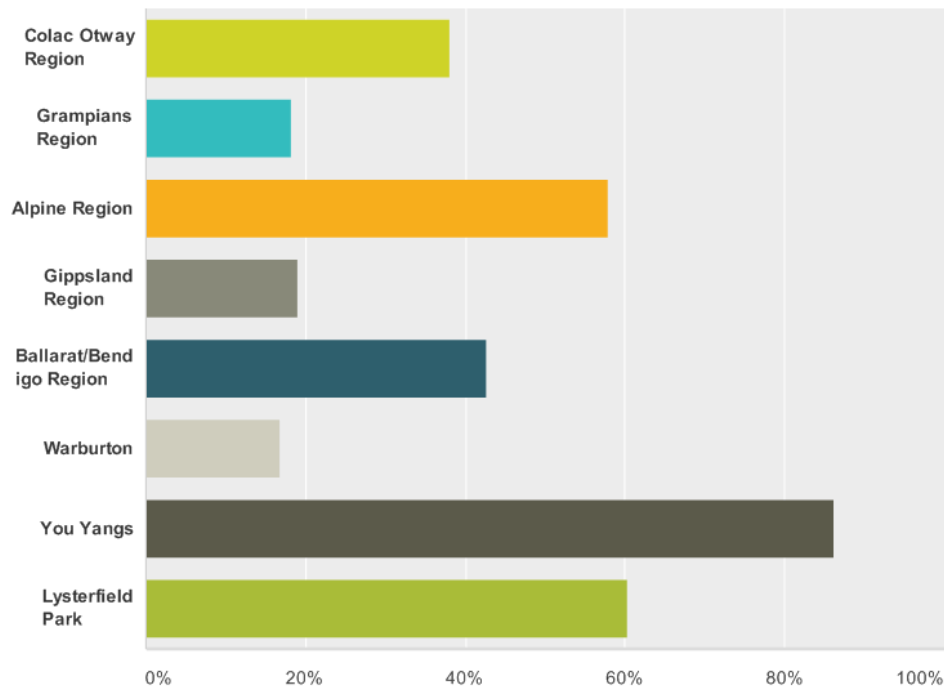
**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                                                                                               |                     |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 47 | Could always do with more trails. Would encourage people to stay longer (we usually do a big day trip from Melbourne and ride everything)                                                     | 11/25/2013 1:37 PM  |
| 48 | Better water drainage - they do not hold rain well - and it rains a lot.                                                                                                                      | 11/25/2013 12:32 PM |
| 49 | Drainage, stonework for all round weatherproofing and added technical elements.                                                                                                               | 11/25/2013 11:36 AM |
| 50 | Yaugher could of with more trail head facilities. Toilet is great but cover, tables chairs would help                                                                                         | 11/24/2013 10:18 PM |
| 51 | Maintenance of berms on mariners                                                                                                                                                              | 11/24/2013 9:51 PM  |
| 52 | In parts be more technical eg stones and more challenging water crossings or gulleys.                                                                                                         | 11/24/2013 8:41 PM  |
| 53 | Current trail network is great, maybe some more technical trails                                                                                                                              | 11/24/2013 8:33 PM  |
| 54 | All weather ability                                                                                                                                                                           | 11/24/2013 8:08 PM  |
| 55 | more diversity eg flow trail, skill park, pump track                                                                                                                                          | 11/24/2013 7:54 PM  |
| 56 | A bit more trail drainage and maintenance                                                                                                                                                     | 11/24/2013 7:49 PM  |
| 57 | Ensure trails are maintained and open                                                                                                                                                         | 11/24/2013 7:47 PM  |
| 58 | Increase technicality of some trails                                                                                                                                                          | 11/23/2013 6:54 PM  |
| 59 | Someone with better knowledge of MTB trail maintenance should be working with DSE full time to keep on top of trail damage.                                                                   | 11/23/2013 2:20 PM  |
| 60 | A few more small jumps and trick areas that have ride arounds for those that want to                                                                                                          | 11/23/2013 1:44 PM  |
| 61 | Better signs, including shortcuts to trailhead (e.g. for when bike breaks down and you have to walk).                                                                                         | 11/23/2013 10:31 AM |
| 62 | Better wall rides, rocky terrain                                                                                                                                                              | 11/23/2013 6:29 AM  |
| 63 | Improved drainage and water maintenance would be good.                                                                                                                                        | 11/23/2013 6:13 AM  |
| 64 | Maybe using a different soil for rehab works, other than the 'ball bearing' type....                                                                                                          | 11/22/2013 9:51 PM  |
| 65 | Better and more regular maintenance and ongoing development                                                                                                                                   | 11/22/2013 8:37 PM  |
| 66 | Signage                                                                                                                                                                                       | 11/22/2013 7:18 PM  |
| 67 | Amazing experience as they are                                                                                                                                                                | 11/22/2013 7:07 PM  |
| 68 | As a only sometimes visitor there is plenty of variety for me                                                                                                                                 | 11/22/2013 5:22 PM  |
| 69 | Not required but yes. Any improvement positive                                                                                                                                                | 11/22/2013 5:07 PM  |
| 70 | Continuing maintenance and development of existing trails rather than new.                                                                                                                    | 11/22/2013 4:47 PM  |
| 71 | That yellow rock is super slippery!!                                                                                                                                                          | 11/22/2013 4:02 PM  |
| 72 | Perhaps seasonal closure of some trails that don't cope with the winter weather as well                                                                                                       | 11/22/2013 3:57 PM  |
| 73 | Anything can always be improved on, but I'm hard pressed to come up with anything concrete...                                                                                                 | 11/22/2013 3:36 PM  |
| 74 | Better Maintenance of trails wrt drainage and wear and tear Inclusion of more features with optional "B" lines A good linking trail between Forrest town and Yaugher would be very beneficial | 11/22/2013 1:29 PM  |
| 75 | More vegetation clearance/maintenance. More diversity of trail features                                                                                                                       | 11/22/2013 8:17 AM  |
| 76 | Maintenance and facilities                                                                                                                                                                    | 11/21/2013 7:36 PM  |

Forrest MTB Strategic Plan Survey

**Q12 What other Victorian destinations have you visited to go Mountain Biking? (Please tick appropriate boxes - you can tick more than one box)**

Answered: 131 Skipped: 18



| Answer Choices          | Responses  |
|-------------------------|------------|
| Colac Otway Region      | 38.17% 50  |
| Grampians Region        | 18.32% 24  |
| Alpine Region           | 58.02% 76  |
| Gippsland Region        | 19.08% 25  |
| Ballarat/Bendigo Region | 42.75% 56  |
| Warburton               | 16.79% 22  |
| You Yangs               | 86.26% 113 |
| Lysterfield Park        | 60.31% 79  |
| Total Respondents: 131  |            |

| # | Interstate/other (please name)                                                    | Date              |
|---|-----------------------------------------------------------------------------------|-------------------|
| 1 | Colorado USA continental divide trails                                            | 12/5/2013 7:53 PM |
| 2 | ACT Stromlo and Bruce Ridge, WA Perth and south west mtb trails, mt remarkable SA | 12/5/2013 4:53 PM |
| 3 | Anglesea, Canberra (Stromlo etc)                                                  | 12/5/2013 3:40 PM |
| 4 | New Zealand / Tasmania west coast /                                               | 12/5/2013 3:04 PM |
| 5 | Southern highlands/Margaret river                                                 | 12/5/2013 1:12 PM |

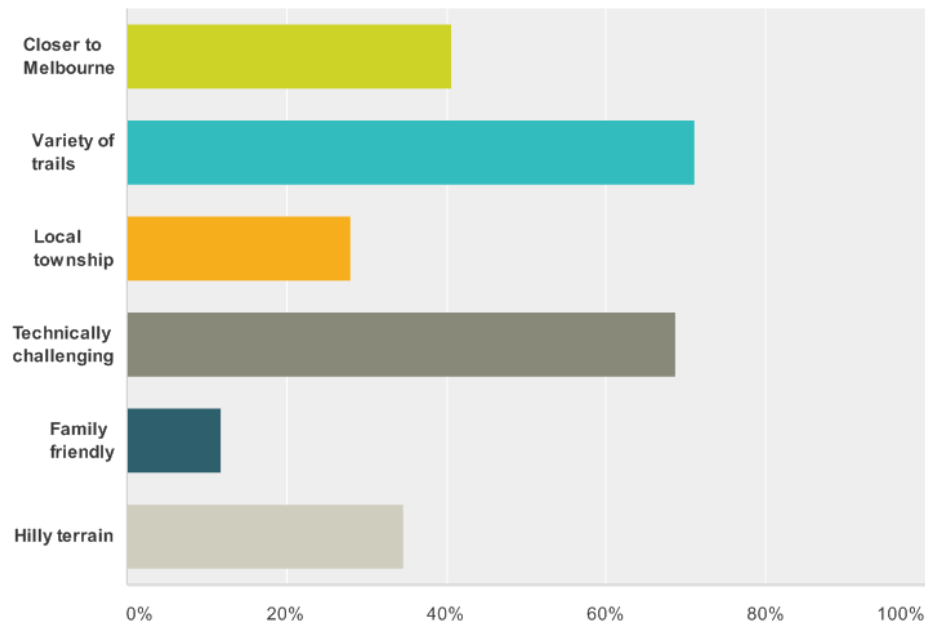
**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                            |                     |
|----|----------------------------------------------------------------------------------------------------------------------------|---------------------|
| 6  | Anglesea                                                                                                                   | 12/5/2013 12:57 PM  |
| 7  | Nerang Forest                                                                                                              | 12/5/2013 12:45 PM  |
| 8  | Darwin                                                                                                                     | 12/5/2013 12:12 PM  |
| 9  | Thunder point Warrambool, Mt Clay Portland                                                                                 | 12/5/2013 11:39 AM  |
| 10 | Wombat forest                                                                                                              | 12/5/2013 10:28 AM  |
| 11 | wombat                                                                                                                     | 12/5/2013 10:24 AM  |
| 12 | I get to the States twice a year and Ride Fruita, Moab, Sedona, Denver front range. Canberra and Melrose also rate highly. | 12/5/2013 10:17 AM  |
| 13 | Yarra Trails/Candlebark; Smiths Gully; King Lake/Dandenongs; Mt Stromlo; Atherton trails                                   | 12/5/2013 10:10 AM  |
| 14 | Alice Springs, ACT, Margaret River, NSW south coast, West coast of Tasmania, Melrose, Red Hill.                            | 12/5/2013 10:10 AM  |
| 15 | French/Swiss alps. Utah USA. Ontario and Quebec Canada.                                                                    | 12/5/2013 9:58 AM   |
| 16 | Anglesea                                                                                                                   | 11/28/2013 5:20 PM  |
| 17 | Anglesea                                                                                                                   | 11/27/2013 2:30 PM  |
| 18 | Too many to write here ....                                                                                                | 11/26/2013 9:28 PM  |
| 19 | anglesea, officer, buxton                                                                                                  | 11/26/2013 10:41 AM |
| 20 | Stromlo, Kowen Forest, Majura Pines, Awaba, Yarramundi                                                                     | 11/26/2013 7:25 AM  |
| 21 | perth hills                                                                                                                | 11/25/2013 8:54 PM  |
| 22 | Redhill                                                                                                                    | 11/25/2013 6:59 PM  |
| 23 | Buxton / buller / castlemaine                                                                                              | 11/25/2013 6:07 PM  |
| 24 | Many destinations all over the country.                                                                                    | 11/25/2013 3:39 PM  |
| 25 | Anglesea, yarra valley                                                                                                     | 11/25/2013 1:40 PM  |
| 26 | Blackwood, MTBO destination                                                                                                | 11/25/2013 12:51 PM |
| 27 | Anglesea                                                                                                                   | 11/24/2013 8:53 PM  |
| 28 | Tathra annually. Anglesea Vic                                                                                              | 11/24/2013 8:33 PM  |
| 29 | Alice Springs                                                                                                              | 11/24/2013 7:47 PM  |
| 30 | too many to list South Oz, Tassie, Brisbane, Noosa Nsw perth                                                               | 11/24/2013 7:43 PM  |
| 31 | Mt Stromlo, Atherton, Brisbane, Hobart                                                                                     | 11/22/2013 8:37 PM  |
| 32 | Silvan and MtDandenong                                                                                                     | 11/22/2013 3:36 PM  |
| 33 | Alice Springs                                                                                                              | 11/22/2013 1:29 PM  |

Forrest MTB Strategic Plan Survey

**Q13 What is it about the other MTB destination that attracts you to ride there?  
(Please tick appropriate boxes - you can tick more than one box)**

Answered: 118 Skipped: 31



| Answer Choices          | Responses |
|-------------------------|-----------|
| Closer to Melbourne     | 40.68% 48 |
| Variety of trails       | 71.19% 84 |
| Local township          | 27.97% 33 |
| Technically challenging | 68.64% 81 |
| Family friendly         | 11.86% 14 |
| Hilly terrain           | 34.75% 41 |
| Total Respondents: 118  |           |

| # | Other (please describe)                                                             | Date               |
|---|-------------------------------------------------------------------------------------|--------------------|
| 1 | Moved to the region due to the mountain bike trail.                                 | 12/16/2013 9:31 AM |
| 2 | Live in Mount beauty and enjoy exploring other trail networks for holidays.         | 12/5/2013 4:53 PM  |
| 3 | Like in Warrnambool so have to travel to get a decent MTB trail, so variety is good | 12/5/2013 3:12 PM  |
| 4 | Closet to SA                                                                        | 12/5/2013 1:15 PM  |
| 5 | Different locatipns                                                                 | 12/5/2013 1:12 PM  |
| 6 | Convenience                                                                         | 12/5/2013 12:45 PM |
| 7 | Accessibility and riding with friends.                                              | 12/5/2013 12:34 PM |
| 8 | I live in Geelong, so the You Yangs are close.                                      | 12/5/2013 12:14 PM |
| 9 | differant riding                                                                    | 12/5/2013 9:54 AM  |



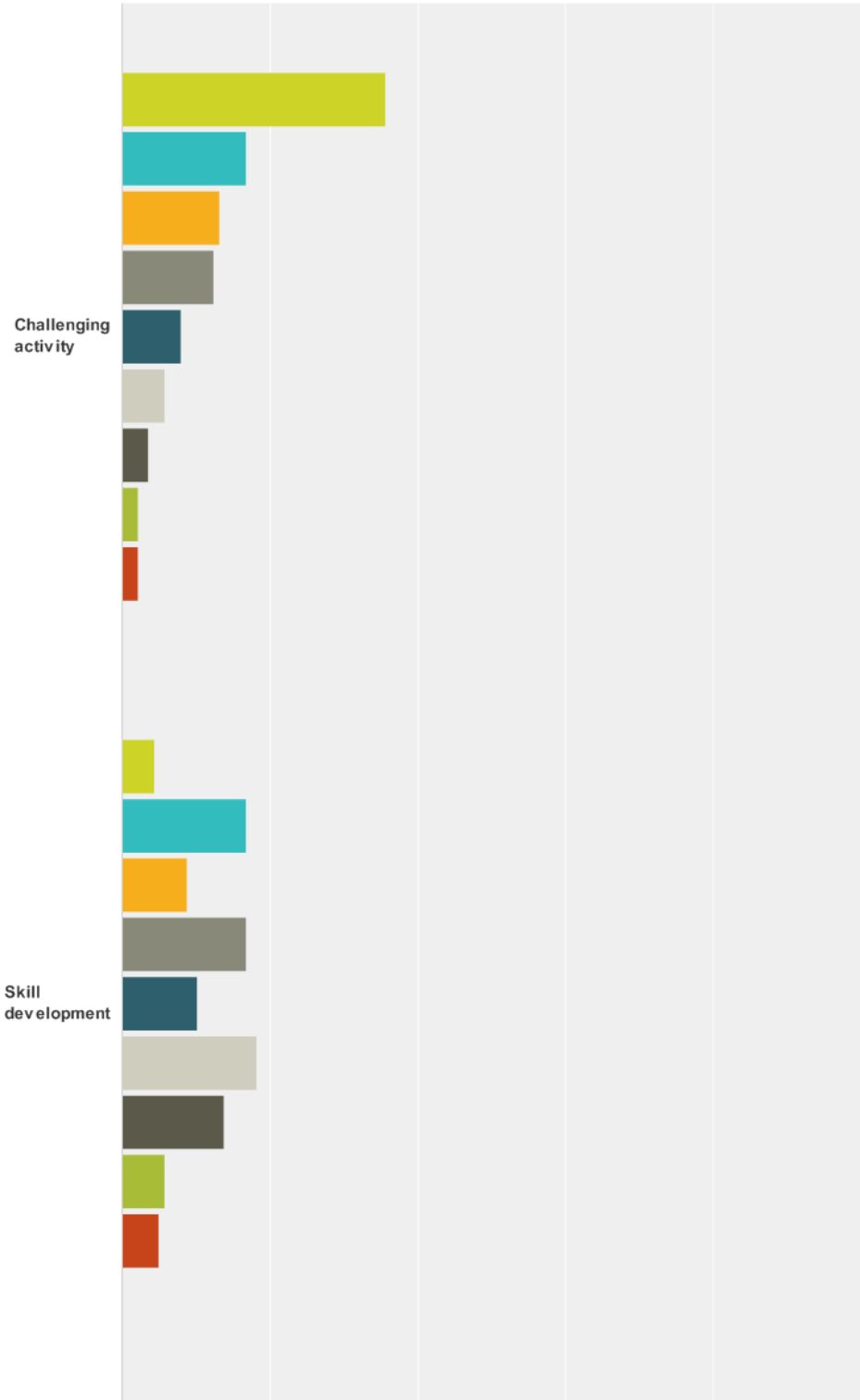
**Forrest MTB Strategic Plan Survey**

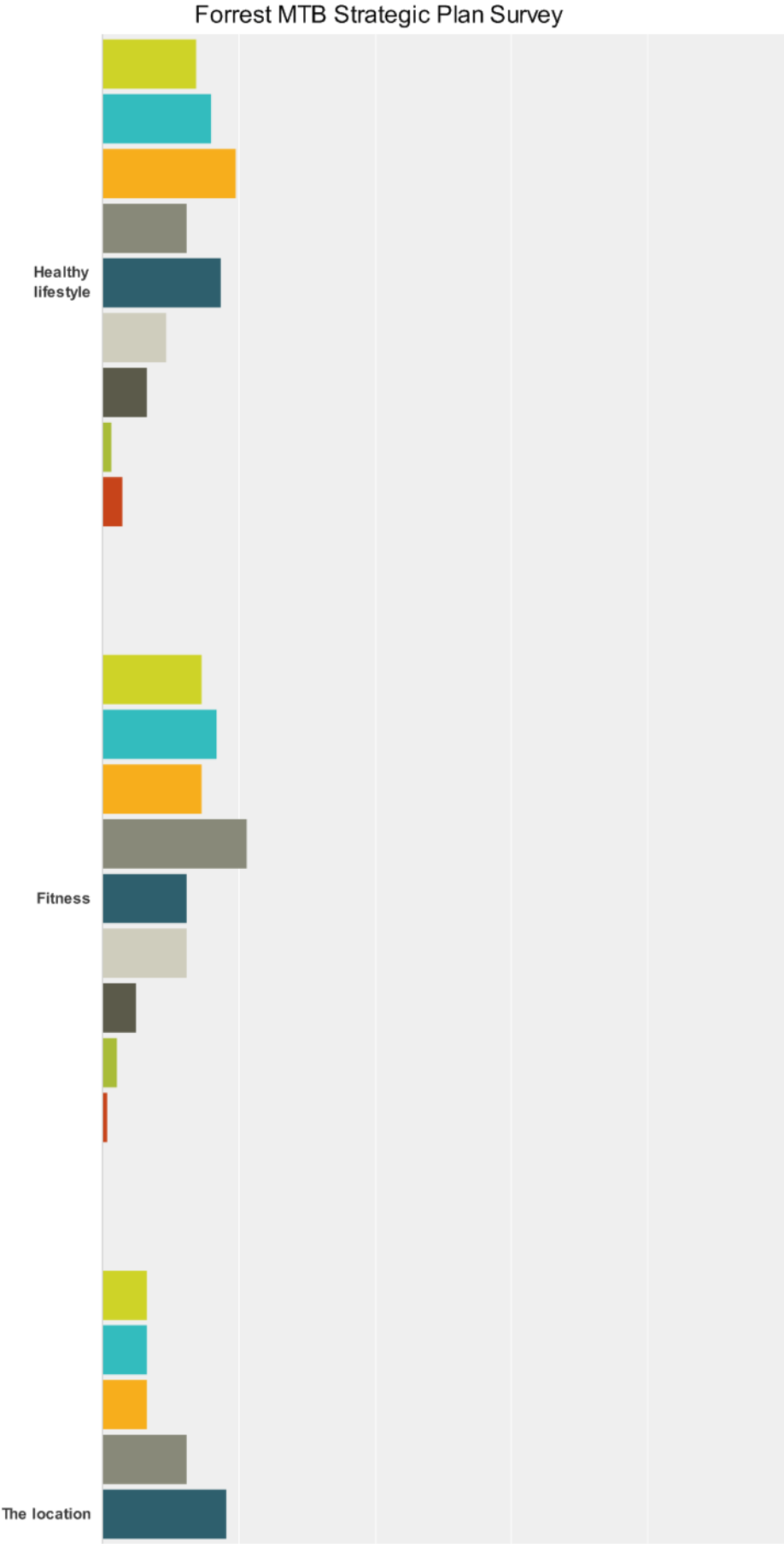
|    |                                                           |                     |
|----|-----------------------------------------------------------|---------------------|
| 10 | Happen to be in the area - other attractions in the areas | 12/3/2013 7:24 PM   |
| 11 | Closer to the ACT                                         | 11/30/2013 8:54 PM  |
| 12 | Closer to home                                            | 11/29/2013 9:49 PM  |
| 13 | CLOSER TO GEELONG                                         | 11/28/2013 2:58 PM  |
| 14 | Always looking for new challenges                         | 11/27/2013 7:44 PM  |
| 15 | Close to where I live, Geelong                            | 11/27/2013 3:28 PM  |
| 16 | connects townships                                        | 11/25/2013 8:54 PM  |
| 17 | Close to Geelong                                          | 11/25/2013 8:34 PM  |
| 18 | Road trips                                                | 11/25/2013 6:07 PM  |
| 19 | Professionally built trails.                              | 11/25/2013 3:39 PM  |
| 20 | quality of trails                                         | 11/25/2013 2:29 PM  |
| 21 | Destination for a road trip.                              | 11/25/2013 1:47 PM  |
| 22 | MTBO related                                              | 11/25/2013 12:51 PM |
| 23 | Close to Apollo Bay                                       | 11/25/2013 9:01 AM  |
| 24 | Closer to home. More events                               | 11/24/2013 10:18 PM |
| 25 | Closer to home                                            | 11/24/2013 9:22 PM  |
| 26 | Closer to Geelong                                         | 11/24/2013 7:47 PM  |
| 27 | Just love travelling with bike                            | 11/22/2013 5:07 PM  |
| 28 | Invitations from friends                                  | 11/22/2013 8:17 AM  |

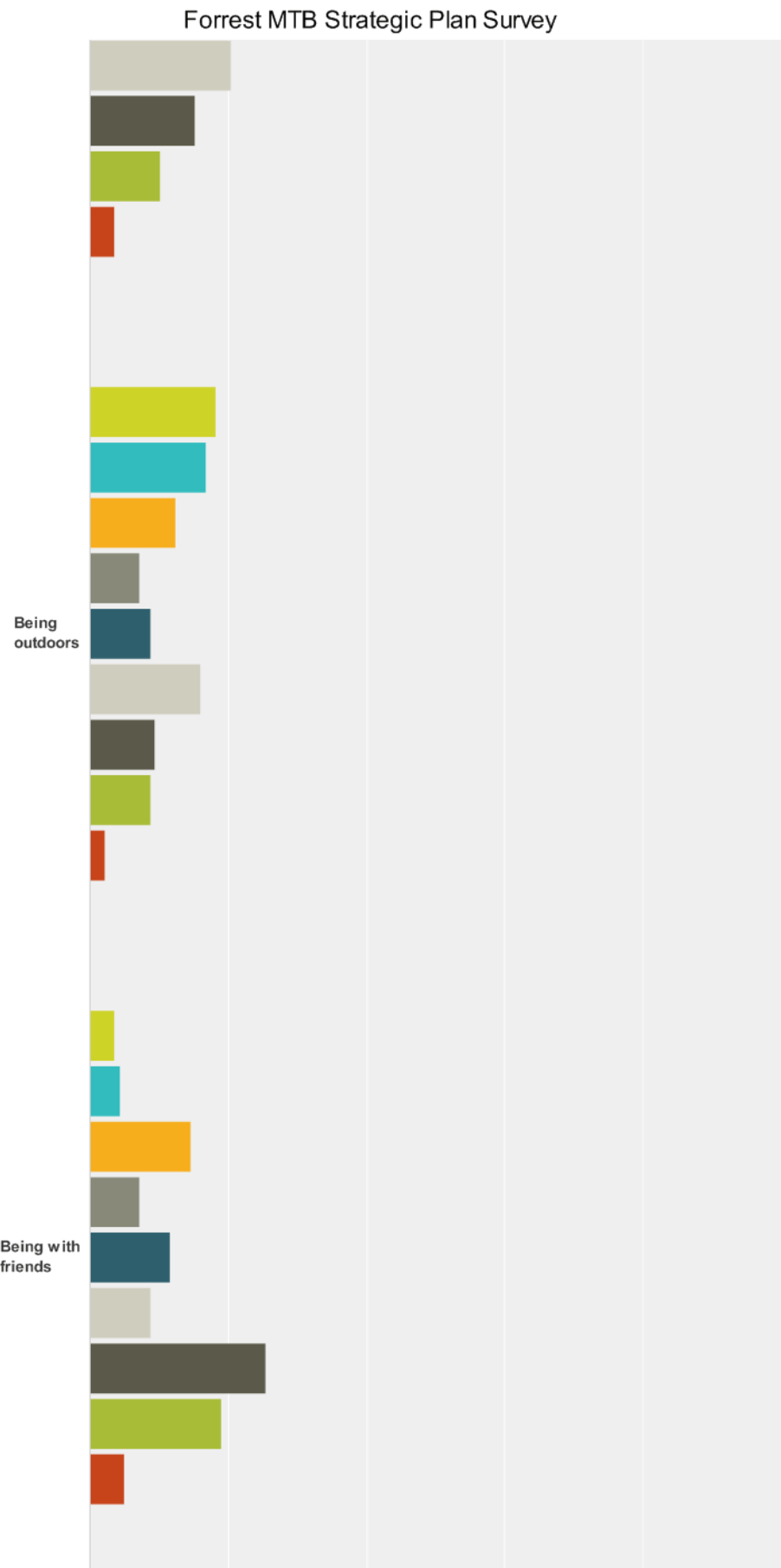
Forrest MTB Strategic Plan Survey

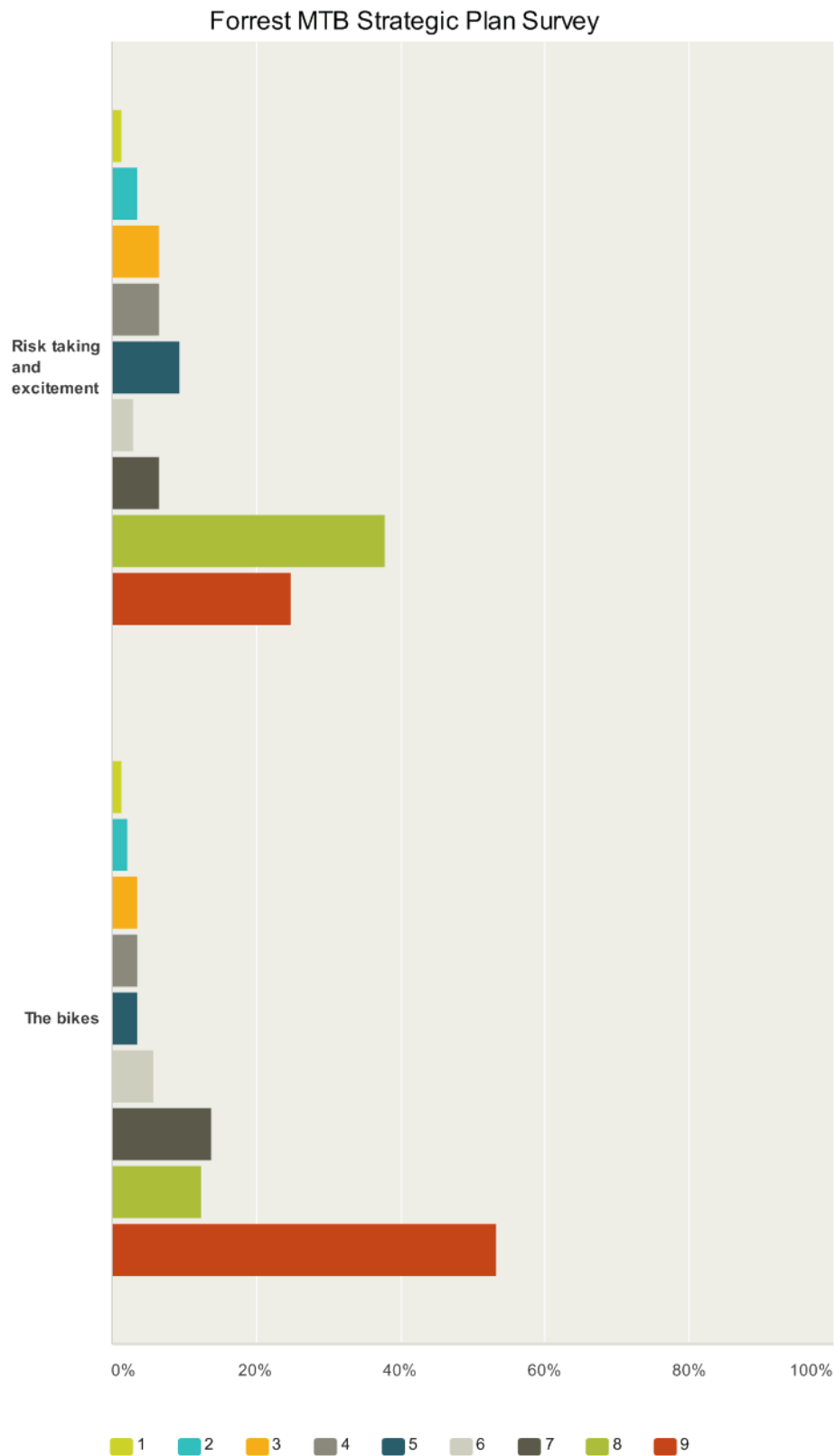
Q14 Please rank from #1 onwards what you most like about Mountain Biking? (Please number appropriate boxes - you don't need to number what is not important to you)

Answered: 137 Skipped: 12









|                      | 1            | 2            | 3            | 4            | 5           | 6          | 7          | 8          | 9          | Total | Average Ranking |
|----------------------|--------------|--------------|--------------|--------------|-------------|------------|------------|------------|------------|-------|-----------------|
| Challenging activity | 35.77%<br>49 | 16.79%<br>23 | 13.14%<br>18 | 12.41%<br>17 | 8.03%<br>11 | 5.84%<br>8 | 3.65%<br>5 | 2.19%<br>3 | 2.19%<br>3 | 137   | 7.04            |

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**Forrest MTB Strategic Plan Survey**

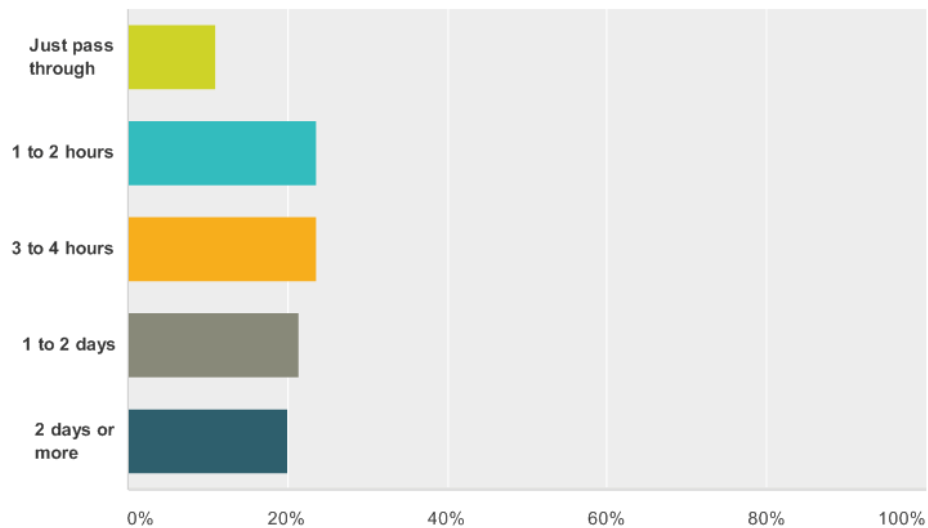
|                            |              |              |              |              |              |              |              |              |              |     |      |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----|------|
| Skill development          | 4.38%<br>6   | 16.79%<br>23 | 8.76%<br>12  | 16.79%<br>23 | 10.22%<br>14 | 18.25%<br>25 | 13.87%<br>19 | 5.84%<br>8   | 5.11%<br>7   | 137 | 5.18 |
| Healthy lifestyle          | 13.87%<br>19 | 16.06%<br>22 | 19.71%<br>27 | 12.41%<br>17 | 17.52%<br>24 | 9.49%<br>13  | 6.57%<br>9   | 1.46%<br>2   | 2.92%<br>4   | 137 | 6.17 |
| Fitness                    | 14.60%<br>20 | 16.79%<br>23 | 14.60%<br>20 | 21.17%<br>29 | 12.41%<br>17 | 12.41%<br>17 | 5.11%<br>7   | 2.19%<br>3   | 0.73%<br>1   | 137 | 6.27 |
| The location               | 6.57%<br>9   | 6.57%<br>9   | 6.57%<br>9   | 12.41%<br>17 | 18.25%<br>25 | 20.44%<br>28 | 15.33%<br>21 | 10.22%<br>14 | 3.65%<br>5   | 137 | 4.75 |
| Being outdoors             | 18.25%<br>25 | 16.79%<br>23 | 12.41%<br>17 | 7.30%<br>10  | 8.76%<br>12  | 16.06%<br>22 | 9.49%<br>13  | 8.76%<br>12  | 2.19%<br>3   | 137 | 5.85 |
| Being with friends         | 3.65%<br>5   | 4.38%<br>6   | 14.60%<br>20 | 7.30%<br>10  | 11.68%<br>16 | 8.76%<br>12  | 25.55%<br>35 | 18.98%<br>26 | 5.11%<br>7   | 137 | 4.27 |
| Risk taking and excitement | 1.46%<br>2   | 3.65%<br>5   | 6.57%<br>9   | 6.57%<br>9   | 9.49%<br>13  | 2.92%<br>4   | 6.57%<br>9   | 37.96%<br>52 | 24.82%<br>34 | 137 | 3.07 |
| The bikes                  | 1.46%<br>2   | 2.19%<br>3   | 3.65%<br>5   | 3.65%<br>5   | 3.65%<br>5   | 5.84%<br>8   | 13.87%<br>19 | 12.41%<br>17 | 53.28%<br>73 | 137 | 2.39 |



Forrest MTB Strategic Plan Survey

**Q15 How long do you typically spend in the  
Forrest Township? (Please tick appropriate  
box)**

Answered: 135 Skipped: 14

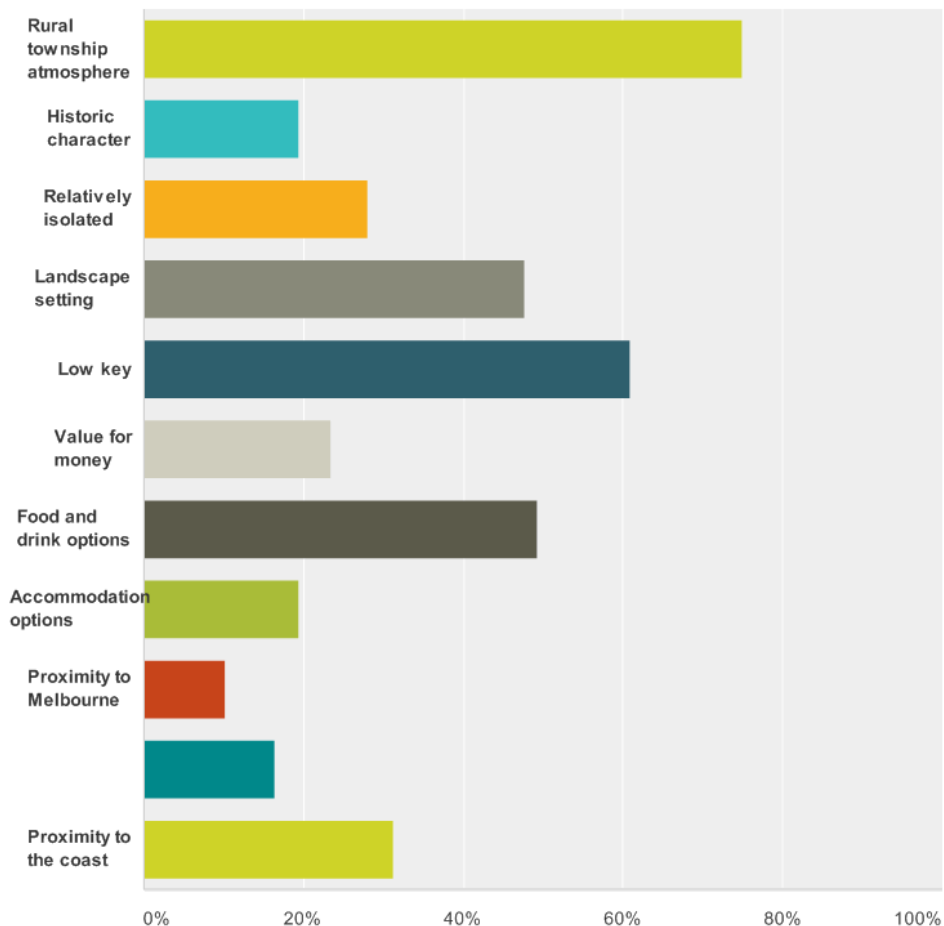


| Answer Choices    | Responses  |
|-------------------|------------|
| Just pass through | 11.11% 15  |
| 1 to 2 hours      | 23.70% 32  |
| 3 to 4 hours      | 23.70% 32  |
| 1 to 2 days       | 21.48% 29  |
| 2 days or more    | 20% 27     |
| <b>Total</b>      | <b>135</b> |

Forrest MTB Strategic Plan Survey

**Q16 What do you like about the Forrest Township? (Please tick appropriate boxes - you can tick more than one box)**

Answered: 128 Skipped: 21



| Answer Choices                  | Responses |    |
|---------------------------------|-----------|----|
| Rural township atmosphere       | 75%       | 96 |
| Historic character              | 19.53%    | 25 |
| Relatively isolated             | 28.13%    | 36 |
| Landscape setting               | 47.66%    | 61 |
| Low key                         | 60.94%    | 78 |
| Value for money                 | 23.44%    | 30 |
| Food and drink options          | 49.22%    | 63 |
| Accommodation options           | 19.53%    | 25 |
| Proximity to Melbourne          | 10.16%    | 13 |
| Proximity to other destinations | 16.41%    | 21 |

### Forrest MTB Strategic Plan Survey

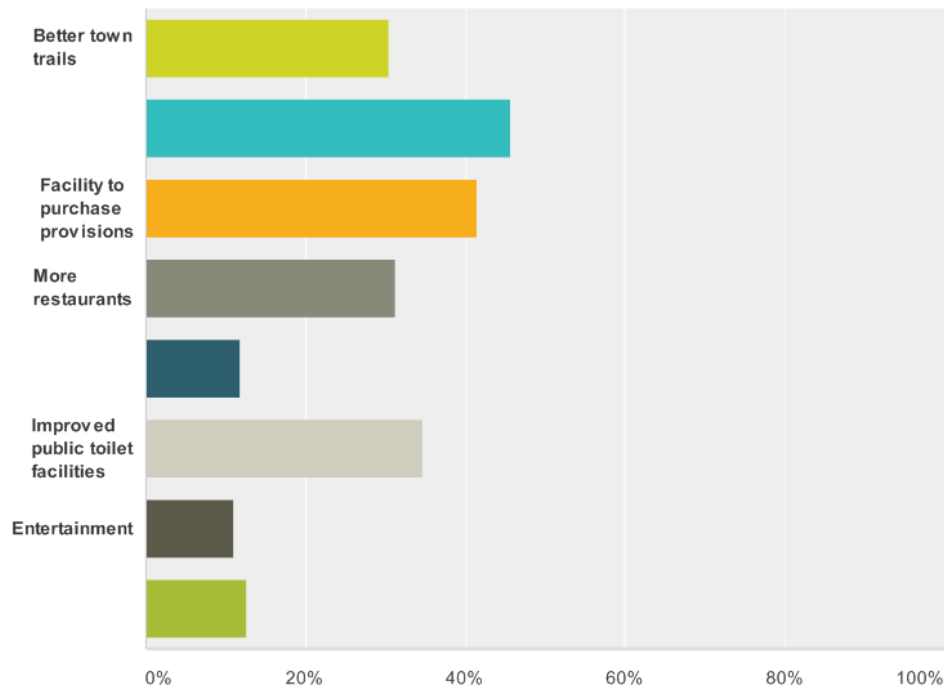
|                        |        |    |
|------------------------|--------|----|
| Proximity to the coast | 31.25% | 40 |
| Total Respondents: 128 |        |    |

| #  | Other (please specify)                                                                                | Date                |
|----|-------------------------------------------------------------------------------------------------------|---------------------|
| 1  | Live in forrest                                                                                       | 12/14/2013 6:46 AM  |
| 2  | The lovely fresh air and the brewery and guest house which make delicious lunches                     | 12/11/2013 4:11 PM  |
| 3  | Norm and Jess's cafe/bike shop                                                                        | 12/5/2013 12:18 PM  |
| 4  | Dont really spend any time in the town                                                                | 12/5/2013 10:59 AM  |
| 5  | Nothing in particular. I've normally stayed in Apollo Bay or just pass through.                       | 12/5/2013 10:14 AM  |
| 6  | Great Beer!!                                                                                          | 12/5/2013 10:03 AM  |
| 7  | Bike and coffee shop                                                                                  | 12/3/2013 7:33 PM   |
| 8  | Proximity to Apollo Bay                                                                               | 11/27/2013 7:52 PM  |
| 9  | Tracks for riding                                                                                     | 11/25/2013 6:11 PM  |
| 10 | Caravan park                                                                                          | 11/25/2013 5:57 PM  |
| 11 | It's nice enough, but I couldn't say that I 'love' any of the above aspects enough to tick the box... | 11/25/2013 3:44 PM  |
| 12 | passing through there                                                                                 | 11/25/2013 2:31 PM  |
| 13 | Brewery!                                                                                              | 11/25/2013 1:40 PM  |
| 14 | Usually camp or take a cabin.                                                                         | 11/24/2013 8:49 PM  |
| 15 | Always have a beer at the brewery and grab snacks at the shop                                         | 11/24/2013 8:38 PM  |
| 16 | proximity to geelong                                                                                  | 11/24/2013 7:39 PM  |
| 17 | I live here                                                                                           | 11/22/2013 8:45 PM  |
| 18 | Mtb trails. Without trails I wouldn't go there.                                                       | 11/22/2013 6:23 PM  |
| 19 | Forrest lacks character but is in a great spot                                                        | 11/21/2013 10:29 PM |

Forrest MTB Strategic Plan Survey

**Q17 What could be improved within the Forrest Township to encourage you to stay longer? (Please tick appropriate boxes - you can tick more than one box)**

Answered: 118 Skipped: 31



| Answer Choices                                      | Responses |
|-----------------------------------------------------|-----------|
| Better town trails                                  | 30.51% 36 |
| MTB washdown facility                               | 45.76% 54 |
| Facility to purchase provisions                     | 41.53% 49 |
| More restaurants                                    | 31.36% 37 |
| More accommodation (please specify below)           | 11.86% 14 |
| Improved public toilet facilities                   | 34.75% 41 |
| Entertainment                                       | 11.02% 13 |
| Additional nearby adventure/recreational activities | 12.71% 15 |
| <b>Total Respondents: 118</b>                       |           |

| # | Other (please specify)                                                                       | Date               |
|---|----------------------------------------------------------------------------------------------|--------------------|
| 1 | more places to eat                                                                           | 12/19/2013 6:48 PM |
| 2 | PUBLIC SHOWER FACILITY                                                                       | 12/13/2013 9:49 PM |
| 3 | Since the Barwon Downs store closed it's hard to get good provisions                         | 12/11/2013 4:11 PM |
| 4 | more trails                                                                                  | 12/5/2013 3:07 PM  |
| 5 | Better access to dirt roads out of Barwon Downs and off Roadknight Creek Road for XC riding. | 12/5/2013 12:39 PM |

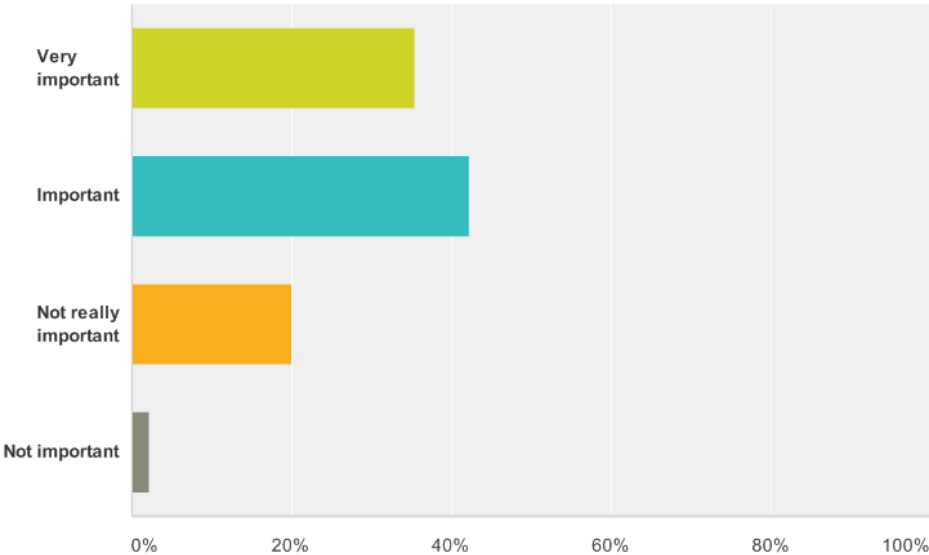
**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                                                                                |                     |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 6  | Its great, leave it alone !                                                                                                                                                    | 12/5/2013 12:20 PM  |
| 7  | Other things for the whole family to do and MTB events would make me stay                                                                                                      | 12/5/2013 12:18 PM  |
| 8  | As per earlier - more access to drinking water for refills at trail heads                                                                                                      | 12/5/2013 12:14 PM  |
| 9  | More kid friendly (7yrs and younger)                                                                                                                                           | 12/5/2013 11:05 AM  |
| 10 | I dont intend on staying there, we drive in and drive out as I live in Geelong                                                                                                 | 12/5/2013 10:59 AM  |
| 11 | Hut style accomadation for small groups overnight, for weekends etc.                                                                                                           | 12/5/2013 10:23 AM  |
| 12 | More cabins in caravan park                                                                                                                                                    | 12/5/2013 10:05 AM  |
| 13 | After 2 months in European alps this year, the Gites/Refuges were a real highlight. Cheap, clean, good food, good atmosphere.                                                  | 12/5/2013 10:03 AM  |
| 14 | Longer weekends! And becoming independently wealthy so I don't have to work                                                                                                    | 12/3/2013 7:33 PM   |
| 15 | More Dog Friendly accommodation                                                                                                                                                | 11/28/2013 5:23 PM  |
| 16 | better general store - owners are rude, range is poor. other forrest businesses fantastic                                                                                      | 11/26/2013 3:42 PM  |
| 17 | Public Transport with my bike from Melbourne or Coast                                                                                                                          | 11/26/2013 1:45 PM  |
| 18 | safer access to lake elizabeth ie sealed roads                                                                                                                                 | 11/25/2013 11:36 PM |
| 19 | more complementary activities within 20mins - things to keep rest of family entertained                                                                                        | 11/25/2013 8:57 PM  |
| 20 | Some locals think they own the trails. The Forrest MTB Club sometime post militant style messages about riders and use of the trails. Not cool. Is a turn off to riding there. | 11/25/2013 12:37 PM |
| 21 | More family friendly trails.                                                                                                                                                   | 11/25/2013 11:40 AM |
| 22 | Like it how it is                                                                                                                                                              | 11/24/2013 8:38 PM  |
| 23 | more budget accomodation, another caravan park maybe                                                                                                                           | 11/24/2013 7:39 PM  |
| 24 | Better bus link to train station                                                                                                                                               | 11/23/2013 10:34 AM |
| 25 | More food options for mountain bikers at night                                                                                                                                 | 11/22/2013 9:33 PM  |
| 26 | Longer weekends                                                                                                                                                                | 11/22/2013 6:23 PM  |
| 27 | More self catering options. Houses/apartments but with cheaper prices.                                                                                                         | 11/22/2013 4:05 PM  |
| 28 | Pretty nice as is                                                                                                                                                              | 11/22/2013 3:42 PM  |
| 29 | Forrest needs food options open all week, not just weekends. Fuel availability would also help                                                                                 | 11/21/2013 10:29 PM |

Forrest MTB Strategic Plan Survey

Q18 How important is the Forrest Township to your MTB experience? (Please tick appropriate box)

Answered: 135 Skipped: 14



| Answer Choices       | Responses |     |
|----------------------|-----------|-----|
| Very important       | 35.56%    | 48  |
| Important            | 42.22%    | 57  |
| Not really important | 20%       | 27  |
| Not important        | 2.22%     | 3   |
| Total                |           | 135 |



Forrest MTB Strategic Plan Survey

**Q19 How is the Forrest Township important  
to your MTB experience?**

Answered: 81 Skipped: 68

| #  | Responses                                                                                                                                                                                                                                                                                                                                                                                                  | Date               |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | AS A BASE FOR ACTIVITIES                                                                                                                                                                                                                                                                                                                                                                                   | 12/13/2013 9:49 PM |
| 2  | For rest and recreation after riding and before and also accommodation                                                                                                                                                                                                                                                                                                                                     | 12/11/2013 4:11 PM |
| 3  | live in Apollo Bay - to far to go to other areas                                                                                                                                                                                                                                                                                                                                                           | 12/11/2013 3:47 PM |
| 4  | Activity hub                                                                                                                                                                                                                                                                                                                                                                                               | 12/6/2013 2:21 PM  |
| 5  | Live in Colac so not as important but nice to make the day a real outing lunch etc. could have better play ground for the kids to play in to enhance young family experience                                                                                                                                                                                                                               | 12/6/2013 2:04 PM  |
| 6  | I enjoy stopping for a coffee or a meal after a good ride on the trails. Choices are limited but still enjoyable.                                                                                                                                                                                                                                                                                          | 12/5/2013 9:38 PM  |
| 7  | The towns interest in mtb. Friendly service and helped with getting bike going again.                                                                                                                                                                                                                                                                                                                      | 12/5/2013 8:41 PM  |
| 8  | Its a small town that requires my attendance                                                                                                                                                                                                                                                                                                                                                               | 12/5/2013 7:54 PM  |
| 9  | Enjoy the low key atmosphere and the natural surrounding. Existing facilities suit me fine.                                                                                                                                                                                                                                                                                                                | 12/5/2013 5:00 PM  |
| 10 | Has food and beer for post ride debrief                                                                                                                                                                                                                                                                                                                                                                    | 12/5/2013 4:15 PM  |
| 11 | > Always have lunch in town and often buy provisions from the store. Family /Friends often meet after ride for lunch > Lake Elizabeth / Reservoir good place for the kids to go walk/picnic while I ride > Trailhead facilities good and generally clean > Occasionally camp                                                                                                                               | 12/5/2013 3:43 PM  |
| 12 | Its great to relax after a ride with family and friends and enjoy a meal/drink and the relaxing surroundings                                                                                                                                                                                                                                                                                               | 12/5/2013 3:16 PM  |
| 13 | just need a few basic facilities, it's fine like it is...                                                                                                                                                                                                                                                                                                                                                  | 12/5/2013 3:07 PM  |
| 14 | The atmosphere and quaint nature of the town gives the whole MTB feel.                                                                                                                                                                                                                                                                                                                                     | 12/5/2013 1:17 PM  |
| 15 | Great place to stay friendly people                                                                                                                                                                                                                                                                                                                                                                        | 12/5/2013 1:02 PM  |
| 16 | A good place to grab a drink and something to eat.                                                                                                                                                                                                                                                                                                                                                         | 12/5/2013 12:58 PM |
| 17 | need for infrastrucutre to support activity and entertain family                                                                                                                                                                                                                                                                                                                                           | 12/5/2013 12:48 PM |
| 18 | The town is the starting and finishing point and provides the style or feel for each visit. A welcoming atmosphere makes me feel part of the town.                                                                                                                                                                                                                                                         | 12/5/2013 12:39 PM |
| 19 | Its a great little town which you can stay in, eat in and ride (not in the car !) to all of the trails. Its awesome. Leave it alone !                                                                                                                                                                                                                                                                      | 12/5/2013 12:20 PM |
| 20 | It is great to have accomodation (camping or house), the cafe, brewery to make the stay comfortable.                                                                                                                                                                                                                                                                                                       | 12/5/2013 12:18 PM |
| 21 | place to have an after ride beer with mates.                                                                                                                                                                                                                                                                                                                                                               | 12/5/2013 11:40 AM |
| 22 | Great place to get a drink & something to eat after riding.                                                                                                                                                                                                                                                                                                                                                | 12/5/2013 11:22 AM |
| 23 | great location and it is mTB friendly                                                                                                                                                                                                                                                                                                                                                                      | 12/5/2013 11:05 AM |
| 24 | Gives opportunity to have a beer and food after riding and also options to stay overnight for longer mtb ride weekend trips                                                                                                                                                                                                                                                                                | 12/5/2013 10:32 AM |
| 25 | Food and beers                                                                                                                                                                                                                                                                                                                                                                                             | 12/5/2013 10:26 AM |
| 26 | I love that everyone in the town knows that I come to ride there, no discrimination, quite the opposite, they love that we are there to ride and welcome us with open arms. I ride a lot of road bike races also, and the difference in being in a bike sport where there is a whole community who have built a place to do the sport and are so friendly is Heaven on Earth. Best MTB spot on the Planet. | 12/5/2013 10:23 AM |
| 27 | A trail centre like the ones in Wales, UK that has café, toilets and showers (pay for), bike shop/mechanics.                                                                                                                                                                                                                                                                                               | 12/5/2013 10:22 AM |

**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                                                                                                                                                                                                                                                   |                     |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 28 | Most of us spend as much time sitting around talking about how good we are as we do riding. It's nice to have good places to do this.                                                                                                                                                                                                             | 12/5/2013 10:19 AM  |
| 29 | Stay longer if more food options, esp a reasonable shop for supplies                                                                                                                                                                                                                                                                              | 12/5/2013 10:05 AM  |
| 30 | Food, Beer, safe trailhead for parking.                                                                                                                                                                                                                                                                                                           | 12/5/2013 10:03 AM  |
| 31 | Because we live far away and biking and good accom and food and beer makes for a whole weekend.                                                                                                                                                                                                                                                   | 12/3/2013 7:33 PM   |
| 32 | Central location to set up base and be surrounded by an awesome network of trails.                                                                                                                                                                                                                                                                | 11/30/2013 8:59 PM  |
| 33 | Having good accommodation, food and drink so close to the trail network makes the whole trip alot more laid back, relaxed and stress free                                                                                                                                                                                                         | 11/28/2013 6:26 PM  |
| 34 | Good place for the Family                                                                                                                                                                                                                                                                                                                         | 11/28/2013 5:23 PM  |
| 35 | Great little town and great people, hope it stays that way !                                                                                                                                                                                                                                                                                      | 11/28/2013 2:19 PM  |
| 36 | Because I live in close enough proximity to Forrest I do not need to rely on Forrest township, though I choose to stop at the Brewery and Wonky Donkey occasionally.                                                                                                                                                                              | 11/27/2013 7:52 PM  |
| 37 | it's good to have somewhere to go and meet beforehand and then to sit down after the ride and "Tell war Stories" so to speak.                                                                                                                                                                                                                     | 11/27/2013 3:31 PM  |
| 38 | Needs to be a good base                                                                                                                                                                                                                                                                                                                           | 11/26/2013 9:31 PM  |
| 39 | lovely town, great after-ride options, friendly (apart from general store)                                                                                                                                                                                                                                                                        | 11/26/2013 3:42 PM  |
| 40 | Unique nature based experience for all outdoor activities                                                                                                                                                                                                                                                                                         | 11/26/2013 1:45 PM  |
| 41 | strange question - Forrest without the trails vs. the trails without Forrest. Can't imagine one without the other                                                                                                                                                                                                                                 | 11/26/2013 10:45 AM |
| 42 | Stop in for a coffee or lunch after a day of riding, visit the dam.                                                                                                                                                                                                                                                                               | 11/25/2013 11:36 PM |
| 43 | Having a small town with a vibrant economy where provisions can be purchased without significant travel is very important                                                                                                                                                                                                                         | 11/25/2013 10:04 PM |
| 44 | place to relax after a ride to talk it over with mates.                                                                                                                                                                                                                                                                                           | 11/25/2013 8:57 PM  |
| 45 | Its important in terms of the overall experience,. The more enjoyable the town is to stay in the more time i spend there so the more time i'll spend riding the trails.                                                                                                                                                                           | 11/25/2013 8:42 PM  |
| 46 | not really important to start with, but these things do take time. With some accomodation, restaurant/pub, mtb skills/tours and increased patronage mountain bikers themselves will help drive the experience. Good luck and thankyou, i'll be back again soon!                                                                                   | 11/25/2013 8:28 PM  |
| 47 | Love the town and the food coffee and trails                                                                                                                                                                                                                                                                                                      | 11/25/2013 7:03 PM  |
| 48 | Meeting point with somewhere to eat and drink after ride                                                                                                                                                                                                                                                                                          | 11/25/2013 6:11 PM  |
| 49 | It's a place for gathering at the end of the day. Sitting around the campfire, relaxing at camp between rides, chatting with locals, etc.                                                                                                                                                                                                         | 11/25/2013 5:57 PM  |
| 50 | Mainly just to know that I can get something to eat and drink. I live within an hour so it's not essential for much more than that.                                                                                                                                                                                                               | 11/25/2013 3:44 PM  |
| 51 | Great base to start finish rides. option to have a meal / drink post ride. Accommodation options for extended stays. Friendly laid back atmosphere, and a good base for family and less enthusiastic riders to relax and enjoy the stay.                                                                                                          | 11/25/2013 3:00 PM  |
| 52 | I generally park at Forrest trailhead. I usually visit the Corner Store or Brewery.                                                                                                                                                                                                                                                               | 11/25/2013 2:54 PM  |
| 53 | Great community, it makes an otherwise rural destination a social activity                                                                                                                                                                                                                                                                        | 11/25/2013 1:42 PM  |
| 54 | Nice to have good food, coffee, and beer available so close to the trailhead.                                                                                                                                                                                                                                                                     | 11/25/2013 1:40 PM  |
| 55 | It's not. It's more about the trails.                                                                                                                                                                                                                                                                                                             | 11/25/2013 12:37 PM |
| 56 | Very. It allows for a family friendly activity.                                                                                                                                                                                                                                                                                                   | 11/25/2013 11:40 AM |
| 57 | Great to meet up with other people riding the trails. Some good food options becoming available.                                                                                                                                                                                                                                                  | 11/24/2013 10:21 PM |
| 58 | I regularly ride the you yangs. While they are good and close it is only two hills. Forrest offers a variety of skilled trails from green to black with enough hills to keep you fit. I look forward to riding at Forrest for the all-day riding challenge. I should visit more often since it is only 30mins extra travel than to the you yangs. | 11/24/2013 8:49 PM  |
| 59 | Love the brewery                                                                                                                                                                                                                                                                                                                                  | 11/24/2013 8:38 PM  |

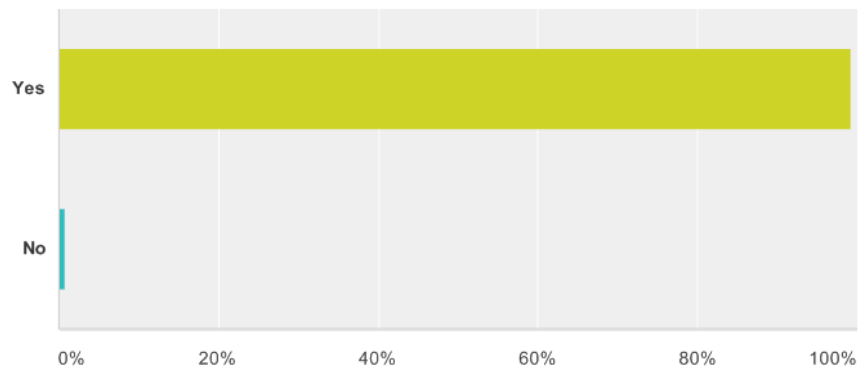
**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                                                                                                 |                     |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 60 | Base to return to after a ride                                                                                                                                                                  | 11/24/2013 8:10 PM  |
| 61 | we love relaxing and getting some food and a beer after a long ride through the forrest trails.                                                                                                 | 11/24/2013 7:56 PM  |
| 62 | Great to get a refreshing ale or warming coffee and good tucker after a ride                                                                                                                    | 11/24/2013 7:50 PM  |
| 63 | Provides hub for me to base my mtb trip around                                                                                                                                                  | 11/23/2013 6:56 PM  |
| 64 | It is the heart and soul of MTB.                                                                                                                                                                | 11/23/2013 4:35 PM  |
| 65 | The rural setting in the otways give the trails their identity                                                                                                                                  | 11/23/2013 2:54 PM  |
| 66 | Why I go the town                                                                                                                                                                               | 11/23/2013 6:31 AM  |
| 67 | Just adds to the whole atmosphere, it's the base the whole thing is built on.                                                                                                                   | 11/23/2013 6:16 AM  |
| 68 | Nice to have a friendly community to hang out with when not on the bike :)                                                                                                                      | 11/22/2013 9:56 PM  |
| 69 | Without the township there is no Forrest                                                                                                                                                        | 11/22/2013 8:45 PM  |
| 70 | Very very important. So good to live near the coast but have this on our doorstep.                                                                                                              | 11/22/2013 7:22 PM  |
| 71 | As much as I'd like to spend the whole time riding, it is also good to spend time relaxing & enjoy the town.                                                                                    | 11/22/2013 7:10 PM  |
| 72 | Food, drinks accommodation is important but most important is that it's a mtb destination, therefore full of like minded people creating a great social experience.                             | 11/22/2013 6:23 PM  |
| 73 | Helps link two trail heads together and provide a spot to either rest between trails or cool down after with beers and a bite at either pub or brewery which helps make into complete day trip. | 11/22/2013 4:53 PM  |
| 74 | Great to have a town so nearby for food/drinks/toilets                                                                                                                                          | 11/22/2013 4:20 PM  |
| 75 | Love that when you roll into town there is always other riders hanging around, bikes on cars & the town is very accepting of MTB ers                                                            | 11/22/2013 4:11 PM  |
| 76 | Makes for a lovely holiday. The brewery is tops!                                                                                                                                                | 11/22/2013 4:05 PM  |
| 77 | Provides a great platform to enjoy MTB and show all riders all varying abilities the trails.                                                                                                    | 11/22/2013 3:59 PM  |
| 78 | Nice to chill with a good meal at the brewery after a ride. Also the Corner shop is a must visit for a pie, coffee or just a chat.                                                              | 11/22/2013 3:42 PM  |
| 79 | It's not really, but it is a nice small town. If it had a few more visitor friendly cafes then stays would be extended                                                                          | 11/22/2013 1:32 PM  |
| 80 | ?                                                                                                                                                                                               | 11/22/2013 8:24 AM  |
| 81 | Forrest is a convenient place to stay, and when open, the Brewery is a good place to eat after biking.                                                                                          | 11/21/2013 10:29 PM |

Forrest MTB Strategic Plan Survey

**Q20 Would you encourage your MTB friends to visit Forrest and ride the MTB trails?**

Answered: 136 Skipped: 13



| Answer Choices | Responses |            |
|----------------|-----------|------------|
| Yes            | 99.26%    | 135        |
| No             | 0.74%     | 1          |
| <b>Total</b>   |           | <b>136</b> |

| #  | Please describe why                                                                                                                                                     | Date                |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 1  | Great place to ride                                                                                                                                                     | 12/13/2013 11:56 AM |
| 2  | It's a great place to ride and not too crowded and near the beach for a swim after                                                                                      | 12/11/2013 4:12 PM  |
| 3  | beautiful part of the country, awesome riding, getting 'out there'                                                                                                      | 12/6/2013 2:22 PM   |
| 4  | Great technical trails that are a lot of fun to ride. They are also a lot less intimidating than some of the you yangs trails as they are not as rocky.                 | 12/5/2013 9:40 PM   |
| 5  | Great trails                                                                                                                                                            | 12/5/2013 8:42 PM   |
| 6  | Because its fantastic. A must for friends from O/S and other parts of this state.                                                                                       | 12/5/2013 7:57 PM   |
| 7  | I think the trail network is very good and offers diversity and challenges for all abilities. Is well signposted and easy to navigate.                                  | 12/5/2013 5:02 PM   |
| 8  | Great setting and awesome trails                                                                                                                                        | 12/5/2013 4:15 PM   |
| 9  | Great riding, great environment, nice township (improving)                                                                                                              | 12/5/2013 3:44 PM   |
| 10 | Fun trails suitable with variety of trails for different skill levels                                                                                                   | 12/5/2013 3:17 PM   |
| 11 | greta trails                                                                                                                                                            | 12/5/2013 3:08 PM   |
| 12 | Absolutely, it is a wonderful MTB Park.                                                                                                                                 | 12/5/2013 12:59 PM  |
| 13 | Great trails.                                                                                                                                                           | 12/5/2013 12:51 PM  |
| 14 | good fun, value, reward                                                                                                                                                 | 12/5/2013 12:49 PM  |
| 15 | It provides excellent trails for relaxed or competitive riding in a peaceful environment.                                                                               | 12/5/2013 12:40 PM  |
| 16 | Its a great, quiet little town. To be clear, if you start thinking of putting fun parks or large apartment complexes in, it will no longer be awesome. Leave it alone ! | 12/5/2013 12:21 PM  |
| 17 | Super trails, beautiful forests lots of trails with lots of variety.                                                                                                    | 12/5/2013 12:19 PM  |
| 18 | Diversity of trails, quality of riders on trails, relaxed township                                                                                                      | 12/5/2013 12:14 PM  |
| 19 | Beautiful location, great trails. & can stay/eat/drink right there.                                                                                                     | 12/5/2013 11:23 AM  |

**Forrest MTB Strategic Plan Survey**

|    |                                                                                                                                                                                                                                   |                     |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 20 | the experince, the place and the joy!                                                                                                                                                                                             | 12/5/2013 11:06 AM  |
| 21 | And I do, everyone needs to ride Mariners!                                                                                                                                                                                        | 12/5/2013 11:00 AM  |
| 22 | I love riding there and I know others will too                                                                                                                                                                                    | 12/5/2013 10:33 AM  |
| 23 | Great location and trails. Only problem is distance from Melbourne                                                                                                                                                                | 12/5/2013 10:27 AM  |
| 24 | Good range of trails in a beautiful setting.                                                                                                                                                                                      | 12/5/2013 10:23 AM  |
| 25 | See above                                                                                                                                                                                                                         | 12/5/2013 10:21 AM  |
| 26 | Great place to go riding.                                                                                                                                                                                                         | 12/5/2013 10:07 AM  |
| 27 | Great trails and many kilometres of them, so don't have to repeat same ones all the time.                                                                                                                                         | 12/5/2013 10:06 AM  |
| 28 | This survey is getting too long!                                                                                                                                                                                                  | 12/5/2013 10:03 AM  |
| 29 | The trails are awesome and there's plenty of them. Great bush setting too.                                                                                                                                                        | 11/30/2013 9:00 PM  |
| 30 | Variety of trails, there is something for everyone to ride                                                                                                                                                                        | 11/28/2013 6:27 PM  |
| 31 | For all the previous listed great things about Forrest                                                                                                                                                                            | 11/28/2013 3:00 PM  |
| 32 | Because they are the best ive ridden, but Nambour is a close second                                                                                                                                                               | 11/28/2013 2:21 PM  |
| 33 | The trails at Forrest are as good, if not better than others I have ridden.                                                                                                                                                       | 11/27/2013 7:53 PM  |
| 34 | it's a fun activity, and the trails are world class                                                                                                                                                                               | 11/27/2013 3:32 PM  |
| 35 | great experience                                                                                                                                                                                                                  | 11/26/2013 3:43 PM  |
| 36 | Because I think its a great place to ride with a lot of diversity especially good for the beginner, its where I began.                                                                                                            | 11/25/2013 11:38 PM |
| 37 | The challenging flowy trails, nothing like it in Victoria                                                                                                                                                                         | 11/25/2013 10:04 PM |
| 38 | great day activity - nice brewery                                                                                                                                                                                                 | 11/25/2013 8:58 PM  |
| 39 | You can ride all day and not cover the same trail. Plenty of different trails and views to take in.                                                                                                                               | 11/25/2013 8:29 PM  |
| 40 | Yes, but to be clear, I would encourage them to MTB anywhere. I do not believe that the Forrest trails are the best quality trails around. They need to have professionals build their trails if they are going to be successful. | 11/25/2013 3:45 PM  |
| 41 | Because it's a great destination.                                                                                                                                                                                                 | 11/25/2013 2:55 PM  |
| 42 | I plan to go in 2014                                                                                                                                                                                                              | 11/25/2013 2:20 PM  |
| 43 | Good to go to, but needs some more variety to keep people returning.                                                                                                                                                              | 11/25/2013 1:54 PM  |
| 44 | Fun trails, great community                                                                                                                                                                                                       | 11/25/2013 1:43 PM  |
| 45 | Great trails                                                                                                                                                                                                                      | 11/25/2013 1:40 PM  |
| 46 | It is a great place to ride.                                                                                                                                                                                                      | 11/24/2013 10:22 PM |
| 47 | Beautiful town ,great bush setting and a brewery what more can you ask for?                                                                                                                                                       | 11/24/2013 9:32 PM  |
| 48 | Variety of trails, good value accommodation, escapism, hospitality, brewery and good food for social relaxing.                                                                                                                    | 11/24/2013 8:53 PM  |
| 49 | Great trails, great brewery                                                                                                                                                                                                       | 11/24/2013 8:39 PM  |
| 50 | Variety                                                                                                                                                                                                                           | 11/24/2013 8:10 PM  |
| 51 | great fun trails, amazing bush and scenery.                                                                                                                                                                                       | 11/24/2013 7:56 PM  |
| 52 | The trails are fun. The people are friendly.                                                                                                                                                                                      | 11/23/2013 6:57 PM  |
| 53 | Great variety of trails in beautiful location.                                                                                                                                                                                    | 11/22/2013 9:57 PM  |
| 54 | Nice quiet town, great setting in the otways. Great trails                                                                                                                                                                        | 11/22/2013 9:34 PM  |
| 55 | There is no other experience like it                                                                                                                                                                                              | 11/22/2013 8:45 PM  |
| 56 | Absolutely. Good tracks for one and all.                                                                                                                                                                                          | 11/22/2013 7:23 PM  |
| 57 | Because it's a must. Great trails, food, drink accom. Why would you not??                                                                                                                                                         | 11/22/2013 6:25 PM  |
| 58 | Some of the best trails in Vic                                                                                                                                                                                                    | 11/22/2013 5:25 PM  |
| 59 | Because there are a good variety of fun trails that provides something different to the usual you yangs or lysterfield and can hang out in township afterwards.                                                                   | 11/22/2013 4:54 PM  |

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Forrest MTB Strategic Plan Survey

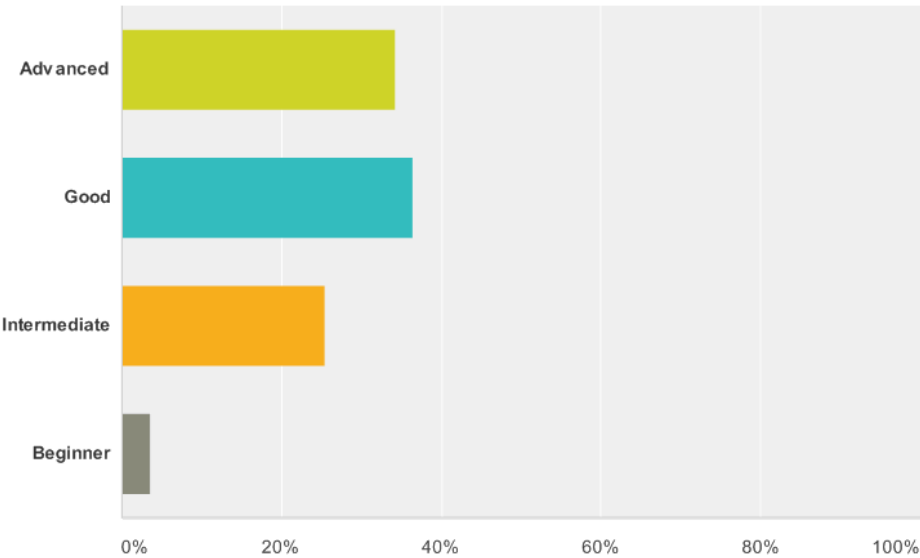
|    |                                                                                                                                                                                                                                                |                     |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 60 | It's awesome!                                                                                                                                                                                                                                  | 11/22/2013 3:56 PM  |
| 61 | Good trail network with good variety of terrain                                                                                                                                                                                                | 11/22/2013 1:33 PM  |
| 62 | I am not a biker, but lots of friends are and most who come to the Otways love it. Strangely, the Otways are not that well known even in Melbourne. Most who come come again. MTB trails need to be promoted more in Melbourne and Interstate. | 11/21/2013 10:32 PM |



Forrest MTB Strategic Plan Survey

Q21 Please describe your level of MTB skill? (Please tick appropriate box)

Answered: 137 Skipped: 12

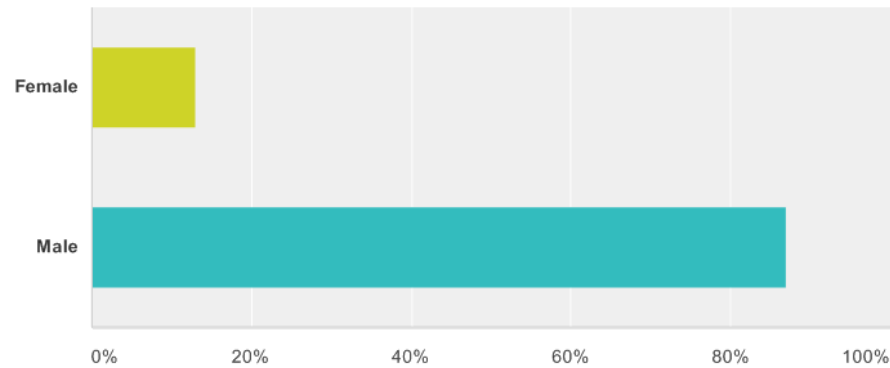


| Answer Choices | Responses |     |
|----------------|-----------|-----|
| Advanced       | 34.31%    | 47  |
| Good           | 36.50%    | 50  |
| Intermediate   | 25.55%    | 35  |
| Beginner       | 3.65%     | 5   |
| Total          |           | 137 |

Forrest MTB Strategic Plan Survey

Q22 Gender

Answered: 139 Skipped: 10

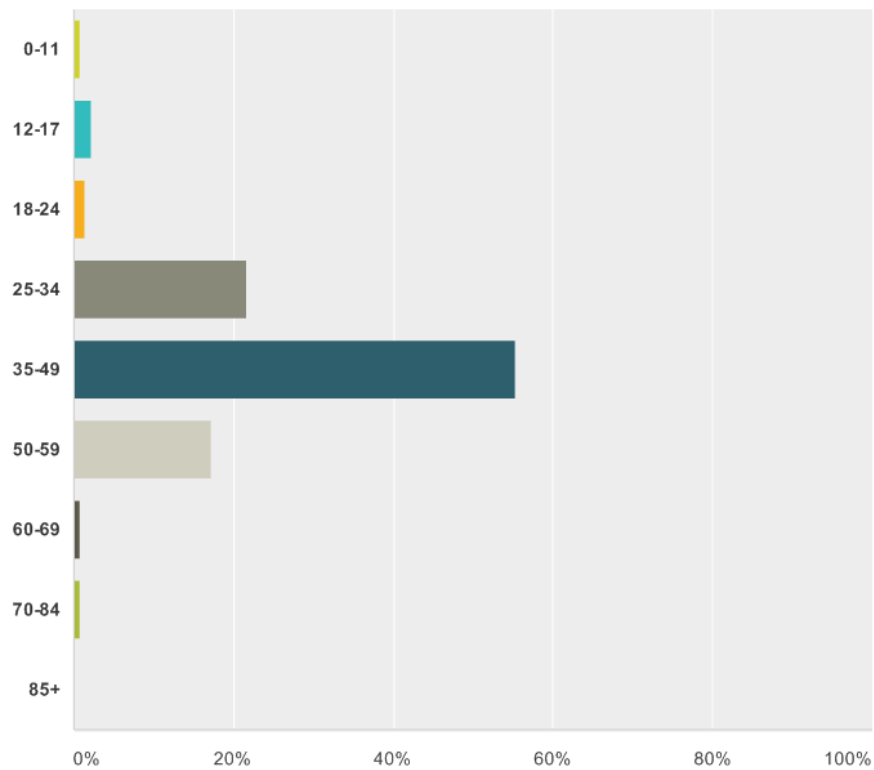


| Answer Choices | Responses |     |
|----------------|-----------|-----|
| Female         | 12.95%    | 18  |
| Male           | 87.05%    | 121 |
| Total          |           | 139 |

## Forrest MTB Strategic Plan Survey

### Q23 Age Range

Answered: 139 Skipped: 10



#### Answer Choices

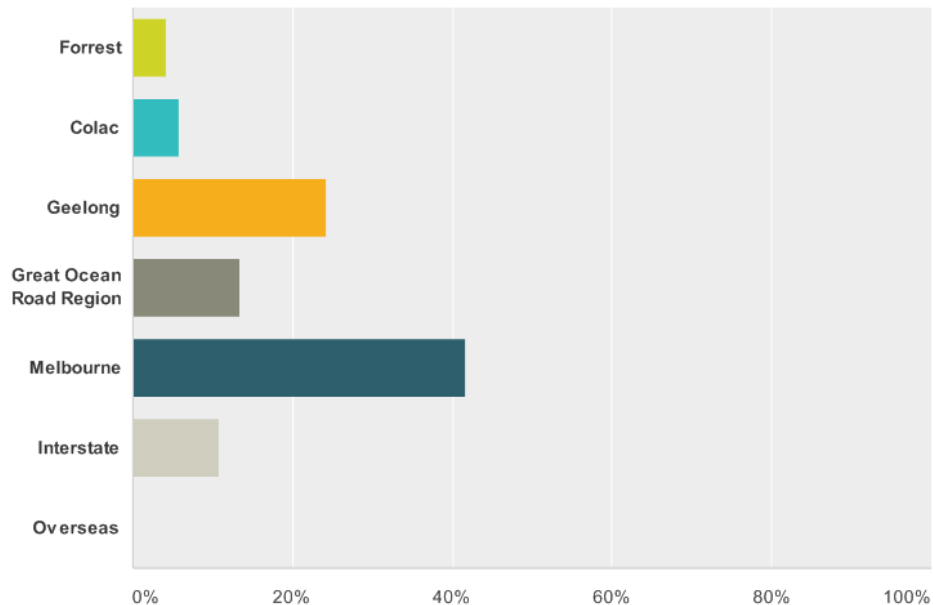
#### Responses

|              |        |            |
|--------------|--------|------------|
| 0-11         | 0.72%  | 1          |
| 12-17        | 2.16%  | 3          |
| 18-24        | 1.44%  | 2          |
| 25-34        | 21.58% | 30         |
| 35-49        | 55.40% | 77         |
| 50-59        | 17.27% | 24         |
| 60-69        | 0.72%  | 1          |
| 70-84        | 0.72%  | 1          |
| 85+          | 0%     | 0          |
| <b>Total</b> |        | <b>139</b> |

Forrest MTB Strategic Plan Survey

Q24 Where do you live? (Please tick one box)

Answered: 120 Skipped: 29



| Answer Choices          | Responses |            |
|-------------------------|-----------|------------|
| Forrest                 | 4.17%     | 5          |
| Colac                   | 5.83%     | 7          |
| Geelong                 | 24.17%    | 29         |
| Great Ocean Road Region | 13.33%    | 16         |
| Melbourne               | 41.67%    | 50         |
| Interstate              | 10.83%    | 13         |
| Overseas                | 0%        | 0          |
| <b>Total</b>            |           | <b>120</b> |

| #  | Other (please specify)                                                           | Date               |
|----|----------------------------------------------------------------------------------|--------------------|
| 1  | I ride in Forrest whenever i'm in Apollo Bay                                     | 12/19/2013 6:50 PM |
| 2  | Gerangamete                                                                      | 12/14/2013 6:47 AM |
| 3  | We have a weekender just outside of Forrest and we're there every second weekend | 12/11/2013 4:12 PM |
| 4  | Ocean Grove                                                                      | 12/5/2013 7:57 PM  |
| 5  | Mount Beauty Victoria                                                            | 12/5/2013 5:02 PM  |
| 6  | Warrnambool                                                                      | 12/5/2013 3:17 PM  |
| 7  | Frankston                                                                        | 12/5/2013 1:14 PM  |
| 8  | South East Melbourne                                                             | 12/5/2013 12:59 PM |
| 9  | Mornington Peninsula                                                             | 12/5/2013 12:49 PM |
| 10 | Hamilton                                                                         | 12/5/2013 10:00 AM |

### Forrest MTB Strategic Plan Survey

|    |                                                                                                                                  |                     |
|----|----------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 11 | Natimuk 3409                                                                                                                     | 12/3/2013 7:33 PM   |
| 12 | Melbourne                                                                                                                        | 11/28/2013 6:27 PM  |
| 13 | Anglesea                                                                                                                         | 11/27/2013 2:32 PM  |
| 14 | i move between colac geelong and borregurra                                                                                      | 11/25/2013 11:38 PM |
| 15 | birregurra                                                                                                                       | 11/25/2013 8:58 PM  |
| 16 | 8 months a year in Geelong, 4 in France                                                                                          | 11/25/2013 8:43 PM  |
| 17 | Ballarat                                                                                                                         | 11/25/2013 8:29 PM  |
| 18 | Bendigo                                                                                                                          | 11/25/2013 6:12 PM  |
| 19 | Gippsland                                                                                                                        | 11/25/2013 1:54 PM  |
| 20 | anglesea                                                                                                                         | 11/25/2013 1:43 PM  |
| 21 | Mulgrave VIC3170                                                                                                                 | 11/25/2013 12:54 PM |
| 22 | Apollo Bay                                                                                                                       | 11/25/2013 9:56 AM  |
| 23 | Apollo Bay. Funny that it isn't an option here. Typical COS!                                                                     | 11/25/2013 9:03 AM  |
| 24 | Work in Geelong, live In Torquay. So the plan this summer is to ride the You yangs during the week, Forrest every other weekend. | 11/24/2013 8:53 PM  |
| 25 | Warrnambool                                                                                                                      | 11/24/2013 7:56 PM  |
| 26 | Halls Gap                                                                                                                        | 11/22/2013 9:57 PM  |
| 27 | warnny                                                                                                                           | 11/22/2013 7:17 PM  |
| 28 | Central Coast, NSW                                                                                                               | 11/22/2013 7:10 PM  |
| 29 | Warrnambool                                                                                                                      | 11/22/2013 6:25 PM  |
| 30 | Brisbane                                                                                                                         | 11/22/2013 4:40 PM  |
| 31 | Ballarat                                                                                                                         | 11/22/2013 4:11 PM  |
| 32 | We own MTB accommodation near Forrest and stay there when we can.                                                                | 11/21/2013 10:32 PM |

Attachment 3.  
Community Letter





# Forrest MTB Strategic Plan

## Dear local resident,

Colac Otway Shire has commenced a Strategic Plan for the mountain bike trails in Forrest and we welcome your participation. The Plan will consider key issues, opportunities and consult with key stakeholders, agencies and the local community, to develop a future direction for Forrest's MTB trails.

Forrest Mountain Bike trails consist of a network of 16 Trails of approximately 66km in length. There are two trail heads with car parks, signs, toilets and shelter. The trails link to the recently completed Tiger Rail Trail Stage 1 that will eventually link Forrest to the township of Birregurra.

Previous consultation and other planning projects by the Shire identified exciting tourism and economic opportunities for Forrest, building on the proven strengths and growing Forrest Mountain Bike experience.

Council aims to develop a 'vision' for the MTB strategy via engaging with the local community, mountain bike and township stakeholders. This will inform how Council balances future development of the MTB facility with tourism services and destination products in Forrest.

As part of the community consultation process, the Colac Otway Shire invites you and your family to attend an Informal 'Drop In' Comment and Feedback Session to provide local resident and community input to the development of the Forrest MTB Strategic Plan.

The purpose of the 'Drop In' session is to discuss issues and opportunities that will inform the development and vision of the Strategic Plan. Please drop in and tell us your stories and experiences.

The details of the community 'Drop In' session are as follows:

**25<sup>th</sup> September 2013**  
**5:00pm - 7:00pm**  
**Forrest Hall**

If you are unable to attend, your feedback would be appreciated. Please provide feedback to the project manager:

*Mike Barrow*  
Manager Economic Development  
Phone: (03) 5232 9450  
Email: [mike.barrow@colacotway.vic.gov.au](mailto:mike.barrow@colacotway.vic.gov.au)



Attachment 4.  
Background Documents Review

**SIMONMcARTHUR**  
TOURISM & BUSINESS DEVELOPMENT  
AND ASSOCIATES

# Background document review supporting Forrest Mountain Bike Trails Strategic Plan

FEBRUARY 2014

Simon McArthur and Associates | 112 Cleary St, Hamilton NSW 2303 | 0427 240 664 | [simon@smcarthur.com](mailto:simon@smcarthur.com) | [www.smcarthur.com](http://www.smcarthur.com)

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TOURISM & BUSINESS DEVELOPMENT  
AND ASSOCIATES

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## EXECUTIVE SUMMARY

### Executive Summary

This Report provides an interpretation of salient recommendations from plans and reports relating to tourism within Forrest and immediate surrounds.

The two most relevant reports were:

- Tourism Plan for Public Land in the Otways Hinterland, which provided a comprehensive analysis of tourism across public land and strategic yet detailed recommendations to grow nature tourism

- Forrest Structure Plan, which provided Forrest specific recommendations for mountain bike facilities and services

The most immediate finding was the number of recommendations directly focusing on improving and developing more mountain bike routes and associated experiences, facilities, services, events and promotion across the Region. Potential routes proposed included:

1. A collection of half-day mountain bike routes along existing unsealed roads, designed to reflect varying levels of difficulty and remoteness
2. A much more challenging and specialised mountain biking experience

3. A two-day road tour circuit out of Colac that utilises the Old Beechy Line Rail Trail
4. Improvements to trails around Stevensons Falls and Lake Elizabeth that include mountain biking options

5. A new Rail Trail between Forrest and Birregurra

It is unlikely that every proposed new route / experience will be implemented. The development of mountain biking within the Forrest area should be done within the context of regional mountain bike development initiatives identified above. This means checking to determine the status and likely implementation of these initiatives, followed by consideration of the Forrest initiative in the context of those implemented or likely to be implemented. The goal should be to create differentiation and avoid unnecessary and disadvantageous duplication.

A number of recommendations have been made to improve mountain bike facilities within Forrest, including:

1. Town based equipment hire and tour groups to support tourist recreational needs
2. A bicycle sales, hire and repair store

A number of recommendations have been made to improve mountain bike services within Forrest, including:

1. Bicycle racks near commercial businesses and lockable storage space at the mountain bike trail heads
2. Public showers and lockers in association with existing public toilet and picnic area at the mountain bike trail heads

One target market for Forrest has been set by the Otways Public Lands Tourism Plan using the Roy Morgan Values segment known as Socially Aware, and this should be taken into account for this MTB Project

A regional brand / positioning has been set for the region, and this should be taken into account when setting mountain bike marketing initiatives for this MTB Project.



## DOCUMENT REVIEW



### 1. Tourism Plan for Public Land in the Otways Hinterland

Report prepared by Missing Link Tourism Consultants (Simon McArthur) and adopted by Victorian Department of Sustainability and Environment 2005. The implementation status is unknown.

#### Key relevant points

- The report provides a comprehensive analysis of tourism across public land and strategic yet detailed recommendations to grow nature tourism. The following eight strategies are the main result:
  1. Establish a tourism zoning system for the Hinterland, classifying the Hinterland into an independent and an assisted zone, catering for the needs of independent and guided visitors respectively
  2. Concentrate tourism development and marketing within three tourism nodes, including a major nature and rural node within the Assisted zone based around
    - Forrest, West Barwon Reservoir and Lake Elizabeth.
    - 3. Split the existing touring Route 22 into two different driving experiences, and promote and maintain one four wheel drive route within the region.
    - 4. Deliver additional capacity building to further develop skills in the areas of product development, customer service, interpretation, guiding and local environment knowledge.
    - 5. Develop additional soft adventure and ecotour experiences, and support the development of the Forrest/West Barwon Dam/Lake Elizabeth Node with:
      - A guided half day walk in the Lake Elizabeth area with a local character;
      - Dining and accommodation in Forrest, such as the Forrest Guesthouse, self contained cottages and bed and breakfast;
      - Cultural functions and events, such as the Music Mayhem and cinema in the local hall;
    - New events linking Lake Elizabeth, the West Barwon Reservoir and Forrest; and
    - Mountain biking along the less developed and less travelled routes.
    - 6. Provide assistance for the consolidation of existing events and establishment of new nature-based events near townships
    - 7. Develop a significant nature-based accommodation experience that acts as a hub for related activities – the two optimal sites identified were Victree/Triplet Falls and The Cumberland Station
    - 8. Refocus regional marketing emphasis to more accurately depict the brand and reduce tourism promotion of certain sites and experiences
      - The Strategy recommended the development of three forms of mountain bike experiences:
        1. A two-day road tour circuit out of Colac that utilises the Old Beechy Line Rail Trail and accommodates visitors at Gellibrand,



## DOCUMENT REVIEW

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Beech Forrest or Forrest – an operator should be assisted to provide services such as the hire of mountain bikes, supporting gear, food and beverages and matching accommodation. The road tour experience would involve starting from Colac and travelling south down the Old Beechy Line Rail Trail. Depending on the time of the day, cyclists could then stop overnight at Gellibrand or Beech Forrest, and return to Colac via Lardner Track, Sayers Track to Stevensons Falls, Upper Gellibrand Road, Roadnight Creek Road to Forrest than via Barongarook State Forrest to Colac. The experience should be promoted as requiring minimal planning or equipment. It should package bike hire, day ration packs, accommodation, and even transportation of personal belongings. Reinstate most (if not all) of the Old Beechy Line as a multi-use trail between Colac and Beech Forrest. The Old Beechy Line is one of the few historic sites that can be actively used rather than passively viewed. If sensitively</p> | <p>redeveloped, the experience would give visitors the chance to place themselves in the mindset of the historic railway use. If creatively interpreted, the development will add richness to the physical experience of riding or walking, by helping visitors to imagine the function and people behind the historic use of the Olways. The initiative will add a valuable experience that would consolidate the role of the Forrest and Beech Forrest nodes. To maximise economic impact, the product should offer a pick up and drop off service from at least one of the nodes, and could be tailored into a guided experience offering interpretation and lunch.</p> <p>2. A collection of half-day mountain bike routes along existing unsealed roads. There are several existing unsealed roads that could form half-day mountain biking routes for people staying within the region. The rides should be designed to reflect varying levels of difficulty and remoteness. Relatively easy rides could be: Olway Fly/Triplet Falls; Phillips Track (presently</p> | <p>overgrown); Halls Ridge Road; Aire Crossing Track; Youngs Creek Track; and Browntown Track. More challenging rides in a semi remote area could be Carlisle State Park. A challenging ride in a remote area could be the Curtis Track/Kennet River Road loop.</p> <p>3. A much more challenging and specialised mountain biking experience. The half to full day experience would include twisting Forrest paths and narrow challenging single track sections and down hill runs.</p> <p><b>Implications for Project<sup>1</sup></b></p> <ul style="list-style-type: none"> <li>The development of mountain biking within the Forrest area should consider the context of regional mountain bike development initiatives addressed above. This means checking to determine the status and likely implementation of these initiatives, followed</li> </ul> <p><sup>1</sup> The recommendations in this report pertaining to development of on road MTB activities may be now less relevant than the current emphasis on further development of existing mountain bike trails systems in Forrest which are well serviced by recent improvements in MTB services, MTB hire, support facilities, diverse accommodation options and F&amp;B within the township environs</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## DOCUMENT REVIEW

by the consideration of the Forrest initiative in the context of those implemented or likely to be implemented. The goal should be to create differentiation and avoid unnecessary duplication.

- The Forrest MTB project may fit the third strategic initiative as a more challenging and specialised experience, with the development of more challenging rides.

- The target market for Forrest is the Roy Morgan Values segment known as Socially Aware, and this should be taken into account for the Forrest mountain biking development initiatives.
- Marketing the Forrest mountain bike initiatives should be done in context with the regional brand presented in the Report.

## 2. Feasibility Study into increased economic activity in Forrest

Report prepared by Regional Innovation and adopted by Colac Otway Shire Council 2005. The implementation status is unknown.

### Key relevant points

- The Report draws heavily on the analysis and recommendations of the Tourism Plan for Public Land within the Otway Hinterland (profiled above).
- The Report undertook consultation to identify the following attributes that local stakeholders liked about Forrest:
  - Coast and the bush, close to Apollo Bay and Lorne, Colac and Geelong
  - The natural environment, abundant bush and wildlife, native birds, West Barwon Dam
  - Peace and quiet of town and natural beauty and small village atmosphere
  - Friendly and safe nature of the place and people
- Community spirit, good & friendly people
- Not overdeveloped and availability of affordable housing
- The lack of tourists
- The way it was
- History of saw-milling industry, logging past
- Opportunity to develop hinterland hub
- The Report addresses a mix of public sector and private sector funded projects and initiatives, including:
  - Establish Forrest as the northern Gateway and service centre to the Otway Ranges National Park and Otway Forrest Park
  - Improve entrance signage to Forrest with a view to removing poor signage and introducing more attractive signage likely to get visitors to stop.
  - Develop a Visitor Information / Interpretation Centre at Forrest for the Otway Ranges National Park and Otway Forrest Park, interpreting the heritage of the Region and acting as a collection point for walks, rides and tours

## DOCUMENT REVIEW

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Redevelop the Old Mill site for a mixed use that acts as a catalyst for further local development (in progress)</li> <li>• Establish new public toilets and improvement of the landscape / streetscape in Forrest</li> <li>• Increase the range of visitor accommodation (particularly caravan park cabins and an ecolodge within the Forrest region, linked with the Otway Ranges NP and Otway Forrest Park. (in progress)</li> <li>• Increase recreation activities at West Barwon Reservoir (such as fishing and canoeing<sup>2</sup>)</li> <li>• Seal Turlons Track to form part of the Otways Tourist Route for all weather travel (completed)</li> <li>• Establish a touring route that incorporates the coast and the Hinterland (particularly Forrest)</li> <li>• Develop a website promoting Forrest (completed)</li> </ul> | <ul style="list-style-type: none"> <li>• The Report supported mountain biking recommendations within the Tourism Plan for Public Land within the Otway Hinterland and also recommended the development of two additional of mountain bike initiatives:                             <ol style="list-style-type: none"> <li>1. Trails around Stevensons Falls and Lake Elizabeth that include mountain biking options; and</li> <li>2. Rail Trail between Forrest and Birregurra</li> </ol> </li> </ul>                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• The redevelopment of the Old Mill Site in Forrest is also a strategic initiative to be considered by this Project (in progress)</li> </ul> |
| <p><b>Implications for Project</b></p> <ul style="list-style-type: none"> <li>• The Report extensively supports strategies from the Tourism Plan for Public Land within the Otway Hinterland, including recommendations for the development of mountain bike experiences – so the same implications apply for this Report.</li> <li>• The development of a VIC in Forrest needs a full feasibility Study, as many similar ventures have proved costly to develop and unfeasible to operate. The location needs to offer a safe access route for mountain bike riders and easy for vehicles to access</li> </ul>                                                                                                                                                                                                                                                               | <p><b>Key relevant points</b></p> <ul style="list-style-type: none"> <li>• Report reviewed existing planning controls for township and adjoining lands to provide a framework for settlement and integrated development across land use, movement networks and public spaces. In addition to identifying opportunities for town expansion, town centre revitalisation, the Report identifies opportunities for ecotourism and considers how Forrest will accommodate additional tourism infrastructure, such as:                             <ul style="list-style-type: none"> <li>• Explore opportunities to develop gateway treatments to the north and south of Forrest at the entrances to Grant Street</li> </ul> </li> </ul> | <p><b>3. Forrest Structure Plan</b></p> <p>Report prepared by CPG for Colac Otway Shire 2011. The implementation status is unknown.</p>                                             |

<sup>2</sup> This recommendation is invalid because this is a water reservoir, and so no primary contact is allowed

## DOCUMENT REVIEW

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <ul style="list-style-type: none"> <li>• Encourage the provision of adequate car parking facilities in proximity to tourist and recreation destinations</li> <li>• Encourage the development of tourist infrastructure including bed and breakfast, group accommodation, farmers markets, rural produce, café, restaurants eateries and the like</li> <li>• Investigate opportunities for group accommodation to locate on the old Timber Mill site (in progress)</li> <li>• Encourage niche business to locate in town in the form of cellar door, rural produce stores and the like</li> <li>• Facilitate opportunities to locate recreational events in Forrest (completed)</li> <li>• The Report also provides recommendations specific to mountain biking:                             <ul style="list-style-type: none"> <li>• Encourage the development of town based equipment hire and tour groups to support tourist recreational needs (completed)</li> <li>• Encourage the development of a bicycle sales, hire and repair store (completed)</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Explore opportunities to develop public showers and lockers in association with existing public toilet and picnic area at the mountain bike trail head locations in the north of town</li> <li>• Encourage an expansion of the mountain bike facilities at the mountain bike trail head</li> <li>• Encourage the provision of bicycle facilities, including bicycle racks near commercial businesses and lockable storage space</li> </ul> | <p><b>4. Kona Odyssey 2012 Event Report</b></p> <p>Report prepared by Rapid Ascent (event coordinator) for sponsors, event website used to present event description. The implementation status is unknown.</p> <p><b>Key relevant points</b></p> <ul style="list-style-type: none"> <li>• Annual event based in Forrest in late April featuring bike expo, food stands and live entertainment and three races:                             <ul style="list-style-type: none"> <li>• 100km out and back to Forrest via flowing single track featuring a solid mix of climbing and descending, designed for experienced and fit riders</li> <li>• 50km out and back to Forrest via mix of dirt roads, double track and single tracks, designed for novices and newcomers</li> <li>• 15km loop of 4WD tracks, swooping single track, rainForrest, roads and country scenery, designed for kids and new comers</li> </ul> </li> </ul> |
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### Implications for Project

- The recommendations listed above are still relevant and several are directly relevant to this MTB Project, and so their level of support and implementation status should be further investigated.

- Though the above recommendations are given priority, it is uncertain what may actually eventuate in implementation as the Report uses non-committal language such as Encourage, Investigate and Explore to caveat all recommendations.

## DOCUMENT REVIEW

- Attracted 6,446 competitors and spectators to Forrest over the weekend
  - 1,176 competitors, 90% male dominated, 56% from Melbourne, 19% from interstate, none from international
  - Each competitor spent on average \$391 over the race weekend (\$156 accommodation, \$72 petrol, \$99 meals, \$24 sponsor products, \$19 food at expo, \$21 tourist activity
  - \$3,864,090 direct economic impact and \$2,997,888 indirect impact
  - Lots of social media marketing and MTB magazine editorial and promotion, good stats on marketing activity
  - 62% of competitors said it was in the top three events
- Implications for Project**
- No research done to determine return rate to Forrest from competitors or spectators
  - No research done to identify demand for additional accommodation in Forrest (given there is insufficient supply that spills over to Apollo Bay)
- 20% of competitors would like the 100km race to start and finish in Forrest, but 65% want no change
  - 56% of competitors said the tracks flowed without congestion but 23% found sections of the course too difficult
  - The Event website (<http://www.rapidascend.com.au>) does not include a page or link to assist MTB users to return to the area and ride outside the event weekend
- 5. Tourism Economic Impact Analysis Colac Otway Shire**
- Report prepared by Compelling Economics for the Colac Otway Shire and Geelong Otway Tourism 2012.
- Key relevant points**
- This report examines the contribution made to the Colac Otway Shire by the various industry sectors that comprise the tourism industry and highlights the importance of the tourism industry to the Colac Otway Shire.
  - Tourism represents 7.4% of the total employment in the Shire (643 jobs), compared to 5.6% for the Great Ocean Road Region.
  - The major tourism related activities in Colac Otway include accommodation & food Services (455 jobs), retail trade (86 jobs) and arts & recreation Services (35 jobs).
  - For every dollar of direct expenditure by visitors to Colac Otway Shire, the broader local economy is estimated to benefit by a further \$0.65 once flow-on industrial and consumption effects are taken into consideration. This can also be expressed as a tourism output multiplier of 1.65.
  - Applying the tourism industry multiplier of 1.65 to the total output generated by Colac Otway Shire's Tourism sector of \$104.7 Million, the total value (direct + industrial + consumption) of tourism to the municipality's economy is estimated at up to \$172.7 Million. This economic output is estimated to support an additional 937 jobs in the region.

## DOCUMENT REVIEW

- Peak population for the Shire was calculated at 46,560 – Forrest is just 957 (2%), made up of:

- 324 permanent population, 473 holiday home population, 100 caravan park population, and 60 hotel/motel/B&B population.

### Implications for Project

- This Report has limited implications for the MTB Project.

## 6. Tourism Economic Analysis The Great Ocean Road 2011

Report prepared by Compelling Economics for Regional Development Australia as part of the Great Ocean Road Tourism Destination Management Plan 2011.

This Report presents visitor and economic data at regional levels and is not considered locally specific enough to be useful to the Forrest MTB Project.



Attachment 5.  
Benchmarking Analysis

**SIMONMcARTHUR**  
TOURISM & BUSINESS DEVELOPMENT  
AND ASSOCIATES

# Benchmarking Analysis and summary of existing Mountain Bike Destinations

FEBRUARY 2014

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**SIMONMcARTHUR**  
TOURISM & BUSINESS DEVELOPMENT  
AND ASSOCIATES

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## EXECUTIVE SUMMARY

### I. Executive Summary

#### I.1. Background

This report provides the results of a website-based benchmarking of primarily mountain biking trails within Australia and to a limited extent, internationally. The objective of the benchmarking was to profile each destinations:

- Apparent target market (based on what the website said, or second best, what it inferred through trail type and imagery)
- Positioning (the essence of the mountain biking destination, if it was refined and branded)
- Product (the trails on offer (length, difficulty, character and landscape), any guided tours, camps, events, bike rental service, lifts up mountains and ancillary services (food and beverage, accommodation etc)
- Promotion (how the destination is promoted and what is promoted)

- Cost (whether the experience is based on a use fee, fees for access or no fees at all)
- Other information (imminent plans for expansion, partnerships in operation and management etc)

In some cases, there is more information for some destinations because more information was available within their promotional material. The benchmarked destinations were then separated into:

1. Commercially run mountain bike destinations (destinations where a charge for access to the trails was entirely or largely present within promotion)
2. Non-commercial mountain bike destinations (destinations where there was no entrance fee or use fee promoted)

Three commercially run mountain bike and eight non-commercial destinations were benchmarked, which included Forrest.

The order of the benchmarked sites is roughly equivalent to our interpretation of their competitive strength in the market place. In our view, Forrest therefore sits approximately in the middle of the total collection of benchmarked destinations.

#### I.1.1. The most competitive mountain bike destinations

The Alpine mountain resorts have several strategic advantages over the other benchmarked destinations:

1. They have significant infrastructure, services and businesses established for the winter ski season that can be harnessed to service mountain bikers
2. Their geography (as a mountain) sometimes gives them control over access to the top of the mountain, from which downhill riding starts from – so they can charge for providing this access and use the fee to support development and maintenance of the mountain bike product

EXECUTIVE SUMMARY

3. They have established, significantly scaled commercial businesses to help plan, develop, operate and promote mountain biking at their destinations

Consequently, these destinations have built some of the best product that we benchmarked. There is significant diversity in product (including grades, technical skills and landscape). These destinations don't just provide lots of trails, they provide lots of differentiated trails. There is also much value adding of the base trail product, including guided tours, camps, events and ancillary services – even bike hire offers different types of bikes.

The support services and infrastructure (carparks, accommodation, food and beverage and retail) is typically based close to the trail starting / finishing point, making the experience simple, convenient and efficient. In addition, the scale of these facilities make it easy for an event to services most if not all of the participants 'on site' and close together – further enhancing the atmosphere.

Marketing done by these destination managers is also significantly superior to most of the non-commercial sites, evidenced by superior imagery of the experience and landscape, use of well produced videos and effective use of social media and events to drive brand awareness. Logistical information was also superior, such as the way trails were presented on interactive maps and the way they were profiled so the customer could easily compare and choose. These destinations do not shirk from pricing and present comprehensive pricing information with competition profiled and opportunities for discounts available.

1.III. Product development opportunities for Forrest

Single tracks that function as a (integrated set of cascading and connected) circuit(s) present more powerfully than (disparate) networks, and they present more powerfully than one way routes requiring the rider to turn around and ride the same route back to the start back to the start.

Successful destinations offer the majority of their product in the intermediate to advanced skill markets, but manage to attract wider markets by having a minority of trails set aside for beginners / low fitness and / or deviations from the main route that present some respite before returning to the challenging main route.

Within a network of trails there should be a lead experience that brands the overall destination and is used to generate the main awareness and motivation to visit (like Mount Everest is to Nepal).

The customer is looking for a seamless transition between where they stay and where they ride, this can be achieved by:

- Having trails lead off from the accommodation node area; and / or
- Providing transport between the track and accommodation (be it a chairlift or a shuttle service)

Beginner and skill development trails could be designed to include rest / picnic areas for

## EXECUTIVE SUMMARY

accompanying friends and family to watch and photograph them in a picturesque and slightly exciting section of the trail

There are few examples of destinations describing their trails beyond the logistical elements (distance, time, gradient and difficulty).

There is an opportunity to design trails to feature more of the features and diversity in a landscape, and more character in the build and technical elements. There is also an opportunity to name trails to reflect this character and some degree of challenge within it, such as the at Forrest.

The hiring of quality mountain bikes close to the trails is almost essential, and the hiring of different types of bikes and good quality equipment is moving towards being expected.

Clear and totally consistent sign posting is a given not a value add.

Events are a very effective way to raise brand awareness. Specific opportunities for Forrest are:

- To be designed to highlight the brand character of the destination to demonstrate its strengths;

- to go beyond competition racing to add complimentary experiences, stand out from the mix; and

- to be integrated with an overall marketing plan that uses the event to trigger return visitation to ride – particularly from the spectators.

- promote the genuine country ambience of the Forrest township experience as a destination value add for riders and visitors

Most destinations are targeting intermediate to advanced riders under 35 years of age, almost always with pictures of male riders. Only one destination offered anything to target women (skill improvement clinics), so this segment as a group is an opportunity for growth.

A specific website for the destination allows richer and more comprehensive marketing to occur. Destinations only profiled by land managers are unlikely to be differentiated and made competitive in a crowded market place.

Videos are essential to portray the mountain bike experience and the lead trails. These need to be constantly refreshed and should be loaded onto a website and used with viral (?) campaigning.

Introduce a challenge that attracts visitors to do all the trails or come back several times within a given period, positioned as a competition with a prize.

### 1.IV. Marketing opportunities for Forrest

Positioning the mountain biking destination should:

- lead with its signature trails and place supporting product behind this, in less detail;

- include accommodation and food and beverage that matches the needs of the target market supported by web based information



EXECUTIVE SUMMARY

Clubs have been an effective way to generate repeat use, and resources for trail maintenance, improvement and management. They can also be used to provide an active backdrop (like an event) and to host new visitors.

SIMONMcARTHUR  
TOURISM & BUSINESS DEVELOPMENT  
AND ASSOCIATES

Benchmarking Analysis and summary of existing Mountain Bike Destinations

IV

## BENCHMARKING ANALYSIS

### 1. Commercially run mountain bike destinations

#### 1.1 Thredbo MTB Trail (Australia)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Market</b></p> <ul style="list-style-type: none"> <li>The design of the website suggests young riders under 35 years of age, from intermediate to experienced bikers</li> </ul> <p><b>Position</b></p> <ul style="list-style-type: none"> <li>Easy valley riding and exciting downhill trails through mountainous terrain</li> </ul> <p><b>Product</b></p> <ul style="list-style-type: none"> <li>Mountain biking is offered in summer (November to May) and there are five key experiences on offer:                             <ul style="list-style-type: none"> <li>Valley Trails is a total of 41.5km of return trails with more easier or more technical routes such as the Thredbo Valley Track (7 return kilometers of gentle gradient riding along the</li> </ul> </li> </ul> | <p>Thredbo river), Pipeline Trail (2 return km flat trail) or the Cascade Hut Trail (22km return moderate, difficult ride along the Alpine Way).</p> <ul style="list-style-type: none"> <li>Kosciuszko Flow is a 5.8km trail for intermediate bikers. It is a gravity fed flow trail that goes from the top of the Kosciuszko Express to the Village. It is filled with rollovers and smooth berms, taking a less direct route down the mountain, using the chairlift system</li> <li>The Thredbo MTB Downhill trail is the main experience – a 3.8km trail for advanced bikers filled with jumps, Rock drops and fast single track. It is the longest lift accessed downhill mountain biking run in Australia.</li> </ul> | <ul style="list-style-type: none"> <li>There is a mandatory two hour safety induction tour for either the Thredbo MTB Downhill or Kosciuszko Flow Trail.</li> <li>Bikers can hire all biking equipment or bring their own equipment.</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>All riding attracts a use fee.</li> <li>Lift only access (included Leisure Centre access):                             <ul style="list-style-type: none"> <li>- 1 day: Adult \$69 – Child \$49</li> <li>- 1pm start: Adult \$49 – Child \$29</li> <li>- 2 day: Adult \$119 – Child \$84</li> <li>- 3 day: Adult \$159 – Child \$112</li> </ul> </li> <li>Sample MTB Access – 1 Ride (for those wanting to give MTB a try. This is an upgradable product to a full day MTB Access Product)                             <ul style="list-style-type: none"> <li>- 1 Ride: Adult \$33 – Child \$18</li> </ul> </li> <li>MTB Season Pass: Adult \$455 – Child \$275</li> </ul> |
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## BENCHMARKING ANALYSIS

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| <ul style="list-style-type: none"> <li>Lift &amp; Downhill rental Package (including pass, bike and equipment):                             <ul style="list-style-type: none"> <li>- 1 day: Adult \$201 – Child \$171</li> <li>- 2 day: Adult \$302 – Child \$241</li> <li>- 3 day: Adult \$393 – Child \$312</li> </ul> </li> <li>Lift &amp; Flow rental Package (including pass, bike and equipment):                             <ul style="list-style-type: none"> <li>- 1 day: Adult \$181 – Child \$150</li> <li>- 2 day: Adult \$282 – Child \$221</li> <li>- 3 day: Adult \$373 – Child \$292</li> </ul> </li> </ul> | <p>Alpine Village) has 61,259 Likes and Twitter (Thredbo Alpine Village) has 4,534 Followers</p> <ul style="list-style-type: none"> <li>Events such as Australian MTB Interschools (MTB Championship) and NSW/ACT State Series Event Rocky Trail Downhill/Roller Coaster (State Race) are used to drive brand awareness and trigger special visits.</li> </ul>                                                                                                                  | <p><b>Product</b></p> <ul style="list-style-type: none"> <li>124km north from Vancouver</li> <li>There are two types of experiences on offer:                             <ul style="list-style-type: none"> <li>1,507 vertical meters of lift-served descending mountain bike trails, featuring the Peak zone trail: expanding the Park's vertical by over 1,000 feet for a total of almost 5,000 feet of riding; and the Garbanzo Zone trail: 2200 vertical feet of brand new single track trails</li> </ul> </li> </ul> |
| <p><b>Promotion</b></p> <ul style="list-style-type: none"> <li>The main promotion is through pages within the Thredbo Alpine Village website (<a href="http://www.thredbo.com.au/activities/summer-activities/biking/">http://www.thredbo.com.au/activities/summer-activities/biking/</a>), featuring pricing, but also including an overall route map, and information on the experiences and events. A mountain biking brochure can be downloaded from the website.</li> <li>The operators have generated significant social media activity. Facebook (Thredbo</li> </ul>                                                  | <p><b>1.2 Whistler Mountain Bike Park (Canada)</b></p> <p><b>Market</b></p> <ul style="list-style-type: none"> <li>The design of the website suggests young riders under 35 years of age, mainly advanced and expert bikers wearing full MTB equipment (helmet, gloves etc.)</li> </ul> <p><b>Position</b></p> <ul style="list-style-type: none"> <li>Gentle, banked cruising, tight and twisty single track, steep rock faces, gnarly, root strawn lines, drop offs</li> </ul> | <ul style="list-style-type: none"> <li>Within the park there is an Air Dome: an 8,400 square foot covered indoor mountain bike training facility with a huge foam pit, ramps, and a quarter pipe and half pipe.</li> <li>Trails only open in summer (from May to October)</li> <li>Bikes can be rented</li> </ul>                                                                                                                                                                                                          |

## BENCHMARKING ANALYSIS

| <ul style="list-style-type: none"> <li>A number of events are offered such as the Crankworx Freeride MB Festival</li> <li>The Park provides amenities, pub, restaurant, bike rent shop, bike sale shop and repairs and 2 skill centers, a jump park, drop off park, and the Boneyard Slopesyle Park.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>Promotion</li> <li>A destination specific website (<a href="http://bike.whistlerblackcomb.com">http://bike.whistlerblackcomb.com</a>) presents a comprehensive and attractive profile of opportunities and logistical support information, dramatic images of professional bikers doing challenging jumps and bike tricks, and YouTube video showing expert bikers doing challenging jumps and fast turns on the trails</li> </ul> | <p><b>1.3 Mount Buller</b></p> <p><b>Market</b></p> <ul style="list-style-type: none"> <li>The steep and varied terrain and the design of the website suggest intermediate-advanced bikers</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>All riding attracts a use fee.</li> <li>Air Dome season pass Can \$240</li> <li>Lift Tickets (Late season)                             <ul style="list-style-type: none"> <li>- 1 day: Adult \$53 – Child \$31</li> <li>- 2 day: Adult \$106 – Child \$62</li> <li>- 3 day: Adult \$153 – Child \$89</li> </ul> </li> <li>Lift Tickets (Regular season)                             <ul style="list-style-type: none"> <li>- 1 day: Adult \$61 – Child \$35</li> <li>- 2 day: Adult \$122 – Child \$71</li> <li>- 3 day: Adult \$152 – Child \$90</li> </ul> </li> <li>Sampler Ticket Early Season: Adult \$28 – Child \$15</li> <li>Sampler Ticket Regular Season: Adult \$31 – Child \$17</li> </ul> | <ul style="list-style-type: none"> <li>A Trail brochure can be downloaded from the website (maps, trail description, difficulty level etc)</li> <li>The website also drives social media: Facebook with 44380 Likes, and Twitter with 16700 followers.</li> <li>The Whistler Mountain Bike Park sponsors 5 professional mountain bike athletes, who are used to drive brand awareness of the Mountain Bike opportunities</li> </ul>                                       | <p><b>Position</b></p> <ul style="list-style-type: none"> <li>Designed and built by a World renown designer to deliver technical challenges blended into natural alpine environment</li> </ul> <p><b>Product</b></p> <ul style="list-style-type: none"> <li>Mt Buller is 240km northeast from Melbourne and operates as an alpine destination with skiing in winter and a range of well-developed adventures in summer.</li> <li>There are over 100km of trails (including 40km of single track), with 14 cross country trails and eight downhill trails well profiled on the Mount Buller website:</li> <li>The cross country MTB trails are:</li> </ul> |  |

## BENCHMARKING ANALYSIS

1. Split Rock (760m moderate to steep climbing through a number of switch backs and boardwalks, medium fitness)
  2. Gang Gangs 3km, Narrow single track gently descending then returning to the Village on the Split Rock return single track, intermediate)
  3. Village Family Trail (3km, Gentle upwards and downwards slopes low endurance, low technical skill)
  4. Delatite River Trail (9km, Moderately challenging wide descending trail with river crossings. Fitness: Medium endurance, medium technical skill, intermediate)
  5. Silk Lane (4km, Moderate downhill and uphill sections on fire trail and single track, Medium endurance, medium technical skill)
  6. Picnic Trail (2.3km, Moderate descent on fire trail onto contouring single track and moderate ascent on wide fire trail, Medium endurance, medium technical skill)
  7. Easy skills Trail (100m, mostly flat, low fitness)
  8. Intermediate Skills Trail (150m, mostly flat, low fitness)
  9. Misty Twist (4.1km, moderate downhill and uphill riding on premium single track, medium endurance, medium technical skill)
  10. Corn Hill (2.5km, Wide fire trail and narrow single track featuring technical steep ascents and technical fast descents), medium to high level of fitness and technical skill)
    11. Box Corner Link (600m, mostly flat, low fitness)
    12. Stonefly (10km, loop trail that climbs for 6km, then descends for 4km. Generally, the gradients are moderate, but there \_are some short steep sections, high fitness)
    13. River spur trail (2.5km, moderately challenging upward slope, medium endurance, medium technical skill)
    14. Snowgums (420m, moderate climbing through a number of switch backs and boardwalks, medium fitness)
- The eight Downhill trails are:
1. Abom/Village Link (1.5km, undulating single track 1m wide with switchbacks)

## BENCHMARKING ANALYSIS

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A N D A S S O C I A T E S

|                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 2. Home Trail (2.5km moderate undulating via a 3m wide 4WD track)                                                                    | <ul style="list-style-type: none"> <li>In summer, the Mount Buller premium snow runs provide a downhill mountain bike course using the berms, ramps and jumps</li> </ul>                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Between November and March Mount Buller runs nine mountain bike events. The events range from high country challenge, endurance rides and uphill challenges. Several events combine racing with film festivals.</li> </ul>                                                                                                                                                                                                                                        |
| 3. Abom Downhill (2.2km moderate single track)                                                                                       | <ul style="list-style-type: none"> <li>Two operators rent downhill bikes, cross country dual suspension bikes and cross country front suspension bikes for half and full days and prices from both operators are listed on the website</li> </ul>                                                                                                                 | <ul style="list-style-type: none"> <li>Mount Buller has promotes bike-friendly accommodation and there is even one property called Andy's Fat Tyre Lodge</li> </ul>                                                                                                                                                                                                                                                                                                                                      |
| 4. Yellow Post (1km moderate single track with drop offs to 0.5m)                                                                    | <ul style="list-style-type: none"> <li>A local operator offers guided tours and clinics to help learn to ride, improve riding skills or just enjoy the stunning scenery. Complete beginners can learn basic skills, while intermediate and advanced riders can enjoy riding with the local experts and learning new techniques to improve their riding</li> </ul> | <ul style="list-style-type: none"> <li>There is no charge for entry or use of the trails. However, use of access lifts up the mountain significantly increase the amount of downhill flow riding in a given day. Costs to access lifts up the mountain are:                             <ul style="list-style-type: none"> <li>Unlimited Northside Express chair lift day pass: \$60 per person</li> <li>Two-day value pass: \$106</li> <li>Summer Season Pass: \$368 per person.</li> </ul> </li> </ul> |
| 5. International (2km steep single track with drop offs to 2m, bridges at min width of 250mm and beams to a max angle of 75 degrees) |                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Prices for guided tours are:                             <ul style="list-style-type: none"> <li>\$65 Mountain bike skills 101 (1.5hrs)</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                     |
| 6. Klingsporn Bridle Trail (8.65km difficult steep single track with lots of technical sections and open fire trail at the end)      |                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7. Outlaw Express (1km intermediate moderate to undulating track)                                                                    | <ul style="list-style-type: none"> <li>There are also several camps for men and women, and clinics just women, designed to improve mountain biking skills, packaged with accommodation, meals, skills development, support on the trails</li> </ul>                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8. Copperhead (3km beginner / intermediate flow down trail)                                                                          |                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



## BENCHMARKING ANALYSIS

**SIMONMCARTHUR**  
TOURISM & BUSINESS DEVELOPMENT  
A N D A S S O C I A T E S

- \$77 Immediate advanced skills (2hrs)
- \$120 Downhill 101 (2hrs)
- \$120 Downhill rush (3hrs)
- \$145 Stonely experience (4-5hrs), discounted with increased group size

### Promotion

- Mount Buller has its own website (<http://www.mtbuller.com.au/Summer/>) which has a major menu for mountain biking that then clicks through to a purpose built site (<http://bike.mtbuller.com.au>). The purpose built site:
  - profiles the 14 trails with comprehensive and comparable information
  - features an interactive map for the trail categorising trails as: downhill, x-country, easy, intermediate and advanced, and also includes a map of the village;
  - provides an update MTB Trail Report page indicating current temperature,
- wind direction and strength, trail status (open or closed), Bike Shuttle Status, current news and information and any trail work;
- profiles the guided tour product and pricing;
- includes a few videos showing intermediate and expert riders on a range of middle to challenging terrains; and
- shows links to Facebook and Twitter Mt. Buller profiles, and mountain biking is a major part of the Facebook profile, despite the site having to cover all activities offered in the area
- The seven special events are used to drive brand awareness and visitation to the destination and accommodation operators.
- Mt. Buller sells merchandise promoting the mountain biking brand, such as T-Shirts, caps – hoodies and stubby holders.
- The destination also uses competitions to drive brand awareness. Bikers who complete the 7 peaks Alpine Ascent Challenge (mountain roads) within 5 months time get the chance to a prize. Every time a biker completes a summit he is awarded a stamp on his 7 Peaks Passport. This is valid from October 13 2013 to March 31 2014.

### More information

- Mount Buller is actively expanding and enhancing the product range. In summer 2014 they are planning to open the first Australia IMBA EPIC trail called the Mt. Buller's EPIC trail. Works began in December 2013. More info on <http://www.mtbuller.com.au/Summer/Bike-Buller/New-Trails-Infrastructure>

## BENCHMARKING ANALYSIS

**SIMONMCARTHUR**  
TOURISM & BUSINESS DEVELOPMENT  
A N D A S S O C I A T E S

### 2. Non-commercial mountain bike destinations

getting further than 2km in a straight line from the trailhead. The trail network is a combination of different trails within a Forrest.

**Cost**  
Riding on the trails is free to all as the costs of building and maintaining MTB trails is covered by government, not for profit and philanthropists

#### 2.1 Ride Rotorua (New Zealand)

- MTB courses (full day or 2 day mountain biking workshops and introduction to mountain biking for school groups

**Promotion**  
• The destination and facility has its own specific website

**Market**

- The design of the website suggests intermediate to experienced young bikers under 35 years of age

- guided tours for mountain bikers with a good level of fitness

(<http://www.riderotorua.com/trails2.php?catid=1>) which presents a comprehensive and attractive profile of opportunities and logistical support information. The key strengths of the website are:

**Position**  
An adventurous and technical ride through the Forrest within close proximity to the city centre of Rotorua

- A shuttle service is offered to transport bikers and their bikes to the top of a hill to access 30 km of down hill trails

- videos showing advanced and expert bikers doing small jumps and fast turns
- social media: the Facebook has 3400 Likes

**Product**

- There are several experiences on offer a range of trails from easy to difficult:

- Amenities include car park, visitor centre, accommodation close to the trail, bike hire and repairs shop.

- There was no downloadable brochure on the website.

- The feature is a 2.5 hour ride (130km) without any repeated sections, without

#### Other Info

- There is a Rotorua MTB Club, and the trails are informally managed by Rotorua

## BENCHMARKING ANALYSIS

Mountain Bike Club (Inc), Charitable Trust funding, freelancers

- The trail system is continually being extended and enhanced

Forrest reached via a rail trail link) and the Southern Trail Head (6 routes) which traverse across undulating and heavily forested land immediately adjacent to the Forrest township

- Roller Coaster, an easy 2km trail connecting the main Forrest trailhead. The route is a wide, smooth and free flowing trail ideal for beginners or as a warm up

### 2.2 Ride Forrest

#### Market

- The rideforrest website suggests more experienced and fit mountain bikers

#### Position

Challenging – the majority of trails are moderate to advanced, with only 3 out of 16 trail designated as easy

#### Product description

- Challenging – 13 hard to very hard routes
- There are over 48km km of trails (with 15 cross country trails trails) well profiled on the rideforrest website in two separate areas; the Yaughner Trail Head (9 routes in a cluster 2km ride north of

- The **Forrest** MTB trails are:

- Forrest Loop, a 3km dual use trail for walkers and cyclists of all

abilities. It has long flowing corners that descend into the West Barwon Valley and then climbs back to Forrest where it joins the Forrest Heritage Trail

- Bariljarru, a 6km more difficult trail that links Forrest to Lake Elizabeth and climbs most of the way to the Lake Elizabeth carpark

- Red Carpet, a 4.5km more difficult single track return trail from Lake Elizabeth, with challenging descents and tight technical climbs

- The **Yaughner** MTB trails are:

- Follow the Dog, a more difficult 4.5km flowing trail through tall open Forrest and dense fern gullies, offering long climbs and fast flowing descents

- Yaughner Super Loop, an 11.5km more difficult trail that is a mixture of single track and fire trails, with A and B lines on all trails in the network

- Grasstrees, a 1.5km very difficult route featuring log rides, rollovers,

## BENCHMARKING ANALYSIS

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| <ul style="list-style-type: none"> <li>step-ups, drop offs. Big 4X berms and jumps</li> <li>Marriners Run, a very difficult 4.5km trail with long climbs and fast flowing descents</li> <li>Foxtail, a 3.5km more difficult trail with long fast straights and open corners</li> <li>J2, a more difficult 4km long flowing descent trail from the Yaugher trailhead and joining the Yaugher Super Loop</li> <li>Yo Yo, a very difficult 3km up and down trail</li> <li>Casper Black, a very difficult 5.5km trail of twisting technical climbs and descents with walls of tea tree</li> <li>Barre Warre, a 2km easy trail offering high vantage points to view the Barwon River Valley and Forrest Township</li> </ul> | <ul style="list-style-type: none"> <li>Vista, a more difficult 5.5km long flowing trail with fire trail descents and climbs, tough technical climbing and rewarding views</li> <li>Tiger Loop, a more difficult 3km link from the Forrest-Biregurra Trail to the Yaugher Trails network</li> <li>Mountain bike tours for small groups are available with a professional guide and mountain bike skill courses are for sale from local operators at the Forrest Corner Store</li> <li>Social rides are run by the Forrest MTB &amp; Cycling Club (e.g. on Thursday nights is their regular night Brew Crew ride)</li> <li>Nearby in Forrest there are MTB support amenities: restaurant, coffee shop, bike hire and repairs shop, pub, and a range of MTB friendly couple and group sized accommodation, including converted houses and setup for MTB riders with</li> </ul> | <ul style="list-style-type: none"> <li>cost effective accommodation and bike storage sheds</li> <li>The Forrest Camping Ground has low cost cabins and tent sites</li> <li>The Corner Store has a dedicated website offering a range of bikes for hire, tours, free trail maps, coffee and food, bike products, spares and merchandise promoting the Forrest mountain biking brand experience, such as T-Shirts and caps</li> <li>Directional and degree of difficulty signs are provided along the trail</li> <li>The two trail heads each provide: carparking, toilet, trail maps, shelter and seating (not water).</li> <li>The separation of the two trail areas creates some logistical separation for riders, especially access to the Yaugher trails network from Forrest due to distance and main road crossing</li> </ul> |
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## BENCHMARKING ANALYSIS

| Promotion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Cost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <ul style="list-style-type: none"> <li>There is a destination specific website (<a href="http://www.rideforrest.com.au">http://www.rideforrest.com.au</a>) that blends the township of Forrest with the bike riding opportunities. The website includes some You Tube videos showing intermediate bikers on some sections of the trail doing small jumps and fast turns, a short a description for each route and its level of difficulty, whether the trails are open or closed, and a map of the region trails that can be downloaded.</li> <li>There is no social media used on the main website</li> <li>TripAdvisor.com.au has two reviews of Excellent and Very Good rating, but feedback suggests the trails are looking tired and need reinvigoration</li> <li>The Forrest MTB &amp; Cycling Club runs the Olway Odyssey and Kona 24 hour MTB races based in Forrest</li> </ul> | <ul style="list-style-type: none"> <li>There is no charge for entry or use presented on the website</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>2.3 You Yangs MTB Trail</b></p> <p><b>Market</b></p> <ul style="list-style-type: none"> <li>The design of the website suggests young riders under 35 years of age</li> <li>Race categories include junior, Under 15 and over 35</li> </ul> <p><b>Position</b></p> <p>Downhill speed and danger, supported by an active Club. Narrow focus on high skill level and fast downhill riding</p> <p><b>Product</b></p> <ul style="list-style-type: none"> <li>55km south west of Melbourne and 22km km north of Geelong</li> <li>50km network of purpose built tracks of varying length and levels, from easy open</li> </ul> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>dirt roads to tight technical single track and extreme downhill tracks.</p> <ul style="list-style-type: none"> <li>One area (The Stockyards was a former quarry rebuilt into a track system) offers downhill tracks overlooked by granite crags. These tracks feature natural rock ramps, rock gardens, fast runs and designed down hill runs.</li> <li>Another area (The Kurrajong Plantation) is a 12km circuit offers flatter tracks for less experienced bikers. This circuit is also open to vehicles.</li> <li>Trails are signposted with names and difficulty ratings to prevent people getting lost or straying onto terrain that's beyond their skill level.</li> <li>Trails are often shared with runners, walkers and equestrians.</li> <li>Amenities and picnic tables are available on the The Kurrajong Plantation but not the Stockyards.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## BENCHMARKING ANALYSIS

### Cost

There is no charge for entry or use presented on the website

- The Facebook page has almost 3,000 Likes.

merchandise it lacks a proper distribution system to order online.

### Promotion

- The destination website (<http://www.youvanagsmtbinc.com.au>) focuses entirely on mountain biking activity. The site offers pictures, videos, events description, announcements etc. The destination is co-managed by the Club and Parks Victoria.

- The website provides a downloadable map of the region and trail maps (covering the distance of the different trails, difficulty level, descriptions and characteristics and emergency information).

### Other information

- MB riding not permitted on walking tracks.
- There is a You Yangs Club and membership form can be downloaded from the website. The Club invites users to donate money to the You Yangs Trail Fund. The MTB club gets sponsorship by different businesses such as You Yangs Shuttle Service, getpixel, Prologica etc

## 2.4 Colac Otway Region (Old Beechy Rail Trail)

### Market

- Some sections are suitable for families and beginners while some are only suitable for intermediate to advanced riders

- There are three videos promoting the destination. One video is an amateur production for the introduction experience. The second promotes the fastest and most adventurous experience with helmet camera footage and hip younger person's soundtrack. The third starts with an interpretation of the construction of a new trail (Shepherds Track) and finishes the same fast and furious experience.

- The Destination also uses events to drive promotion. Events include the first De Grandi 6 hours All Mountain Enduro. Winners get prizes and or cash. There is an annual Club event (last on 22<sup>nd</sup> Sept. 2013) that offers music and shuttle. Different categories according to the level of expertise of the bikes. The event is run by volunteers and the only people paid in this event are professionals first aid. Winners get prizes and or cash.
- The Destination also has merchandise (including T-shirts and hoodies which display the You Yangs logo) to promote the brand. Though the website promotes



## BENCHMARKING ANALYSIS

| Position                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Cost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <ul style="list-style-type: none"> <li>Follow one of the state's former narrow gauge railways through an area of scenic Forrest, rich farmland and rolling hills – with the coast not far away</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>There is no charge for entry or use presented on the website</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>(<a href="http://www.colacotway.vic.gov.au/Page/faq.aspx?Page_Id=3454&amp;h=0">http://www.colacotway.vic.gov.au/Page/faq.aspx?Page_Id=3454&amp;h=0</a>). It doesn't appear to be an official website about the Old Beechy Rail Trail.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>Product</b></p> <ul style="list-style-type: none"> <li>150km and two hours west of Melbourne.</li> <li>The 45 km mountain trail can be completed in short sections and in either direction. It includes some gentle undulating slopes and some steep up and down hill sections.</li> <li>Directional signs are provided along the trail, but no interpretation about the former rail use was promoted.</li> <li>The trail surface is represented by large sections of purpose-built trail with compacted gravel and short sections of heavy gravel on dirt roads and also some sealed roads.</li> <li>The trail is shared between mountain bikers and walkers.</li> </ul> | <p><b>Promotion</b></p> <ul style="list-style-type: none"> <li>The lead promotion for this trail is a brochure that can be downloaded from The Colac Otway Shire Council website. The brochure includes information about how to get there, accessing the trail, a map of the trail including length of the trail, cross section of the rises and falls, difficulty, start and finish location and track conditions. The brochure breaks down the full route into seven shorter rides of 25-60 minutes duration, each profiled and rated in difficulty. It also presents local picnic areas, amenities, accommodation, restaurants and cafes near by the trail,</li> </ul> | <p><b>2.5 Murray to Mountain</b></p> <p><b>Market</b></p> <ul style="list-style-type: none"> <li>The design of the website suggests young riders under 35 years of age, mainly advanced bikers.</li> </ul> <p><b>Position</b></p> <ul style="list-style-type: none"> <li>A masculine focused food and wine linked experience for one route and an advanced technical challenge for the other</li> </ul> <p><b>Product</b></p> <ul style="list-style-type: none"> <li>Both country mountain biking and road riding trails are promoted through two trails:</li> <li>Victoria's High Country Brewery Trail: downhill MTB track extending from the rivers to the mountains. Along the Trail there are 4 local Brewery companies to</li> </ul> |

## BENCHMARKING ANALYSIS

visit, sample beer and eat at the brewery restaurants

- Dirty Dozen Mountain Bike Trail: a collection of 12 MTB trails located across North East Victoria. Includes unsealed roads through National Parks to more challenging single track, downhill and parks.

### Cost

- There is no charge for entry or use presented on the website

### Promotion

- Promotion is largely driven through the breweries using the trail to visit them. A website promotes the brewery route at (<http://www.murraytomountains.com.au>). The website has limited information about the riding trail and riding experience (no distance or ride time).
- Social media used is: Facebook with 1,450 Likes and Twitter with 329 Followers. There

## 2.6 Lysterfield Park

### Market

- The website profile has limited information from which to derive the market. Local families are one target market but local riders looking for a moderate challenge may also be targeted, based on the product. There also appears capacity for group and event bookings.

### Position

- City based natural site with big trails and a Commonwealth Games Course

### Product

- Located on the south-eastern edge of Melbourne.
- Offers 20 km of trails designed for mountain bike, some shared and some equestrian use. Easier trails run around the lake and parkland. More moderately challenging trails offer a range of flowing single trails through established plantations or steep

## BENCHMARKING ANALYSIS

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| <p>and technical sections of trail through rocky landscapes.</p> <ul style="list-style-type: none"> <li>All trails are graded and sign posted with directional information.</li> <li>There is a visitor center in Trailmix, which includes amenities such as a café, bike store, information centre and recreational facilities. Mountain bikes can be hired in the Centre.</li> </ul> <p><b>Cost</b></p> <p>There is no charge for entry or use presented on the website</p> <p><b>Promotion</b></p> <ul style="list-style-type: none"> <li>There is no official webpage that specifically promotes the Lysterfield MB trails and experience.</li> <li>The MB product within is presented within the Parks Victoria website (<a href="http://parkweb.vic.gov.au/explore/parks/lysterfield-park/things-to-do/mountain-biking">http://parkweb.vic.gov.au/explore/parks/lysterfield-park/things-to-do/mountain-biking</a>).</li> </ul> <p>There is a small section dedicated to the</p> | <p>MTB experience in the park. No pictures or videos offered to Internet users.</p> <ul style="list-style-type: none"> <li>The Mountain Bike Riding brochure and a map of the Park can be downloaded. This includes information about how to get to the park, where bikers can cycle, expected bikers behavior and a map of the park indicating all the trails and their characteristics. the name and distance of the trails, description about the type of terrain and ride and facilities.</li> </ul> <p><b>Other information</b></p> <ul style="list-style-type: none"> <li>The trail network is intimately linked to a local mountain bike group (Lysterfield District Trail Riders). Users and bikers are invited to become a member of the group, and do monthly working bees on the mountain bike trail network.</li> <li>The trail alignments have been designed from Parks Victoria together with the Mountain Bike Association of Australia.</li> </ul> | <ul style="list-style-type: none"> <li>The number of groups using mountain bike trails is restricted during wet months (to maintain trail integrity). Small groups include between 15 to 50 individuals and they have to book with the park office one week in advance to use the trails. Large groups (50+ individuals) require an event permit at all times and an application needs to be filled in six weeks in advance. Applications can be found in the Parks Victoria website.</li> </ul> |
| <p><b>2.7 Liliydale to Warburton Trail</b></p> <p><b>Market</b></p> <ul style="list-style-type: none"> <li>Couples and families are the target market (a section of the Aqueduct Trail, 7km out of 20km) and The Rail Trail (an old railway alignment)</li> <li>Recreational riding groups of varying sizes are also acknowledged but no specific trail or promotional material supported there needs</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## BENCHMARKING ANALYSIS

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| <p><b>Position</b></p> <ul style="list-style-type: none"> <li>Part of a family outing to have a fairly easy ride to see Forrests and the Yarra Valley</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>is the original building from Lillydale Station and is now a museum.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>using key words on Google (Warburton mountain bike trails). The Google search show a range of websites that only briefly mention mountain bike trails in Warburton and around Warburton.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Product</b></p> <ul style="list-style-type: none"> <li>Approximately 80km east of the centre of Melbourne, accessible from the suburban Lillydale Railway Station. Multiple road entry points. There are two trails.</li> <li>A Rail Trail runs for 40km west from Warburton (edge of Melbourne's suburbs) into rural landscape, then Forrested lower mountain landscape. Predominately a flat ride but the trail has a climb up to Mt Evelyn from both directions. It features use of former Warburton Railway line, and so includes former railway stations and associated infrastructure. Most of the original station platforms are still present with replica station signage, however many station buildings have been lost through time. The Station building at Yarra Junction</li> </ul> | <ul style="list-style-type: none"> <li>The most popular and easiest trail is the Aqueduct Trail, which runs for 20km (East from Warburton) through the O'Shannassy Aqueduct (built in 1914 and decommissioned in 1996).</li> <li>Some trails are shared-use facilities and they are also used by walkers, runners and horse-riders.</li> <li>The Cog Café in Warburton offers hire of mountain bikes, children's trailers, baby seats and tag-a-longs, as well as bike sales and a bike workshop. It is possible to hire one direction and pay for pick up.</li> </ul> | <ul style="list-style-type: none"> <li>The top hit site (shown in the 3<sup>rd</sup> page of the Google search) was the Warburton Valley website (<a href="http://www.warburtoninfo.com/Things-to-do.html">http://www.warburtoninfo.com/Things-to-do.html</a>) which provides limited information about mountain biking in the Warburton region.</li> <li>A better profile of the trail was found through the Rail Trails Australia website <a href="https://www.railtrails.org.au/trail?view=trail&amp;id=64">https://www.railtrails.org.au/trail?view=trail&amp;id=64</a>. This site includes information about trail features, description, access points, future developments, picture section, bikers comments and also a news section.</li> </ul> |
| <p><b>Cost</b></p> <p>There is no charge for entry or use presented on the website</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><b>Promotion</b></p> <ul style="list-style-type: none"> <li>There is no specific website for this trail, and it was difficult to find a relevant website</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>The Warburton visitor website has a Facebook page, that is quite active in</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

## BENCHMARKING ANALYSIS

displaying bikers pictures, comments, and news, and has 633 Likes.

- There is a Twitter Trail Rail profile linked to the Rail Trail website with 139 followers, but it doesn't drive any promotion of brand or product.

### Other information

- The Warburton Rail Trail is managed by the Shire of Yarra Ranges.
- The Yarra Glen Rail Trail has been proposed as an extension of the Warburton Rail Trail from Lilydale, which, when completed, will allow a Rail Trail experience from Yarra to Yarra, that is, from Yarra Glen to Warburton. This extension will bring the Warburton Rail Trail to more than 50 kms long.

## 2.8 Gippsland Region trails

### Market

- The Walthalla Goldfields Rail Trail is suitable for most ages and fitness levels
- Some sections of Mount Baw Baw Trails are suitable for beginners and children, others are suitable for most ages and fitness levels, while some others require a good level of fitness.
- Some sections of the Gippsland Lakes Discovery Trail are suitable for most ages and fitness levels, while others require experience and a good level of fitness
- Some sections of Nowa Mountain Bike Park are suitable for beginners and children whilst others are for more experienced bikers with a good level of fitness
- Mount Hottham to Dinner Plain is suitable for most ages and fitness levels

### Position

- The five trails profiled here are individually but quite generically positioned as riding opportunities in a natural landscape.

### Product

- Some of the tracks are rail trails or similar, but there are also a couple of dedicated mountain bike parks with a great range of tracks to suit all ages and abilities
- The trails are single route return ranging from 20km to 65km and one is less than 10km. No networks or circuits were found. No pick up services were found promoted for the end of the one way routes.
- Easy trails were found to be a section of Erica Mountain Bike Park, Walthalla Goldfields Rail Trail, Mount Baw Baw Trails, Gippsland Lakes Discovery Trail, Nowa Mountain Bike Park and Mount Hottham to Dinner Plain.

BENCHMARKING ANALYSIS

- |                                                                                                                                                                                                                                                                    |                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Challenging trails (requiring prior riding experience and a degree of fitness) were found to be Tyers Junction Rail Trail, a section of Erica Mountain Bike Park, Mount Baw Baw Trails, Nowa Mountain Bike Park.</li></ul> | <p>there and some extra notes about the trail).<br/>Maps are broad scale and not suitable for on-site use, and photos are generic and do not present any of the specific trails</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Cost

- There is no charge for entry or use presented on the website

Promotion

- There are no trail websites specifically developed for any one trail – all trails within the Gippsland Region are promoted on the Visit Victoria website (<http://www.visitvictoria.com/Regions/Gippsland/Activities-and-attractions/Outdoor-activities/Cycling/Mountain-biking/Tyers-Junction-Rail-Trail>).
- The website page coverage is more logistical information than promotion. Only a brief description of each trail is provided (length of the trail, level of difficulty, type of terrain, where to start and finish, how to get



Appendix C.  
Agency Technical Workshop



## Forrest MTB Trails Strategic Plan

### Summary Report of

### Agency & Technical Workshop & Site Visit held on 26 August 2014

#### Workshop and site visit objectives

TBLD were requested by the Project Manager to undertake a further technical workshop and site visit to specifically explore opportunities for implementation of strategic recommendations, in order to enhance and strengthen the implementation aspects of the Forrest MTB Strategic Plan project.

The three main objectives for discussion were to:

- Investigate by workshop and brief site visit specific opportunities for existing trail enhancement and or new trail development, with a focus on Forrest and to capture technical team input of opportunities that are synergistic with the objectives of the strategy. A workshop was held with key agency and stakeholder representatives to identify possible locations, types of trail enhancements or new trails, and a brief site visit was undertaken following the workshop, to visit and discuss locations where trails could be located, and what benefit they could bring to Forrest. The focus was on identifying and agreeing on priority projects that would be of most benefit to Forrest in the short to medium term
- Determine strategic budgets for identified trail enhancements and new trails, and
- Discuss with agency members options for governance, administration structure, next steps and timing for progression of the Interagency Management Group (IMG)

These three objectives were achieved, with strong agreement from the attendees as to the identified directions. The summary of the workshop and the site visit are summarised below and the budget estimate is attached.

## Part A Agency & Technical Workshop Meeting

Tuesday 26 August 2014, 9.00am – 12.00pm, COPACC – Cnr Rae and Gellibrand Streets, Colac

#### Attendance:

|                       |                                                               |
|-----------------------|---------------------------------------------------------------|
| Michael Swanson (MS)  | Business Development Officer, Colac Otway Shire               |
| Craig Clifford (CC)   | DEPI                                                          |
| Craig Woobridge (CW)  | DEPI                                                          |
| Norm Douglas (ND)     | Forrest MTB Group                                             |
| Gwyn Hatton (GH)      | Barwon Water                                                  |
| Glen Berrill (GB)     | Director, Thompson Berrill Landscape Design                   |
| Andrea Szymanski (AS) | Senior Landscape Architect, Thompson Berrill Landscape Design |

#### Apologies:

|                       |                |
|-----------------------|----------------|
| Stewart Anderson (SA) | COS            |
| Michelle Anstee (MA)  | Parks Victoria |

## **A1. Welcome and Introductions**

Michael Swanson (MS) welcomed all to the meeting. Members at the meeting briefly introduced themselves as most had met at the previous Project Working Group Meeting. Attendees provided a brief summary of their role and previous involvement with the MTB trails.

## **A2. Brief Project overview of key new trail recommendations**

- CC noted DEPI have been the key driver in delivery of MTB trails and trail heads, including ongoing maintenance with a crew based out of Forrest Depot. DEPI have 6 permanent officers with an additional 20 staff in peak season for fire prevention works.
- CC noted a few trails including Grass Trees, Marriners Run and Fox Trail have recently been improved/upgraded with funding from DEPI district funds. A. Mariner recently undertook approximately \$10K upgrade and improvement works with great success. The upgraded trails will be reopened shortly.
- CW and ND noted local volunteers (MTB group members) meet every 3 months with DEPI to discuss trail maintenance and prioritise works.
- ND noted the Forrest Cycle Club would soon cease being a 'cycle club' and become a 'trail care club'.

## **A3. Key findings and recommendations of the strategy**

### **A3.1 Land ownership and management constraints/opportunities**

- DEPI manage and maintain the existing trails on Crown land. They also manage trails on BW land.
- GH noted key BW issues would include BW admin, insurances, public indemnity, liability and heavy use of trails and events degrading the site.
- CC noted his discussions with David Rourke (DEPI) regarding trails on BW land, there is an informal working agreement that DEPI manage the trails on BW land, but no formal agreement (TBC).
- CC noted in the past 7 years, DEPI and BW have had no concerns raised between agencies regarding MTB trails.
- CC confirmed DEPI's risk management and trail maintenance is undertaken without BW input.
- GH noted BW has only 3 operators in the region and limited resources. BW is comfortable with the current arrangements that DEPI deals with and manages the MTB trails on BW land.
- GH noted BW are generally in agreement with the suggestion of additional trails on BW land, conditional on consideration of the following comments:
  - The MTB trails have the potential to spread weeds. CC noted DEPI would have undertaken weed control on verges of trails only.
  - Passive recreational areas, dog walking, BBQ and public toilet use, and user conflicts on walking trails.
  - Vegetation and environmental assessment of site – protection of vegetation.
  - Maintenance of track –DEPI and volunteer works group still to maintain trails.
  - Potential increased use of BW recreation facilities, BBQs, toilets etc., requiring a higher level of maintenance which BW cannot resource.
  - Risk assessment.
  - Minor vandalism of depot site, however more trails will provide improved passive surveillance at site.
  - BW public road used by MTB riders.

- User risk of water crossing points, service assets and diversion works.

**Action:** *GH to provide MS (for supply to TBLD) BW digital data/plan of BW roads, maintenance, tracks, services etc.*

### **A3.2 Identification of possible new trail in Forrest MTB network for more "difficult, challenging, downhill, flow, single track trails" to diversify and strengthen Forrest's appeal as key MTB destination**

- GB noted the MTB strategy and consultation results clearly identified a need for more "trails that are different" in proximity to Forrest Township. The PWG reviewed the plans and contours and identified some definite areas for potential new trails and upgraded B Lines on existing trails. These were mapped and inspected on site (refer Dwg FMBT-04).
- Red Carpet is known as one of the most popular trails.
- CC noted the establishment of new trails could require a lengthy planning and approvals process. There is a huge potential for enhancement of existing trails with A and B Lines. The 2010 audit of the Forrest Trails by World Trails provides detailed assessment of the existing trails with recommendations and schematic designs for trail improvement works.
- ND noted MTB riders like to re-ride trails to improve their skills, and to have fun and challenge themselves.
- CW notes the trails need to comply with IMBA standards regarding proximity of parallel trails to reduce short cutting, goat tracks, and damage to vegetation.
- The group discussed the opportunity to establish new trails on BW land, a sloping unused area below the treatment plant – a 2-3km 'blue' trail loop with challenging "B Line" sections for more skilled riders and direct links to town, satisfying repeat runs and appropriate for users with physical ability and for general family and intermediate MTB fun.
- ND noted the opportunity to use Fern Gully track (an existing walking track). The group agrees this needs more thought to ensure all recreational users are provided for.
- GB noted Forrest needs to retain other recreational options for non-MTB users.
- ND noted there is a high risk of conflict on the Rail Trail due to the high speeds achievable by riders.
- CW noted Forrest trails are more difficult to maintain than Yaugher due to the topography, soil, etc.
- Follow the Dog –review the current classification as it is marked Blue but due to the degree of physical demands of the ride it is closer to a black trail
- Magnificent diversity of vegetation and landscape setting – a great overall experience and ride.
- ND and CC noted 'Rollercoaster', whilst identified as a green trail, is too fast for family riders and provides a negative first Forrest MTB experience; highest accident incident during events, on this track.
- Opportunity to redevelop the start of 'Rollercoaster' to cater for beginners/skill development with more diversity; utilise existing footprint.
- Sealing of the trail makes it faster; not necessarily safer.
- Opportunity to use the topography of BW land for gravity/downhill tracks.

### **A3.3 Identification of location for Skills Park**

- It was agreed that a skills park be developed and located adjacent to the Forrest Trail Head to the southwest of car park amongst established trees, where it can provide maximum benefit and ease of access for MTB riders.
- The skills park is to cater for riders from beginner to intermediate experience levels

- The skills park will provide a controlled environment allowing supervision from the adjacent trail head and offer a range of skill challenges within an easy to follow circuit with optional more difficult lines and skill development features
- The skills park will provide for increased enjoyment, improvement of technical skills and promote the healthy lifestyle of the sport of mountain biking

#### **A3.4 Potential consolidation of existing trails**

- It was agreed that trail upgrade, enhancement works to existing trails and identification of opportunities for new trails will redefine and enhance the Forrest MTB offer as follows:
  - Provide diversification of trail types
  - Provide a skills park
  - Provide enhanced MTB opportunities for beginner and intermediate riders close to Forest township and within easy riding from the Forrest Trail Head
  - Realignments and enhancements to existing trails.
  - Identification of new and exciting single-track flow trails in close proximity to town linking into loop trail networks
  - Consolidation of some under utilised trails in Yaugher for use by others e.g. equestrian trails (refer Dwg FMBT- 05)
- Provide better clarity for equestrian use and better user signage.
- Improve the trail (ride experience) and the sustainability of the trail.

**Action:** *DEPI to discuss with cycle club opportunities for trails as discussed in the meeting with club regarding equestrian use. DEPI to inform of outcomes in local club meeting.*

#### **A3.5 Development costs/funding/grants**

- DEPI are committed to working with the community.
- DEPI senior planning and management will support the direction of the strategy.

### **A4. Interagency Management Group**

MS provided a summary of options for the development of the Interagency Management Group (IMG).

#### **A4.1 Discussion of agency members and options for governance, administration structure, steps and timing for progression of IMG**

Structure of IMG:

MS discussed the possible admin structure for the IMG and how this group would be formed. It is important to note that Council are key drivers of the IMG to ensure the recommendations and priority actions for the strategy are implemented.

MS clarified for the group the number of options the IMG can be structured as. They are:

1. Section 86 Committee – advice on behalf of Council, can make decisions and spend funds.
2. Advisory Group – to implement a strategy and look for funding options.
3. Reference Group – similar to IMGs.

MS advised that as Council is not a land owner or land manager the structure of the group would be best suited to that of an Advisory Group.

**A4.1.1 Governance**

- Key agencies – COS, BW, DEPI, PV and potential representatives from local clubs (MTB and equestrian).
- Who are the IMG reporting to?

In discussions with DEPI it is agreed that the initial set up of the IMG would be an Advisory Group structure. The Advisory Group would need to explore a more suitable governance structure once the group achieved an ongoing maintenance funding stream for the sustainability of the trails.

It is suggested that this be a tiered structure with the Advisory Group to continue implementing the recommendations and priority actions and the next tier being a more formal governance structured group.

There is also the possibility that over time the two groups decide to merge and become the overall IMG for both the implementation of the strategy and the handling of the funds for the ongoing maintenance of the trails.

**A4.1.2 IMG**

- What advice is this group going to be giving?
- Funding holder?
- COS want to continue to progress the opportunities identified in the strategy.
- Group clearly needs to be developed and see the strategy through.
- Develop land use agreement between DEPI and BW.

After discussions with DEPI they are aware of their responsibilities of trail maintenance and would be a key lead agency along with Council, Barwon Water and Parks Victoria. Any recommendations from the Advisory Committee to form a governance structure with DEPI as the lead agent will need to be and should be approved by DEPI management.

**A5. Next Steps**

- TBLD and agency group visited BW land to assess MTB trail opportunities as discussed in meeting (completed 26/8/14).
- TBLD prepare workshop summary with schematic trails plan and costing (completed 11/9/14).
- MS to set date for meeting with PWG (Oct 2014)



## Part B Agency & Technical Site Visit

Tuesday 26 August 2014, 9.00am – 12.00pm, COPACC – Cnr Rae and Gellibrand Streets, Colac

### Attendance:

|                       |                                                               |
|-----------------------|---------------------------------------------------------------|
| Michael Swanson (MS)  | Business Development Officer, Colac Otway Shire               |
| Craig Clifford (CC)   | DEPI                                                          |
| Craig Woobridge (CW)  | DEPI                                                          |
| Norm Douglas (ND)     | Forrest MTB Group                                             |
| Khan Beckett (KB)     | Barwon Water                                                  |
| Glen Berrill (GB)     | Director, Thompson Berrill Landscape Design                   |
| Andrea Szymanski (AS) | Senior Landscape Architect, Thompson Berrill Landscape Design |

### B1. Overview

MTB trails were identified that can achieve the objectives for diversification and improvement of the MTB trail offer in Forrest. Opportunities were then evaluated on site for sustainability. Detailed on site discussion and evaluation was completed and key areas for potential MTB trails identified in the site meetings. Key areas for trails in Forrest and Yaugher are shown, keyed and described on the attached Dwgs FMTB 04 and 05 respectively.

Preliminary estimates for the opportunities identified were discussed and agreed to with the technical working group, for the purpose of forward planning for funding applications and grant applications. Please note the estimates were reflective of the agreed opinion of the technical and experienced experts who attended the meeting, and are as noted as preliminary and not based on actual lengths or detailed costings, which would be subject of detailed investigations. The works identified in the OPC were regarded as high priority works ( short term of 1- 2 years) and if implemented, would be of tangible, immediate and significant benefit to the Forrest MTB facility, resulting in a more attractive and well balanced recreational offer to the MTB community, in keeping with the objectives of the Forrest MTB strategy.

### B2. Potential trail opportunities evaluated in Forrest

#### B2.1 Forrest Trail Head

- Improve trail head facilities, signage, interface with the skills park and lead in to the main trail to the MTB trails
- Design and Install a drinking fountain and bottle fill station as a priority, as town water is available on the site
- Design and implement improvements to the main entry point to the MTB trails from the carpark with a highly visible, creative, sculptural and contemporary entry 'gateway' so that visitors are 100% aware of their arrival and immersion the start of the Forrest MTB experience, themed around a 'Forrest MTB identity'
- Design and implement a well designed wash down facility at the Forrest Trail Head site, with careful consideration of design, management of environmental impacts, water use and disposal, water supply, drainage, weed management and maintenance of facility
- Design and implement improved signage thought the Forrest and Yaugher trail network including exciting, colourful and contemporary orientation signage and graphics and 3D maps to excite the visitor to continue to seek out and use the trail signage
- Design and implement improved way finding and reassurance MTB trail signage for better, safer and more enjoyable use of the trails

**B2.2 Skills Park**

- Design and implementation of a large and exciting skill park to cater to all ages and skills of visitors, to allow riders to hone their skills, test their abilities and learn new skills
- Locate the skills park adjacent to the trail head carpark and shelter so that carers and friends can supervise people on the skills park
- Integrate the skills park sensitively into the established treed area without harm to the trees
- Actively update and promote the provision of a skills park in all literature, new site maps, on line links and Forrest MTB web sites, as this will be a major draw card for attracting MTB visitors to Forrest
- Design and implementation of the new skills park as a priority new Forrest MTB project

**B2.3 Rollercoaster**

- Review Rollercoaster current design and alignment to decrease speed as it is a fast ride and can cause accidents, and is not conducive to the 'first ride' experience for MTB visitors
- Diversify the alignment to make the ride more interesting and use the terrain of the long valley for more challenge but retaining the green classification
- Design and implementation of the trail upgrade as a priority Forrest MTB project

**B2.4 Follow the Dog**

- IMBA guidelines identify this trail as a blue run due to its terrain and degree of technical difficulty – but due to its physically demanding qualities (riders out there struggle) it's regarded more of a black run.
- Technical team agreed FTD could therefore be upgraded to a black trail to diversify the MTB offer in Forrest.
- Design and implementation of the trail upgrade as a priority Forrest MTB project

**B2.5 'Forrest Flow' (working title)**

- An exciting opportunity for a new 2.5 - 3.0 km single-track flow trail was identified for the large east-facing slope of forest, down from the BW water treatment facility. This trail would be blue coded to provide a long flowing single track, with excellent constant gradient to provide a challenging and enjoyable along downhill ride close to town, with loops back to the township and the trailhead.
- This new trail opportunity perfectly meets the major objective of the strategy to enhance the intermediate to advanced trail offer closer to Forrest township, for convenience and diversified MTB product
- The trail could also have many advanced black 'B' lines that could also offer the advanced rider an exciting and challenging downhill ride, perfectly meets the major objective of the strategy to enhance the advanced trail offer closer to Forrest township, for diversification of the higher end of the MTB market
- This trail would commence on the outskirts of town, with the entry conveniently located directly opposite the trail head and carpark for ease of access and entry, and establish a loops
- The new trail would be downstream of the dam wall, so not located in an environmentally sensitive area. BW gave in principal support to the alignment, subject to further discussion of detail
- Design and implementation of the new trail as a priority new Forrest MTB project

**B2.6 Red Carpet**

- An exciting opportunity to review Red Carpet to diversify the existing alignment to make the ride more interesting and use the steeper side terrain of the long slope to create more challenging black "B" runs for advanced riders
- Design and implementation of the trail upgrade as a priority Forrest MTB project

**B3. Potential opportunities evaluated in Yaugher**

**B3.1 Tunnel Underpass**

- The strategy identified a major risk issue being the requirement for a MTB tunnel underpass just before Boundary Road, providing riders the opportunity to safely cross the Colac - Forrest Road from the Forrest - Birregurra Rail Trail to the Yaugher trail system
- The tunnel would be extensively used during the major MTB events to allow the road to remain open and reduce risk of riders and cars
- The tunnel will tie into new trail up the side of Boundary Road
- Design and implementation of the tunnel as a priority Forrest MTB project

**B3.2 'Boundary rider' (working title)**

- The strategy identified a major risk issue being the requirement for MTB riders to ride up and down Boundary Road, which is very uninteresting and a hard and exhausting ride for all users, which is a major disincentive for riders to use Yaugher from Forrest. It is also dangerous as cars use the road at high speeds which can be very dangerous with bikes weaving across the roadway, especially younger and less experienced riders
- An exciting opportunity exists to create a new climbing and descent trail running beside Boundary Road, on DEPI managed land, creating a safe and enjoyable alternative to Boundary Road
- Design and implementation of the new trail as a priority new Forrest MTB project

**B3.3 Equestrian**

- The least used and longest trail at Yaugher is Vista, with estimates of fewer than 15 riders a year. The trail has recently been significantly modified for fire access.
- An synergistic opportunity exists to convert Vista to a dedicated equestrian trail, giving the horse riding community an excellent long ride
- The horse riding community asked for consideration in the consultation phase of rationalisation of the existing horse trail in Yaugher, as they are discontinuous and confusing. This proposed trail will link into the existing equestrian trail network and create a dedicated and exciting ride for the horse riding community
- Undertake site investigation to determine requirements for changed trail use and determine requirements for implementation

**B4. Opinion of Probable Cost (OPC)**

Refer to attached Opinion of Probable Cost, which outlines the approximate budgets corresponding to the identified opportunities. These costs were discussed and agreed to in principal with the technical working group in the workshop and following the site visit.





THOMPSON BERRILL LANDSCAPE DESIGN P/L

SCHEMATIC PROPOSED FORREST TRAILS PLAN  
FORREST MTB DRAFT STRATEGIC TRAILS PLAN

DWG No. FMTB-04  
1:5000 @ A1  
SEPTEMBER 2014



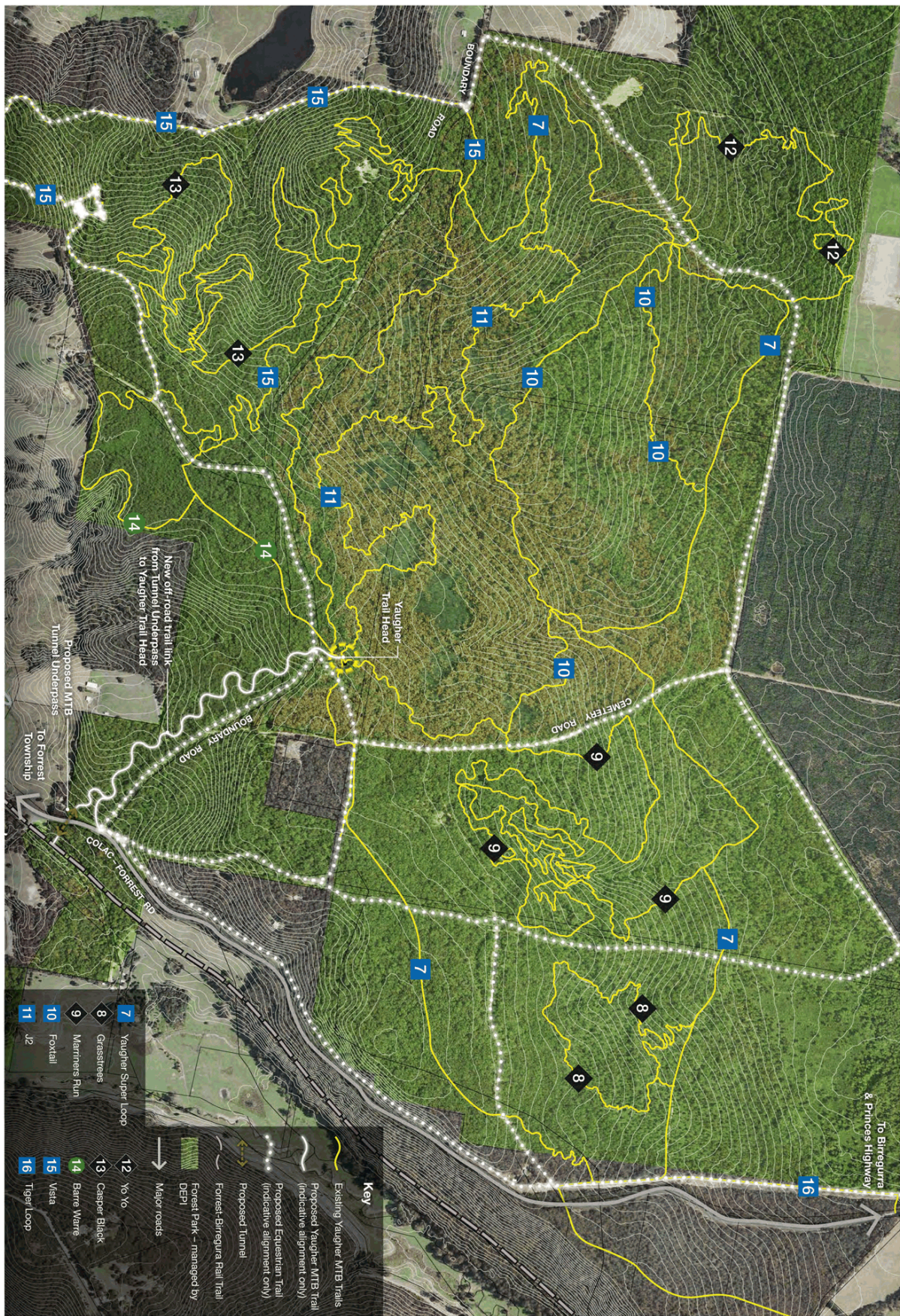




THOMPSON BERRILL LANDSCAPE DESIGN P/L

SCHEMATIC PROPOSED YAUGHER TRAILS PLAN  
FORREST MTB DRAFT STRATEGIC TRAILS PLAN

DWG No. FMTB-05  
1:10000 @ A1  
SEPTEMBER 2014





Appendix D.  
Preliminary Opinion of Probable Cost



**Forrest MTB Trails Strategy**  
**Preliminary Opinion of Probable Cost (POPC) V2**

Prepared by TBLD P/L for Colac Otway Shire October 2014

Note: This preliminary opinion of probable cost has been prepared for planning purposes only.

| No.                                        | Description                                                                                                                                                                                                                                                                                                                                                                                                                    | No. | Item | TOTAL            |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|------------------|
| <b>TRAIL WORKS</b>                         |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      |                  |
| <b>1.0 TRAIL ENHANCEMENT WORKS</b>         |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      |                  |
| 1.1                                        | <b>Rollercoaster</b> track upgrade and enhancement works, including development of A & B lines, improved drainage, improved track surface, etc. <i>Subject to trail detailed design</i>                                                                                                                                                                                                                                        | 1   | Item | \$40,000         |
| 1.2                                        | <b>Red Carpet</b> track upgrade and enhancement works, including development of A & B lines, improved drainage, improved track surface, etc. <i>Subject to trail detailed design.</i>                                                                                                                                                                                                                                          | 1   | Item | \$40,000         |
| 1.3                                        | <b>Follow the Dog</b> track upgrade and enhancement works, including development of A & B lines, improved drainage, improved track surface, etc. <i>Subject to trail detailed design.</i>                                                                                                                                                                                                                                      | 1   | Item | \$40,000         |
| 1.4                                        | <b>Yaugher</b> trail enhancements and upgrade works. <i>Subject to trail detailed design.</i>                                                                                                                                                                                                                                                                                                                                  | 1   | Item | \$40,000         |
| <b>Subtotal to Trail Enhancement Works</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$160,000</b> |
| <b>2.0 NEW TRAIL WORKS</b>                 |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      |                  |
| 2.1                                        | <b>Barwon Flow'</b> – establish new blue trail within the Forrest MTB Trail Network, providing new trails suitable for families to intermediate rider ability, in close proximity to the Forrest Township. New trails to be developed are located on Barwon Water owned land and managed by DEPI, as per the current MTB trail arrangement. <i>Subject to future trail detailed design.</i>                                    | 1   | Item | \$120,000        |
| 2.2                                        | <b>Boundary Rider'</b> (adjacent to Boundary Road) – establish a new off road trail link from the proposed Tunnel Underpass to the existing Yaugher Trail Head. <i>Subject to future detailed design.</i>                                                                                                                                                                                                                      | 1   | Item | \$120,000        |
| <b>Subtotal to New Trail Works</b>         |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$240,000</b> |
| <b>3.0 NEW SKILLS PARK</b>                 |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      |                  |
| 3.1                                        | Establish a MTB skills development park adjacent to the Forrest Trail Head site. Skills park to provide diverse skill development for all levels of riders, located adjacent to the carpark, creatively signed and located to provide a welcoming character for all trail users, with a functional layout and provide sufficient information and direction for visitors at the site. <i>Subject to future detailed design.</i> | 1   | Item | \$50,000         |
| <b>Subtotal to Skills Park</b>             |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$50,000</b>  |
| <b>4.0 NEW TRAIL SIGNAGE</b>               |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      |                  |
| 4.1                                        | Upgrade of trail signage, including directional, wayfinding and interps, across the Forrest and Yaugher MTB trail network, e.g. iconic welcoming signage, trail entry gateway, key orientation and directional signage, IMBA rider standards and guidelines, types of skills to be explored within the park, etc. <i>Subject to future detailed design.</i>                                                                    | 1   | Item | \$100,000        |
| <b>Subtotal to New Trail Signage</b>       |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$100,000</b> |
| <b>SUBTOTAL TRAIL WORKS</b>                |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$550,000</b> |
| <b>CONTINGENCIES 10%</b>                   |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$55,000</b>  |
| <b>TOTAL TRAIL WORKS</b>                   |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$605,000</b> |
| <b>5.0 TUNNEL UNDERPASS</b>                |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      |                  |
| 5.1                                        | As discussed and identified with Colac Otway Shire, undertake a feasibility study to identify potential options and alignment for On site discussions identified the crossing in the area just north of Yaugher Road. <i>Subject to future feasibility study, engineering and detailed design.</i>                                                                                                                             | 1   | Item | \$150,000        |
| <b>Subtotal to Tunnel Underpass</b>        |                                                                                                                                                                                                                                                                                                                                                                                                                                |     |      | <b>\$150,000</b> |



## Assembly of Councillors Record

This Form **MUST** be completed by the attending Council Officer and returned **IMMEDIATELY** to Document Management Co-ordinator for filing. A copy of the completed form must be provided to the Executive Officer to the CEO, Mayor & Councillors for reporting at the next Ordinary Council Meeting. **{See over for Explanation/Guide Notes}**

### Assembly Details:

Date: 9 / 10 / 2014

Time: 7:30 pm

### Assembly Location: Colac Botanic Cafe

(some e.g's. COPACC, Colac Otway Shire Offices, 2 - 6 Rae Street, Colac, Shire Offices – Nelson Street, Apollo Bay)

### In Attendance:

Councillors: Cr Russell /Cr Woodcroft (Apology)...../.....  
...../...../...../.....

Officer/s: Laurence Towers/...../...../.....  
...../...../...../.....

Matter/s Discussed: See Attached Minutes

.....  
(some e.g's. Discussion s with property owners and/or residents, Planning Permit Application No. xxxx re proposed development at No. xx Pascoe Street, Apollo Bay, Council Plan steering committee with Councillors and officers.)

### Conflict of Interest Disclosures: (refer page 5)

Councillors: ...../...../...../.....  
...../...../...../.....

Officer/s: ...../...../...../.....  
...../...../...../.....

Left meeting at: .....

Completed by: Kristy Cochrane



**MINUTES** of meeting of Friends of Colac Botanic Gardens  
Thurs 9<sup>th</sup> October 2014  
Held At Colac Botanic Café at 7:30pm

**PRESENT:** Anne Mercer(AM) Chair, Jen Todorovic (JT) Acting Secretary, Chris Bell (CB) Treasurer, Mary Eaton (ME), Margot Fitzpatrick (MF), Jan McMahon(JM), Chris Smith (CS),

**In attendance:** Laurence Towers (LT), Mayor, Lynne Russell (LR)

**APOLOGIES:** Helen Paatsch, Cr Terry Woodcroft, Gwenyth Knox, Ros Scanlan, Pauline Maunsell

**MINUTES OF PREVIOUS MEETING** 1. CB 2. MF Carried

**Business arising:**

- Nomination for COS Citizen of the Year (Australia day Award) has been submitted
  - Volunteer registration forms are available for new members assisting with activities. Forms provided where required at meeting.
  - Special general meeting (re constitution change re banking): The meeting to be deferred to November & a notice will to be sent immediately to all members.
1. CB 2. ME Carried

**CORRESPONDENCE**

**Out:**

- Calendars were sent to all sponsors, life members, Members of Parliament and COS leaders
- Enquiry to Adam Lehmann COS re procedure with seat donated by Meriba
- Our offer to assist Meriba (e.g.with plaque wording) was repeated in a phone call.

**In:**

- Adam Lehmann COS: normal process for plaques is that the donor group drafts the wording to be approved by Council, then he will arrange fabrication and installation.
- (A)AFBG: New name officially approved – now Australian Association of Friends of Botanic Gardens Inc
- Vicki Jeffrey COS: advising Bluewater Fitness 'boot camp' dates in the gardens – Fridays in October at 7:30am
- Star Printing: Invoice for calendars (\$3551.90 for 500) – forwarded to CB
- Friends of the Royal Botanic Gardens Melbourne: Invitation and flyers re exhibition – The Art of Botanical Illustration 2014, from 25 Oct to 9 Nov.
- Australian Taxation Office: ABN (Australian Business Number) and GST (Goods and Services tax) registration received.
- Gardens for Wellbeing – with Steven Wells at Theatre Royal, Camperdown. Presented by Camperdown Botanic Gardens and Arboretum Trust on 12<sup>th</sup> October.

Correspondence received 1. JM 2. CB Carried

**Business arising from correspondence:** Nil

**TREASURER'S REPORT**

\$12,211.67

Accounts from Star Printing, Tim Lucas & CPS Signs to be paid. 1. CB 2. MF Carried

**GARDENER'S REPORT**

Preparing annual beds. Plants have been ordered to spell out '150 years' in each bed.

Bush tucker bulbs have been planted in the Bush Tucker beds.

Playground 'soft fall' & seats & tables will be installed soon.

*Cupressus forbesii* has had a name change. The replacement tree is not on the Significant Tree Register. (see general business)

JM is preparing notes for the roses planted in the arbour.

**POTTING REPORT**

First session JM & Graham Kerr did some essential repotting & JM stocked the stall.

Second session JM, Marion & Rose continued essential repotting.

**GENERAL BUSINESS**

Banner has been received. CPS Signs advised that it could be damaged if used outdoors in a breeze.

The banner will be taken to the festivals & used if safe - JT CS stated he was impressed by the design created by Tim Lucas. He suggested a tear drop banner be considered in the future for outdoor use. AM to write note of thanks to Tim Lucas.

Birregurra Festival this weekend: roster filled for Saturday & Sunday.

Warrior Flower Show 22nd Oct – roster checked & plant collection arranged. JM will prepare plants for sale. Festival stalls will pack up by 5pm.

*Cupressus forbesii* – The National Trust Database record notes the group of trees with detailed description of each. HP enquired in August whether particular trees were listed. An update may be necessary after the loss of one tree and planting of a young one.

Calendar sales – The Visitor Information Centre buys items for sale and adds a mark-up. Calendars will be provided at a price that allows VIC to sell them for \$15 each. Some sales have been made through members & friends.

Website – JT to acquire pdf versions of the brochures to attach to the website

**OTHER BUSINESS**

LR reported that possible relocatable buildings have been considered & costings done for the FCBG building. Council will meet to discuss Australia Day plans shortly.

**RAFFLE** ME

**MEETING CLOSED:** 8:30pm

**NEXT MEETING:** Thurs 13<sup>th</sup> November at 7:30pm

|                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                        |                        |
|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
|  <p><b>Agenda</b></p> | <h1>Councillor Workshop</h1> <p>Wednesday, 15 October 2014<br/>COPACC<br/>1.15pm to 4.00 pm</p>                                                                                                                                                                                                                                                                                                        |                        |
|                                                                                                        | <p><b>ATTENDEES:</b><br/>Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Frank Buchanan, Cr Michael Delahunty, Cr Brian Crook</p> <p>Sue Wilkinson (CEO)<br/>Carmen Lawrence (A/GM, Corporate &amp; Community Services)<br/>Jack Green (GM, Sustainable Planning &amp; Development)<br/>Phil Corluka (GM, Infrastructure &amp; Services)</p> <p><b>Part:</b></p> <p><b>Apology:</b> Cr Terry Woodcroft</p> |                        |
|                                                                                                        | <h2>Agenda Topics</h2>                                                                                                                                                                                                                                                                                                                                                                                 |                        |
| 1.15pm                                                                                                 | Declaration of Interest                                                                                                                                                                                                                                                                                                                                                                                |                        |
| 1.15pm – 2.15pm                                                                                        | CEO Presentation to Councillors (Confidential)                                                                                                                                                                                                                                                                                                                                                         | Sue Wilkinson          |
| 2.15pm – 2.30pm                                                                                        | Break                                                                                                                                                                                                                                                                                                                                                                                                  |                        |
| 2.30pm – 3.35pm                                                                                        | Colac Development Plan                                                                                                                                                                                                                                                                                                                                                                                 | Doug McNeill/Don Lewis |
| 3.35pm – 3.50pm                                                                                        | General Discussion                                                                                                                                                                                                                                                                                                                                                                                     |                        |

# Council Meeting Running Order

Wednesday, 22 October 2014

## Venue – COPACC

### ATTENDEES:

Cr. Lyn Russell (Mayor)  
 Cr. Brian Crook  
 Cr. Stephen Hart  
 Cr. Michael Delahunty (from 1.42pm)  
 Cr Terry Woodcroft (from 2.00pm)  
 Cr. Frank Buchanan

Sue Wilkinson, CEO  
 Colin Hayman, General Manager, Corporate & Community Services  
 Phil Corluka, General Manager, Infrastructure & Services  
 Doug McNeill, A/General Manager, Sustainable Planning & Development  
 Carmen Lawrence, Manager, Organisational Development & Support  
 Rhonda Deigan, Executive Officer

### APOLOGIES:

Nil

### Conflicts of Interest:

|                            |                                                                                                                                                                      |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cr Delahunty:              | OM142210-17 Building & works comprising the construction of two drying kilns, control room, heat plant & carpark at 7-15 & 18-24 Forest Street, Colac (PP172/2014-1) |
| Nature of Disclosure:      | Indirect                                                                                                                                                             |
| Type of Indirect Interest: | 78B                                                                                                                                                                  |
| Nature of Interest:        | Associated with company which produced geo-technical report and bushfire management statement                                                                        |


|                       |                                                                                                                   |
|-----------------------|-------------------------------------------------------------------------------------------------------------------|
| Cr Russell:           | OM142210-9 Contract 1407 – Older Persons & Ability Support Services (OPASS) Food Services (Meals on Wheels) Colac |
| Nature of Disclosure: | Direct                                                                                                            |
| Nature of Interest:   | Public Trustee and Director of an organisation who tendered for this contract                                     |

|                       |                                                                                                                    |
|-----------------------|--------------------------------------------------------------------------------------------------------------------|
| Cr Russell:           | OM142210-16 Contract 1407 – Older Persons & Ability Support Services (OPASS) Food Services (Meals on Wheels) Colac |
| Nature of Disclosure: | Direct                                                                                                             |
| Nature of Interest:   | Public Trustee and Director of an organisation who tendered for this contract                                      |



|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.00 pm         | Harrington Memorial Park Redevelopment Update (Ian Seuren – 3.00pm – 3.30pm)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3.30pm – 4.30pm | <p><b>Councillor Briefing Session/Meeting Preparation</b><br/> <b>OM142210-17 Building &amp; works comprising the construction of two drying kilns, control room, heat plant &amp; carpark at 7-15 &amp; 18-24 Forest Street, Colac (PP172/2014-1)</b><br/>         Having declared a conflict of interest in this item, Cr Delahunty left the meeting between 4.15pm and 4.16pm.</p> <p><b>OM142210-9 Contract 1407 – Older Persons &amp; Ability Support Services (OPASS) Food Services (Meals on Wheels) Colac</b><br/>         Having declared a conflict of interest in this item, Cr Russell left the meeting between 4.19pm and 4.23pm. During the Mayor's absence, Cr Buchanan chaired the meeting.</p> |

|                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                        |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
|  <p>Colac Otway<br/>SHIRE</p> <p><b>Agenda</b></p> | <h1>Councillor Workshop</h1> <p><b>Wednesday, 29 October 2014</b><br/><b>COPACC Rehearsal Room</b><br/><b>2.00pm to 5.35pm</b></p>                                                                                                                                                                                                                                                                                                |                                        |
|                                                                                                                                     | <p><b>ATTENDEES:</b><br/>Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Frank Buchanan, Cr Terry Woodcroft (from 2.15pm), Cr Michael Delahunty (from 2.30pm), Cr Brian Crook (from 2.45pm)</p> <p>Sue Wilkinson (CEO)<br/>Colin Hayman (GM, Corporate &amp; Community Services)<br/>Doug McNeill (Acting GM, Sustainable Planning &amp; Development)<br/>Phil Corluka (GM, Infrastructure &amp; Services)</p> <p><b>Apology:</b></p> |                                        |
|                                                                                                                                     | <h2>Agenda Topics</h2>                                                                                                                                                                                                                                                                                                                                                                                                            |                                        |
| 2.00pm                                                                                                                              | <p><b>Declaration of Interest</b><br/>Cr Michael Delahunty – C74 Panel Report (absent from meeting until 2.30pm)<br/>Cr Lyn Russell – Mooleric Quarry (left meeting from 4.40pm to 4.45pm)</p>                                                                                                                                                                                                                                    |                                        |
| 2.00pm – 2.25pm                                                                                                                     | <b>C74 Panel Report</b>                                                                                                                                                                                                                                                                                                                                                                                                           | Doug McNeill/Don Lewis/Blaithin Butler |
| 2.25pm – 2.30pm                                                                                                                     | <p><b>General Business:</b></p> <ul style="list-style-type: none"> <li>Colac Area Health Youth Funding</li> <li>Bridge Funding.</li> </ul>                                                                                                                                                                                                                                                                                        |                                        |
| 2.30pm – 3.15pm                                                                                                                     | <b>Local Law Review</b>                                                                                                                                                                                                                                                                                                                                                                                                           | Colin Hayman                           |
| 3:15pm – 4.00pm                                                                                                                     | <b>Council Meeting Dates 2015</b>                                                                                                                                                                                                                                                                                                                                                                                                 | Sue Wilkinson                          |
| 4.00pm – 4.45pm                                                                                                                     | <p><b>General Business</b><br/>Cr Lyn Russell left the meeting between 4.40pm to 4.45pm due to a conflict of interest relating to the proposed quarry.</p>                                                                                                                                                                                                                                                                        | Sue Wilkinson                          |
| 4.45pm – 5.35pm                                                                                                                     | <b>Tour of Bluewater Fitness Centre</b>                                                                                                                                                                                                                                                                                                                                                                                           |                                        |

|                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                |                             |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
|  <p>Colac Otway<br/>SHIRE</p> <p><b>Agenda</b></p> | <h1>Councillor Workshop</h1> <p><b>Wednesday, 5 November 2014</b><br/><b>COPACC Meeting Room</b><br/><b>1.30pm to 4.50pm</b></p>                                                                                                                                                                                                                                               |                             |
|                                                                                                                                     | <p><b>ATTENDEES:</b><br/>Cr Lyn Russell, Cr Stephen Hart, Cr Frank Buchanan, Cr Terry Woodcroft, Cr Michael Delahunty, Cr Brian Crook</p> <p>Sue Wilkinson (CEO)<br/>Colin Hayman (GM, Corporate &amp; Community Services)<br/>Doug McNeill (A/GM, Sustainable Planning &amp; Development)<br/>Paula Gardiner (Manager, Capital Works)</p> <p><b>Apology:</b> Phil Corluka</p> |                             |
|                                                                                                                                     | <h2>Agenda Topics</h2>                                                                                                                                                                                                                                                                                                                                                         |                             |
| 11.30am – 1.00pm                                                                                                                    | Australia Day Advisory Committee Meeting                                                                                                                                                                                                                                                                                                                                       |                             |
| 1.00pm – 1.30pm                                                                                                                     | Lunch                                                                                                                                                                                                                                                                                                                                                                          |                             |
| 1.30 pm                                                                                                                             | Declaration of Interest<br>Cr Lyn Russell – Mooleric Quarry                                                                                                                                                                                                                                                                                                                    |                             |
| 1.30pm – 1.45pm                                                                                                                     | Community Conversations Program – proposed calendar & review                                                                                                                                                                                                                                                                                                                   | Sue Wilkinson/Maree Redmond |
| 1.45pm – 2.10pm                                                                                                                     | <p><b>General Business:</b></p> <ul style="list-style-type: none"> <li>• Mooleric Quarry</li> <li>• Youth Development Funding</li> <li>• Roundabout</li> </ul> <p>Having declared a conflict of interest with respect to the Mooleric Quarry proposal, Cr Russell left the meeting between 1.45pm – 1.55pm.</p>                                                                |                             |
| 2.10pm – 2.30pm                                                                                                                     | Colac High School                                                                                                                                                                                                                                                                                                                                                              | Ian Seuren/Doug McNeill     |
| 2.30pm – 3.35pm                                                                                                                     | Inspector Peter Seel – Victoria Police Local Area Commander                                                                                                                                                                                                                                                                                                                    | Sue Wilkinson               |
| 3.35pm – 3.45pm                                                                                                                     | Break                                                                                                                                                                                                                                                                                                                                                                          |                             |
| 3.45pm – 4.30pm                                                                                                                     | Vic Roads Princes Highway Duplication                                                                                                                                                                                                                                                                                                                                          | Paula Gardiner              |
| 4.15 pm – 4.50 pm                                                                                                                   | <p><b>General Business:</b></p> <ul style="list-style-type: none"> <li>• Mooleric Quarry</li> </ul> <p>Having declared a conflict of interest with respect to the Mooleric Quarry proposal, Cr Russell left the meeting between 4.38pm – 4.45pm.</p>                                                                                                                           |                             |



# Agenda

## Councillor Workshop

Wednesday, 12 November 2014  
COPACC Meeting Room  
9.15 am to 3.30 pm

### ATTENDEES:

Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Chris Smith (2.35pm to 3.11pm),  
Cr Frank Buchanan, Cr Terry Woodcroft (from 9.45am to 1.45pm), Cr Michael  
Delahunty, Cr Brian Crook

Sue Wilkinson (CEO)

### Part:

Colin Hayman (GM, Corporate & Community Services)  
Doug McNeill (A/GM, Sustainable Planning & Development)  
Phil Corluka (GM, Infrastructure & Services)

**Apology: Cr Woodcroft from 1.45pm**

## Agenda Topics

|                      |                                                                                                                                                                |                                             |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| 9.15 am              | <b>Declaration of Interest:</b><br>Crs Russell & Delahunty – Mooleric Road Quarry                                                                              |                                             |
| 9.15 am – 10.05 am   | <b>CEO KPI's (Confidential)</b>                                                                                                                                | Sue Wilkinson                               |
| 10.05 am – 10.35 am  | <b>Yoga Retreat Proposal – Hordern Vale</b>                                                                                                                    | Blaithin Butler                             |
| 10.35am to 11.20am   | <b>Four Year Valuation Cycle &amp; Meeting New Valuers</b> (Les Speed, Barry Walder, Gareth Kent, Stuart McDonald)                                             | Colin Hayman/Ashley Roberts/Paul Carmichael |
| 11.20 am to 11.35 am | <b>Break</b>                                                                                                                                                   |                                             |
| 11.35am – 12.30pm    | <b>Library Annex</b>                                                                                                                                           | Colin Hayman                                |
| 12.30 pm – 12.50pm   | <b>Lunch</b>                                                                                                                                                   |                                             |
| 12.50pm – 1.30 pm    | <b>Budget Timetable</b>                                                                                                                                        | Ashley Roberts                              |
| 1.30 pm – 2.00 pm    | <b>Forrest Mountain Bike Strategic Plan</b>                                                                                                                    | Michael Swanson                             |
| 2.00 pm – 2.35 pm    | <b>General Business</b><br>Crs Russell & Delahunty left the meeting from 2.25pm to 2.35 due to a conflict of interest with respect to the Mooleric Road Quarry | All                                         |
| 2.35 pm – 3.14pm     | <b>Preparation for Special Council Meeting (Confidential)</b>                                                                                                  | Sue Wilkinson                               |





Old Beechy Rail Trail Committee Meeting

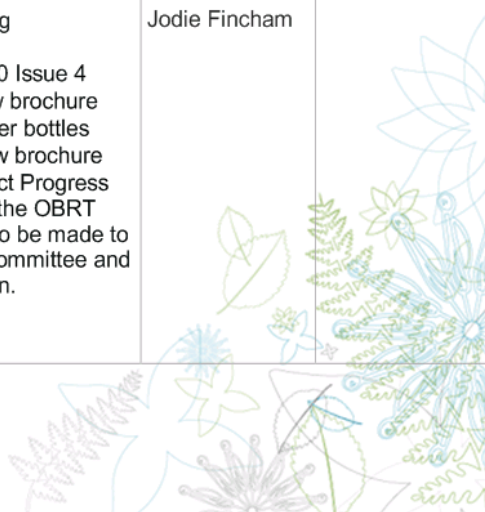
Meeting Venue: Meeting Room 1, COPACC

4 August 2014

Time: 10.00am to 12.30pm


MINUTES

|    | ITEMS & ACTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | RESPONSIBLE OFFICER | ACTION DUE DATE |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------|
| 1. | <b>ATTENDEES</b><br>Chris Smith (Chair), Cyril Marriner, Christine Humphris, Noel Barry, Tony Grogan, John Wilson (COS), Jodie Fincham (COS), Craig Woodbridge (DEPI), Tricia Jukes, Anthony Zappelli.<br>Minutes: Vicki Jeffrey (COS)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                     |                 |
| 2. | <b>APOLOGIES</b><br>Nigel Jenkins, Bernard Jordan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                     |                 |
| 3. | <b>CONFIRMATION OF MINUTES FROM PREVIOUS MEETING</b><br>Alterations to previous Minutes – Section 9, General Business. Should read shelter for Lovat's sign.<br><br>Minutes taken as read.<br>Moved – Tony Grogan<br>Seconded – Noel Barry<br>Carried                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Noel Barry          |                 |
| 4. | <b>BUSINESS ARISING from previous minutes.</b> <ul style="list-style-type: none"> <li>Bike stands (John Wilson) – Emergency signs requiring Dial before you Dig – completed.</li> <li>Jodie – has forwarded correspondence to Nathan Swain (Eco Electric) accepting his proposal as presented with no objection from the OBRT committee, excluding the maintenance option.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                     |                 |
| 5. | <b>CORRESPONDENCE IN</b> <ul style="list-style-type: none"> <li>Email – Resolution of Audit Committee regarding reporting injuries/accident on the trail.</li> <li>Rail trails connections – Rail Trails Australia Winter Vol 20 Issue 4</li> <li>Email – Bernard Jordan suggestions for promotion of new brochure</li> <li>Email – Deb Frizon Colac VIC – distribution of OBRT water bottles</li> <li>Rail Trails Australia – offer to assist with circulation of new brochure</li> <li>Email – Nigel Jenkins, President of Beech Forest &amp; District Progress Association advising that he will be no longer involved in the OBRT committee as he has stepped down as President. Reply to be made to Nigel Jenkins thanking him for his support of the OBRT committee and send new representation form for the progress association.</li> <li>Email – Lovat structural certification matter.</li> </ul> | Jodie Fincham       |                 |







|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |                                                                                      |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------|
| 6. | <b>CORRESPONDENCE OUT</b> <ul style="list-style-type: none"> <li>Correspondence to Nathan Swain re Eco Electro</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                      |
| 7. | <b>Works Report – Capital Works Co-ordinator (John Wilson)</b> <ul style="list-style-type: none"> <li>A tree which fell on the bridge over Love Creek has been removed, and one panel of damaged safety barrier has been replaced.</li> <li>Several trees have fallen on the safety barrier in the section between Ditchley and Beech Forest. As the Gellibrand crew has been engaged in continuing to clear fallen timber from other locations along the Trail I don't believe this guard fence has been repaired as of this point in time.</li> <li>The Gellibrand crew have cleared fallen timber at other locations along the Trail.</li> <li>Noel Barry and Phil Dandy have also done more than their fair share of removing fallen timber, required for them to gain access to the Trail to install Emergency marker posts. Noel and Phil have impressed by installing 15 EM posts. A further 4 EM posts are to be installed by the Gellibrand crew, between Dinmont and Ditchley. These final 4 EM posts will be installed ASAP after the clearing of timber from the Trail has been achieved. Following the installation of the last 4 EM posts ESTA will be invited to collect whatever data they need. Then, on ESTA's "go-ahead" the EM sign plates will be attached to the EM posts.</li> <li>Gamcorp has provided a preliminary report on the "Lovat" shelter. Indications are that the roof structure needs to be strengthened, using timber, in order to satisfy required live load capacity. Three other minor improvements are also suggested to meet code requirements.</li> <li>A contractor has been chosen for construction of the Mercy Place Colac Rail Yard section of the Trail. Award of this contract should occur this week. Thereafter the contractor may commence work within the Mercy Place section, but some permits need to be obtained from V/Line and VicTrack before the contractor can go into the Colac Rail Yard area.</li> </ul> |  |                                                                                      |
| 8. | <b>GENERAL BUSINESS</b><br><b>OBRT Friends Report</b> <ul style="list-style-type: none"> <li>7 posts for emergency markers installed.</li> <li>Re-installed Birnam sign 19/7/14.</li> <li>8 more posts from Gellibrand to Dinmont to be installed.</li> <li>Trees cut down along the trail where required.</li> <li>38km sign – location first McDevitt station.</li> <li>Post photos of works on COS facebook page.</li> <li>30km site – Noel Barry came across scout group of one adult and several children riding the trail.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |

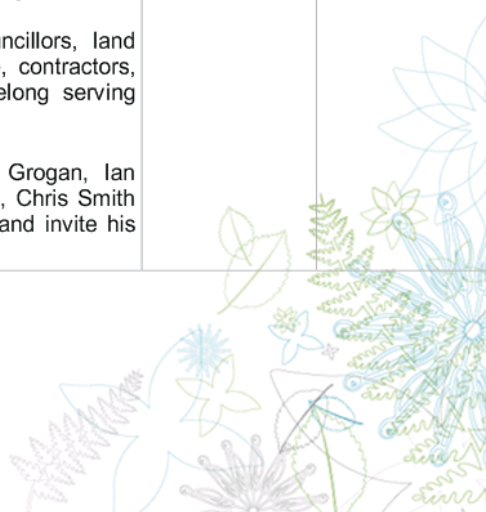


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|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------|------------|--------------------------|----------------|---------|-------------|--------------------------|--------------|---------|--------------|--------------------------|----------|---------|--------------|--------------------------|---------------|---------|--------------|-------------------------|---------|---------|--------------|--------------------------|--------------|---------|--------------|-----------------------|---------------|--|
|                                             | <ul style="list-style-type: none"> <li>Photo of Cliff Young during WWII as a 'coast watcher'. Included Noel's uncle Eric, circa 1943/44 given to Anthony Zappelli for historic collection.</li> <li>Anthony Zappelli thanked Noel Barry for this contribution.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |              |                          |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| 9. Executive Officer Report - Jodie Fincham | <ul style="list-style-type: none"> <li>Stockpile of gravel not met with approval from the Capital Works Manager due to the safety issue of the unfinished trail as a concern with pedestrians or cyclists. Also double handling of the gravel.</li> <li>Final payment instalment remaining from State Government. External auditor required for this project. Audited report required by 13<sup>th</sup> October.</li> <li>Tracker counter to be completed today, 4 August 14.</li> <li>Nathan Swain – 27 July 14, native tree planting day with about 20 to 30 people attending. Start of Beech Forest to Ferguson (near gravel dump) which is Vic Roads land. 250 native shrubs (callistemon and pepper bush) which will grow to 2 to 3 metres high.</li> <li>GIS Mapping Officer (internal only) – mapping original alignment, current trail and identifying any gaps for future reference. Will also mark other features i.e. infrastructure along the road include km markings.</li> </ul> <p><b>RIDF Funding (Regional Infrastructure Development Funding)</b></p> <ul style="list-style-type: none"> <li>Project Team meeting to be held to discuss wrap up of project 5 August 2014</li> <li>Final Completion report required to RDV, 14 days from 30 September as part of the funding grant.</li> </ul> <p><b>OBRT Brochure</b></p> <ul style="list-style-type: none"> <li>Distribution has been organised to local outlets i.e. VIC's, Beech Forest etc</li> <li>Delivery of brochures to be organised with Rail Trails Australia for them to distribute with their next newsletter to their database.</li> </ul> <p><b>Pedestrian Counters</b></p> <ul style="list-style-type: none"> <li>Data report not presented at OBRT meeting on 4 August as weather was too inclement the preceding week to record figures. Figures to be gathered following meeting on Monday 4 August.</li> <li><b>Report with figures to be distributed to Committee.</b></li> </ul> <table> <tr> <td>Coram</td><td>4/08/14</td><td>2189 total</td><td>372 over past two months</td></tr> <tr> <td>Maggios's road</td><td>4/08/14</td><td>17,778total</td><td>578 over past two months</td></tr> <tr> <td>Maxwell's Rd</td><td>4/08/14</td><td>28,651 total</td><td>464 over past two months</td></tr> <tr> <td>Fry's Rd</td><td>4/08/14</td><td>14,843 total</td><td>223 over past two months</td></tr> <tr> <td>Larson's gate</td><td>4/08/14</td><td>21,919 total</td><td>541over past two months</td></tr> <tr> <td>Dinmont</td><td>7/08/14</td><td>22,994 total</td><td>539 over past two months</td></tr> <tr> <td>Beech Forest</td><td>7/08/14</td><td>83,300 total</td><td>19 over past 2 months</td></tr> </table> | Coram        | 4/08/14                  | 2189 total | 372 over past two months | Maggios's road | 4/08/14 | 17,778total | 578 over past two months | Maxwell's Rd | 4/08/14 | 28,651 total | 464 over past two months | Fry's Rd | 4/08/14 | 14,843 total | 223 over past two months | Larson's gate | 4/08/14 | 21,919 total | 541over past two months | Dinmont | 7/08/14 | 22,994 total | 539 over past two months | Beech Forest | 7/08/14 | 83,300 total | 19 over past 2 months | Jodie Fincham |  |
| Coram                                       | 4/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2189 total   | 372 over past two months |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| Maggios's road                              | 4/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 17,778total  | 578 over past two months |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| Maxwell's Rd                                | 4/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 28,651 total | 464 over past two months |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| Fry's Rd                                    | 4/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 14,843 total | 223 over past two months |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| Larson's gate                               | 4/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 21,919 total | 541over past two months  |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| Dinmont                                     | 7/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 22,994 total | 539 over past two months |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |
| Beech Forest                                | 7/08/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 83,300 total | 19 over past 2 months    |            |                          |                |         |             |                          |              |         |              |                          |          |         |              |                          |               |         |              |                         |         |         |              |                          |              |         |              |                       |               |  |





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| <p>Beech Forest figures INCORRECT due to recording movement from grass/plant growth which obscured counter and impacted results.<br/>Total figures represent data collected from installation of counters in 2010.</p> <p><b>New Business - Electro cycles</b></p> <ul style="list-style-type: none"> <li>• Correspondence provided to Nathan Swain regarding his proposal to use bikes on the trail.</li> <li>• Advice also provided to Nathan regarding Planet Ark Tree planting day.</li> </ul> <p><b>Miscellaneous</b></p> <ul style="list-style-type: none"> <li>• Last week prior to the extreme inclement weather Cosworks were going to focus on tidying up the trail from Colac to Beech Forest. The terrible weather on Thursday and Friday may have halted this progress.</li> <li>• Work has been undertaken with Council's new GIS Co-ordinator to map the OBRT, including the original alignment, to highlight where existing gaps remain in the provision of the trail.</li> </ul> <p><b>Other Items</b></p> <ul style="list-style-type: none"> <li>• Council's Audit Committee has advised Old Beechy Rail Trail Committee members that they are required to advise Council ASAP of any injury/accident on the rail trail that requires the attendance of an ambulance.</li> <li>• OBRT brochures to be placed at the Colac Rail Station.</li> <li>• OBRT brochure – to be positioned in the glass case at the Beech Forest park. The case was installed by OSCA.</li> <li>• 39 water bottles are at the Colac VIC which will be part of the Golden Gumboot prize pool. Tricia to follow up with Deb Frizon (Colac VIC).</li> <li>• A box of brochures to be sent to Rail Trails Australia.</li> </ul> <p><b>Proposed official opening of new section of the Trail</b></p> <ul style="list-style-type: none"> <li>• Discussion around the opening of the new trail section and launch. Jodie Fincham to email RDV of a date to gauge the Minister's availability. Possibly Monday 13 October.</li> <li>• Location will be the Beech Forest area beside the gravel area at the entrance to the Fairy section.</li> <li>• Official sign to be installed permanently at the Beech Forest park.</li> <li>• Buchanan sign to be installed. Possibly walk to this sign after the official part of the ceremony.</li> <li>• Invitations to the OBRT Committee, Mayor and councillors, land holders, list of 10+ years of service on the committee, contractors, bowls club, Mercy, Specialist School, Vic Track, Geelong serving members. Also invite – David Rowe and Peter Dohnt.</li> <li>• Advertising – press release.</li> <li>• 10+ years members include; Bob Whitehead, Tony Grogan, Ian Longmore, Anthony Zappelli, Cyril Marriner, Noel Barry, Chris Smith and Phillip Dandy. Include Peter Bowditch (deceased) and invite his widow.</li> </ul> |  |
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|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
|  | <ul style="list-style-type: none"> <li>• Certificates of Recognition to be distributed at the ceremony. Wording - 'Certificate of Appreciation for your contribution of 10 years or more in establishing the Old Beechy Rail Trail'.</li> <li>• Invite Gwyneth Knox to unveil the Buchanan sign.</li> <li>• Possible BBQ by the Beech Forest Progress Association. Christine Humphris will discuss with them.</li> <li>• If the weather is inclement, the ceremony will be in the Beech Forest hall.</li> <li>• Tricia Jukes supplied the Financial Report to 30<sup>th</sup> June 2014. Following up with advertising of two businesses on the brochure.</li> </ul> <p>Tony Grogan commented on the Community Sports and Recreation Awards information emailed. Tony will prepare an application on behalf of the Committee.</p> <p><b>Motion</b><br/>Approved – Noel Barry<br/>2<sup>nd</sup> – Tricia Jukes<br/>Carried.</p> <ul style="list-style-type: none"> <li>• Golden Gumboot BBQ date – 2<sup>nd</sup> November at Gellibrand from 11am to 1pm.</li> <li>• Information of interest - Anthony Zappelli commented that a 4 year old girl was murdered on the track through the Humphris property and that a plaque was erected there (circa 1914). 400 men joined in the search. The history group has an article.</li> <li>• Tony Grogan – gave historical documents from the Beechy trail to be scanned and filed by the Shire.</li> <li>• Noel Barry mentioned that the Beech Forest and Dinmont signs will need to be replaced in the next 12 months.</li> </ul> <p>Meeting closed 12.10pm.<br/>Next meeting – Monday, 6 October 2014, 10am to 12.30pm.</p> |  |  |
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## Joint Committee

6 August 2014 Minutes



Colac Community Library  
and Learning Centre

1. **Welcome.** Russell Adams welcomed everyone.
2. **Present:** Russell Adams, Kerryn Cawood, Simon Dewar, Stephen Hart, Colin Hayman & Roslyn Cousins
3. **Apologies** Lindy Fullarton & Jackie Dullard

| Agenda Item                     | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Action                                                |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| <b>4. Minutes</b><br>7 May 2014 | Minutes were accepted.<br><i>Moved by Stephen Hart and seconded by Colin Hayman</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Carried                                               |
| <b>5. Business arising</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                       |
| 5.1 ICT Hub                     | Simon reported that no changes were expected this year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                       |
| 5.2 Suspended Students          | Roslyn reported that Simon & Jackie have developed a guideline, and that it would be placed in the minutes.<br><i>Colac Secondary College students may, on occasion, face the sanction of suspension. When under suspension, students will not be permitted on the school grounds during school hours. Suspended students will be free to use the Library facilities after school hours. Colac Secondary College is happy to negotiate use of Library facilities during school hours for suspended students, with those students and with library staff as the need or request arises.</i><br>The committee was pleased that this policy allows for individual negotiation. |                                                       |
| 5.3 Equipment update            | A considerable saving has been made on the universal chair trolley and relayed a request from staff that the savings be used to upgrade the castors on the older chair trolleys.<br><i>Moved by Simon Dewar and seconded by Stephen Hart</i><br>Roslyn forwarded a request for a blue P Parking sign at the entrance to the long term car park. Simon was happy to support this request. Colin asked that this request be emailed to the Council.                                                                                                                                                                                                                           | Carried<br><br>Roslyn                                 |
| <b>6. General Business</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                       |
| 6.1 Wayfinding Signs            | Simon shared a proposal from the Council to install wayfinding signage at the site. This sign will match other signs to be installed around Colac. Following a tour of the proposed locations it was agreed that the sign should not be placed on the concrete at the front of the library.<br>The Committee recommends that the proposed new sign is placed where the current concrete map & opening hours as a replacement for the existing sign.<br><i>Moved by Kerryn Cawood and seconded by Stephen Hart</i>                                                                                                                                                           | Carried                                               |
| 6.2 Community Issues            | Colin thanked Lindy (in her absence) and requested that Russell and Kerryn consider any issues or directions they would like for the facility to be discussed at the next meeting. Roslyn will send a reminder a month prior to the next meeting and will collate related information for presentation at the meeting.                                                                                                                                                                                                                                                                                                                                                      | Russell Adams,<br>Kerryn Cawood<br><br>Roslyn Cousins |
| <b>7. Next meeting</b>          | Wednesday, 5 November, 5 pm                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Roslyn - Agenda                                       |
| Meeting closed:                 | 5.41 pm                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                       |







STATE COUNCIL  
24 October 2014  
RESOLUTIONS FROM MEMBERSHIP

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#### **Submission to Federal Government Review of Taxation**

##### **Resolution**

That the Municipal Association of Victoria prepare a comprehensive submission to the upcoming Federal Government review of taxation, advocating for change on a range of issues impacting on local government including, but not limited to, the following:

1. Removal of the contributions tax on Defined Benefits Superannuation Liability shortfalls.
2. Increased access to the Financial Assistance Grants to local government.

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#### **Rating Water Authorities**

##### **Resolution**

That the Municipal Association of Victoria requests the State Government to allow local government to rate any property under the control and use of water and sewerage boards/authorities.

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#### **Financial framework to assist capital cities in meeting challenges of population growth**

##### **Resolution**

That, in light of the rapid growth of Australian Cities, the MAV State Council calls on the State and Federal Governments to investigate implementation of a financial framework that captures in a realistic and fair manner a proportion of the uplift in property values as a result of changing planning controls and returns this money for use in providing the necessary infrastructure for these new communities.

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#### **Pension Rate Concession Scheme**

##### **Resolution**

That the MAV advocate to the State Government to ensure that at least the existing funding arrangements for the Pension Rate Concession Scheme, including indexation, are maintained in future years.

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#### **Proposed freight projects**

##### **Resolution**

That the Municipal Association of Victoria calls on State Government to implement the following key freight projects in the Victoria – The Freight State to improve port connections, and take trucks off local roads as a matter of urgency:

1. Complete a business case to enable land and a rail corridor to be secured for the Western Interstate Freight Terminal and confirm a time frame for the staged relocation of interstate freight activities from Dynon.
2. Encourage the initiation of port rail shuttle operations by the private sector under the Metropolitan Intermodal System project.
3. Continue support for the Mode Shift Incentive Scheme.



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**Development of strategic freight network**

**Resolution**

That the Municipal Association of Victoria call on the State Government to ensure the development of a strategic freight network for the western metropolitan region include a detailed analysis of options, including a 'Bay West' port, that builds on the region's established freight advantages.

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**Inter-connectivity around railway stations**

**Resolution**

That the MAV State Council call upon the State government to improve bus timetables to better coincide with train timetables and to implement and fund a program of providing commuter parking at railway stations to meet the un-met parking demand.

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**Pedestrian improvement program**

**Resolution**

That the MAV State Council call upon the State government to appropriately fund pedestrian improvement programs.

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**Prevention or mitigation of road accidents caused by wildlife**

**Resolution**

That the MAV State Council strongly advocates to the Minister for Roads to commission a report that investigates actions that may prevent or mitigate the impact of road accidents caused by animals and wildlife on the VicRoads and local Council road networks.

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**The transition of roads from local to state ownership**

**Resolution**

That the MAV State Council strongly advocates to the Premier and Minister for Local Government for the development and adoption of a clear policy framework regarding the transition of roads from local to State ownership in Growth Areas.

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**Public Transport**

**Resolution**

That MAV advocate to the Federal and Victorian State Governments that governments at all levels commit to an early investment and delivery in city shaping public transport infrastructure, in areas of urban growth, to build productive, liveable and resilient communities.



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**State Congestion Levy**

**Resolution**

That this State Council determine that the MAV request the State Government to annually contribute at least 15% of the proceeds of the Melbourne Congestion Parking Levy proceeds back to the respective generating municipality to assist the promotion, development and construction of new local sustainable transport infrastructure and services.

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**Affordable Housing**

**Resolution**

That MAV advocate to:

- State and Federal governments to address housing affordability issues and develop targeted strategies to increase the supply of affordable housing in Victoria, particularly in locations close to transport, employment hubs and services.
- the State Government to encourage them to take a leadership role on this issue, by identifying opportunities to embed affordable housing requirements in the Victorian Planning Provisions (e.g. through inclusionary zoning).
- the Federal Government around the need for targeted approaches to address the supply of affordable rental properties for low and medium income (e.g. the reinstatement and expansion of the National Rental Affordability Scheme (NRAS)).
- State and Federal governments to fund development of more public housing properties to address the shortfall in available public housing properties.
- State Government to progress the Visitable and Adaptable Features in Housing Regulatory Impact Statement (Department of Planning and Community Development) 2009 with a view to the timely incorporation of accessible and adaptable features as State Planning Policy in all Victorian Planning Schemes.

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**Reinstating the community support fund**

**Resolution**

That the MAV strongly advocate to the relevant Federal Government Minister and Department to reinstate Community Support Program funding to ensure family day care is sustained

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**Home and Community Care Funding Framework**

**Resolution**

- That the MAV State Council request the Victorian and Federal Governments to resolve the future funding arrangements for Home and Community Care (HACC) as a matter of urgency.
- The HACC funding framework needs to provide people living in rural and remote areas with HACC services at a level and standard equivalent to those received by people living in metropolitan centres. Further that the funding framework should clearly provide that a minimum of 80% of the budgeted cost towards provision of services is met by the Federal and State Governments. This reverses the requirement (from the Councils on to the Government) Otherwise this limits councils to 20% where as individual councils may wish to provide more than that.



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**Provision of health services**

**Resolution**

That the Municipal Association of Victoria call upon the Department of Health (DH) and the Department of Transport Planning and Local Infrastructure (DTPLI) to invest in health services and preventative health to meet the current and future needs of the community.

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**Graffiti Management Strategy – statewide approach**

**Resolution**

- a) That the MAV lobby the State Government to adopt a statewide approach to better manage and control the issues of graffiti impacting on councils and the community. Specifically, consideration should be given to introducing legislation that address key common issues, specifically:
  - Management of graffiti on private property
  - Management of graffiti on property owned by private utility companies and
  - Increasing the current level of penalty applied to convictions and compensation applied to victims within Victoria by the Magistrates Courts, pertaining to graffiti offences under the Graffiti Prevention Act 2007.
- b) That the MAV take a leadership role in the strategic and collaborative approach in dealing with issues of graffiti in local communities.

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**Youth Employment**

**Resolution**

That the Municipal Association of Victoria calls upon all local governments in Victoria to develop strategies to support apprenticeships and youth employment

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**Prevention of Violence Against Women**

**Resolution**

That the Municipal Association of Victoria calls upon the State Government to support the whole of community approach to preventing violence against women through funding to local government.

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**Sale of surplus school sites**

**Resolution**

That the Municipal Association of Victoria call upon the Department of Education and Early Childhood Development (DEECD) and the Department of Transport Planning and Local Infrastructure (DTPLI) to reconsider the rezoning and sale of surplus school land in areas where forecast population figures indicate the need for education facilities. Furthermore, that DEECD work with local councils to ensure the best outcomes for the current and future community are achieved.





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#### State Government funding for Victorian Library initiative

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##### Resolution

That the MAV supports the 'Victorian Library' One Library Model in principle, subject to an overarching partnership agreement on libraries firstly being formalised by the State with the MAV on behalf of councils under which the following is negotiated:

- release of the Victorian Library business case demonstrating the benefits of the model at the state wide, regional and local level and providing funding details which indicate that no council or Library Corporation will be financially disadvantaged
- if agreed by the sector to adopt the new model, or a variation to the model, that the State commits to fully fund its implementation, including the ongoing costs of rolling out and supporting the required infrastructure for the Victorian libraries initiative to redress (in part) the funding imbalance between State and local government, in addition to and separate from continuing the library operating grants
- long term funding agreements are established for councils and regional library corporations joining the model of no less than eight years
- a governance framework for the new entity is agreed which reflects the ownership of the service by councils, and clarifies which body (State or local government) ultimately assumes the risk associated with the operation of the new entity
- as a minimum, that the State provides a 2.5% annual operational funding increase to all library services over the next four years
- The package of negotiation will be based on the principle of a roll-out of service components that represent Best Practice in Victoria

#### Apartment Size Standards

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##### Resolution

That the MAV advocate for the introduction of an appropriate Apartment Design Standards into the Victorian Planning Provisions to improve residential design standards for multi-level development.

#### Appropriate Standards for Apartments & Units

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##### Resolution

That this State Council determine that the MAV request the State Government to develop appropriate standards for apartments and units, addressing at least:

- a. size;
- b. cross ventilation for airflow;
- c. access to natural light;
- d. investigate provision for food waste Processing Units;
- e. ceiling height; and
- f. access to suitable Open Space





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**Victorian Planning Scheme**

**Resolution**

The MAV lobby the State Government to address the non prescriptive wording within Victorian Planning Schemes, as prescribed within Planning Practice Note number 8 issued September 2013, with a view to change LPP whereby the word "must", "should not" and the like can be used where appropriate and justified.

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**Environmentally Sustainable Design (ESD) in State Planning Policy**

**Resolution**

That the Municipal Association of Victoria calls upon the State Government to review and amend the State Planning Policy within Victorian Planning Schemes, following consultation with local councils, relating to improved Environmentally Sustainable Design (ESD) standards in new development (residential, commercial and industrial).

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**Infrastructure upgrades to facilitate developments in the new farming zone**

**Submitting Council: Surf Coast Shire Council**

**Resolution**

That the MAV strongly advocate to the relevant State Government Ministers and Departments to support road infrastructure upgrades to help facilitate tourism and business developments promoted in the new Farming Zone where precinct approaches can be identified by Councils.

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**Lodgement of Building Permits by Private Building Surveyors to Councils**

**Resolution**

That the Municipal Association of Victoria calls upon the State Government to review the current lodgement requirements of documents associated with Building Permits from Private Building Surveyors to Councils under the Building Act 1993, and require these documents to be lodged electronically rather than in hardcopy, in a format agreed by councils.

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**Landfill Levy**

**Resolution**

That the Municipal Association of Victoria advocate to the State Government for:

1. A greater proportion of landfill levy funds be directed to local government for waste minimisation and environmental projects
2. All landfill levy funds to be used for environmental sustainability purposes, with a focus on diversion of waste from landfill and promotion of recycling and recovery
3. Income and expenditure data related to the landfill levy to be openly and transparently reported to the public, with data from 2008/09 onwards to be made available
4. A meeting with the Minister for Environment and Climate Change to communicate local government concerns regarding the State's approach to and use of landfill levy funds



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#### **Environment Protection Authority - Cost Shifting**

##### **Resolution**

That the MAV advocate on behalf of Councils to request that the Environment Protection Authority (EPA) consult and consider the implications on local government before changing any noise policies and related information that relate to councils.

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#### **Weed control on private land**

##### **Resolution**

That the MAV State Council advocates to the Premier and Minister for Regional and Rural Affairs for the continuation of the Roadside Weed Funding Program and related programs beyond 2014-15.

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#### **Onshore natural gas (including coal seam gas)**

##### **Resolution**

That the MAV provides information to all councils about unconventional onshore natural gas exploration in Victoria and the potential impacts on food security, water resources and carbon emissions, and strongly advocates to the relevant State Government Minister and Department that unconventional gas exploration should not occur unless:

- Social and environmental impacts are definitively demonstrated not to be detrimental
- An appropriate level of community support is evident; and
- There is an appropriate regulatory framework in place to ensure protection of the natural environment, local communities, rural industries and private property rights.

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#### **Economic and Sustainable solutions for the disposal of effluent from septic tanks**

##### **Resolution**

That Regional Water Authorities be asked to work with Regional Councils, Regional Waste and Resource Recovery Groups to investigate and implement economical and sustainable solutions throughout Regional Victoria for the effluent pumped out of septic tanks

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#### **Funding for waste management groups**

##### **Resolution**

That the MAV request the Victorian Government to fully fund and resource the new Waste Management Groups they have established and endorsed.

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#### **Carbon Tax levies**

##### **Resolution**

That the MAV State Council advocate to the Federal Government to take action either directly through legislation or via the ACCC to compel liable landfill operators to refund to councils carbon levies paid in advance for the disposal of municipal waste to councils.



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### Controls over the distribution of plastic bags

#### Resolution

That the MAV strongly advocate to the State Minister for Environment and Climate Change to create regulations to establish controls over the 'free' distribution of lightweight plastic shopping bags by Victorian Retailers (similar to the action taken in Tasmania, South Australia, the ACT and the Northern Territory), using the State Government's existing authority under Section 71 of the Environment Protection Act.

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### Support for a review of waterways governance

#### Resolution

That MAV State Council seeks support from the State Government for a rationalisation of the governance of the Yarra, Docklands and Port Phillip Bay.

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### Port of Hastings Development Project

#### Resolution

That the Municipal Association of Victoria and member councils:

1. Support Bass Coast Shire Council's Position Paper on the Port of Hastings Development Project seeking good governance practices to ensure clear and transparent evidence based decision making;
2. Write to the State Ministers for Planning, Transport and Environment, and Ms Lisa Neville, Shadow Minister for the Environment requesting a commitment to:
  - a) Fund an independent economic, environmental and social impact study of the Port of Hastings Container Expansion Project on the Bass Coast municipality and transport corridors – in particular Phillip Island; and
  - b) Fund an independent peer review of documentation being prepared by the Port of Hastings Development Authority to inform an Environmental Effects Statement.
3. Calls on the Government to also fund an independent analysis of the proposal to locate the next container Port at Baywest

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### Bushfire Management Overlay

#### Resolution

That the MAV advocate to the State Government to review Clause 44.06 - Bushfire Management Overlay and other Victoria Planning Provisions relating to bushfire to remove the term 'acceptable level' in relation to bushfire risk.

To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

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### Save the Palais Theatre

#### Resolution

That MAV advocate to the Victorian State Government that this nationally significant, heritage listed theatre receives an investment of \$40 million to secure its future.



STATE COUNCIL  
24 October 2014  
RESOLUTIONS FROM MEMBERSHIP

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**Improved formal record of council meetings**

**Resolution**

That the MAV State Council encourages councils to maintain a publicly accessible audio archive of council meetings in order to provide a fuller public record of proceedings than can be made available in the formal written minutes;

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**Parliamentary friendship group for local government**

**Resolution**

That the MAV lobbies the Australian Local Government Association to establish a Parliamentary Friendship Group for local government as a matter of priority.

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**Public Park and Recreation Zone**

**Resolution**

Request the State Government resolve signage controls on land within the Public Park and Recreation Zone (PPRZ) through a VC Amendment by extending the existing Victoria Planning Provisions (VPP) exemption for signage directed inwards for reserves classified as a 'Major Sports and Recreation Facility' to appropriate facilities classified as a 'Minor Sport and Recreation Facility'.

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**Low Value Rate In Arrears Properties**

**Resolution**

That the Municipal Association of Victoria investigate and lobby for, an economically and legally reasonable, solution to the problem of rates in arrears properties owing councils significantly more than their value, less the cost of recovery.

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**Residential Zones**

**Resolution**

That the MAV urgently calls on the Minister for Planning to not proceed with removal of the 4 storey height limit in the Residential Growth Zone as this:

- i. is not consistent with the processes that Local Government have engaged in with local communities; and
- ii. represents a denial of natural justice and due process to these communities.

