

## ORDINARY MEETING OF COUNCIL

**Notice** is hereby given of the  
Ordinary Meeting of Council to be held at the  
Bungaree Community Facility,  
279 Bungaree-Wallace Road, Bungaree  
on Wednesday 4 June 2014,  
commencing at 5:00 p.m.

### Members:

Cr. Paul Tatchell (Mayor)	Central Ward
Cr. Allan Comrie	East Moorabool Ward
Cr. David Edwards	East Moorabool Ward
Cr. John Spain	East Moorabool Ward
Cr. Tonia Dudzik	East Moorabool Ward
Cr. Tom Sullivan	West Moorabool Ward
Cr. Pat Toohey	Woodlands Ward

### Officers:

Mr. Rob Croxford	Chief Executive Officer
Mr. Shane Marr	General Manager Corporate Services
Mr. Phil Jeffrey	General Manager Infrastructure
Mr. Satwinder Sandhu	General Manager Growth and Development
Mr. Danny Colgan	General Manager Community Services

**Rob Croxford**  
**Chief Executive Officer**

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**1. OPENING OF MEETING AND PRAYER**

**Almighty God be with us as we work for the people of the Shire of Moorabool.**

**Grant us wisdom that we may care for the Shire as true stewards of your creation.**

**May we be aware of the great responsibilities placed upon us.**

**Help us to be just in all our dealings and may our work prosper for the good of all.**

**Amen**

**2. PRESENT**

**3. APOLOGIES**

**4. CONFIRMATION OF MINUTES**

**4.1 Ordinary Meeting of Council – Wednesday 7 May 2014**

**Recommendation:**

**That Council confirms the Minutes of the Ordinary Meeting of Council held on Wednesday 7 May 2014.**

**4.2 Special Meeting of Council – Wednesday 21 May 2014**

**Recommendation:**

**That Council confirms the Minutes of the Special Meeting of Council held on Wednesday 21 May 2014.**



## 5. DISCLOSURE OF CONFLICT OF INTEREST

Under the Local Government Act (1989), the classification of the type of interest giving rise to a conflict is; a direct interest; or an indirect interest (section 77A and 77B). The type of indirect interest specified under Section 78, 78A, 78B, 78C or 78D of the Local Government Act 1989 set out the requirements of a Councillor or member of a Special Committee to disclose any conflicts of interest that the Councillor or member of a Special Committee may have in a matter being or likely to be considered at a meeting of the Council or Committee.

Definitions of the class of the interest are:

- a direct interest
  - (section 77A, 77B)
- an indirect interest (see below)
  - indirect interest by close association (section 78)
  - indirect financial interest (section 78A)
  - indirect interest because of conflicting duty (section 78B)
  - indirect interest because of receipt of gift(s) (section 78C)
  - indirect interest through civil proceedings (section 78D)

### Time for Disclosure of Conflicts of Interest

In addition to the Council protocol relating to disclosure at the beginning of the meeting, section 79 of the Local Government Act 1989 (the Act) requires a Councillor to disclose the details, classification and the nature of the conflict of interest immediately at the beginning of the meeting and/or before consideration or discussion of the Item.

Section 79(6) of the Act states:

While the matter is being considered or any vote is taken in relation to the matter, the Councillor or member of a special committee must:

- (a) leave the room and notify the Mayor or the Chairperson of the special committee that he or she is doing so; and
- (b) remain outside the room and any gallery or other area in view of hearing of the room.

The Councillor is to be notified by the Mayor or Chairperson of the special committee that he or she may return to the room after consideration of the matter and all votes on the matter.

There are important reasons for requiring this disclosure immediately before the relevant matter is considered.

- Firstly, members of the public might only be in attendance for part of a meeting and should be able to see that all matters are considered in an appropriately transparent manner.
- Secondly, if conflicts of interest are not disclosed immediately before an item there is a risk that a Councillor who arrives late to a meeting may fail to disclose their conflict of interest and be in breach of the Act.

## 6. PUBLIC QUESTION TIME

The Council has made provision in the business of the Ordinary Meetings of the Council for the holding of a Public Question Time.

Public Question Time is required to be conducted in accordance with the requirements contained within the Public Question Time Protocols and Procedural Guidelines as provided for in the *Local Law No. 8 Meeting Procedure Local Law* Division 8 – Clause 57.

The person asking the question is to stand and identify themselves by name and residential address before asking the question.

All questions are to be directed to the Mayor as Chairperson, who shall determine the appropriate person to respond to the question.

The person asking the question must be present in the gallery when the question is considered and may be asked for clarification by the Mayor.

At the discretion of the Mayor, a lengthy question may be required to be placed into writing by the person asking the question. The Mayor may accept a question on notice, in the event that research is required to provide a response. In the case of questions taken on notice, both the question and response shall be recorded in the Minutes of the Meeting.

**7. PETITIONS**

**No petitions have been made to Council for consideration as part of this Agenda.**

## 8. PRESENTATIONS / DEPUTATIONS

The Council has made provision in the business of the Ordinary Meetings of the Council for the making of presentations or deputations to Council in relation to matters presented on the agenda for Council consideration.

Presentations or deputations are required to be conducted in accordance with the requirements contained within the **Presentation/Deputations Protocols and Procedural Guidelines**.

Persons wishing to make a presentation or deputation to Council on a matter included in the agenda shall inform Council prior to the meeting by contacting the Chief Executive Officer's office and registering their name and agenda item being spoken to.

At the meeting the Mayor will invite the persons wishing to make a presentation or delegation to address the Council on the agenda item.

The person making the presentation or deputation is to stand and address Council on the item. No debate on the item is permitted between the person making the presentation or delegation and the Council.

A maximum of three minutes per presentation or delegation will be allocated. An extension of time may be granted at the discretion of the Mayor.

Councillors, through the Mayor, may ask the person making the presentation or delegation for clarification of matters presented.

The Mayor may direct that a member of the gallery ceases speaking if the above procedure is not followed.

### **List of Persons making Presentations/Deputations other than in relation to a planning item listed on the agenda:**

Item No	Description	Name	Position
-	-	-	-

### **List of Persons making Presentations/Deputations to a planning item listed on the agenda:**

Individuals seeking to make a presentation to the Council on a planning item listed on the agenda for consideration at the meeting will be heard by the Council immediately preceding consideration of the Council Officer's report on the planning item.

Item No	Description	Name	Applicant/ Objector
-	-	-	-

**9. OFFICER'S REPORTS**

**9.1 CHIEF EXECUTIVE OFFICER**

*No reports for this meeting.*

## 9.2 GROWTH AND DEVELOPMENT

### 9.2.1 Planning Permit Application: PA2013-318, 24 Crook Court, Ballan, Lot 14 on PS LP 209801, Keeping of Five (5) Racing Dogs

<b>Application Summary:</b>	
Application No:	PA2013-318
Lodgement Date:	20 December 2013
Planning Officer:	John Edwards
Earliest date the applicant may apply to VCAT for an appeal against Failure to Determine:	14 March 2014
Address of the land:	Lot 14 on LP209801 24 Crook Court, Ballan
Proposal:	Use and development of land for keeping of five (5) racing dogs
Lot size:	1.127 hectares
Why is a permit required?	32.01-1 R1Z Use for Animal Keeping (Racing Dogs) 32.01-6 R1Z Buildings and works 42.01-2 ESO1 Buildings and works
<b>Public Consultation:</b>	
Number of notices to properties:	4
Notices on site:	1
Notice in Moorabool Newspaper:	Nil
Number of Submissions:	2 written objections
Consultation meeting:	Not held

<b>Policy Implications:</b>	
<b>Key Result Area -</b>	Enhanced Infrastructure and Natural Built Environment.
<b>Objective -</b>	Effective and efficient land use planning and building controls.
<b>Strategy -</b>	Implement high quality, responsive, and efficient processing systems for planning and building applications Ensure that development is sustainable, resilient to change and respects the existing character.
<b>Victorian Charter of Human Rights and Responsibilities Act 2006</b>	
<p>In developing this report to Council the briefing officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.</p> <p><b>Officer's Declaration of Conflict of Interests</b></p> <p>Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.</p> <p><i>General Manager Growth and Development – Satwinder Sandhu</i> In providing this advice to Council as the General Manager, I have no interests to disclose in this report.</p> <p><i>Author –John Edwards</i> In providing this advice to Council as the Author, I have no interests to disclose in this report.</p>	
<b>Executive Summary:</b>	
<p>The application seeks approval for the use and development of the land at 24 Crook Court, Ballan for animal keeping (5 racing dogs).</p> <p>The subject land is located on the western side of Crook Court, 150m directly east of Geelong Ballan Road, 250m south of Old Melbourne Road/Inglis Street, with the entry to Crook Court being approximately 600m west of the Ballan Police Station on the corner of Bradshaw Street and Inglis Street.</p> <p>The land has an existing dwelling fronting Crook Court to the east, with a larger shed and smaller kennel complex at the rear and side where the existing greyhounds are kept.</p>	



The land owner currently has four greyhounds/ racing dogs on the subject land – two racing dogs, and two retired dogs.

The application is the result of the landowner becoming aware that a planning permit is required for keeping more than 2 dogs on the land. He has become aware of this as a result of Council receiving a complaint about the greyhounds from the neighbour. The operation has been in existence for several years with Council only becoming aware of its existence at the end of 2014 due to the complaint received.

In accordance with Section 52 of the Planning and Environment Act 1987, notification of the planning application was sent out via letters to surrounding land owners and occupiers. Two objections to the application were received.

Concerns were raised by the objectors with respect to:

- Amenity
- Noise
- Excessive number of racing dogs
- Inappropriate fencing
- Safety of children, pets and elderly parents
- Impact on sales for nearby new subdivision

With respect to the objections lodged it is considered that these concerns may be addressed via permit conditions. Accordingly the application should be supported subject to conditions.

The proposal has been assessed against the relevant components of the Moorabool Planning Scheme, particularly those set out in the State and Local Planning Policy Framework and Clause 32.01 – Residential 1 Zone and Clause 42.01 – Environmental Significance Overlay.

It is considered that the proposed application is generally consistent with the State and Local Planning Policies of the Moorabool Planning Scheme and the objectives of the Residential 1 Zone and Environmental Significance Overlay.

**Summary Recommendation:**

It is recommended that Council resolve to issue a Notice of Decision to Grant a Permit for this application pursuant to Section 61(1) of the Planning and Environment Act 1987, subject to conditions.

**Proposal**

Approval is sought to keep the maximum permitted five (5) racing dogs (greyhounds) upon the subject land at 24 Crook Court in Ballan.

### Animal Keeping

The applicant proposes to keep his greyhounds at the premises. He is passionately involved in the racing of greyhounds and does not intend breeding to be a primary purpose in keeping these dogs.

There are currently four (4) greyhounds already housed on site. Two are actively used for racing, and two are retired from racing.

The animals are kept within the kennel and yards complex and some exercising is undertaken on-lead at the site and by walking along Ballan suburban streets. However, as a member of the Ballarat Greyhound Racing Club, the owner races the greyhounds on the exercise tracks at the Ballarat Greyhound racetrack during the week, which is their main form of exercise.

### Kennel Complex

The subject housing currently consists of three kennel/sleeping areas with attached runs; and an "open air" central corridor area with a secure locking gate at the entrance. A centrally located Office/Store area 3m x 3m (9m<sup>2</sup>) is also part of the kennel complex.

Kennel 1 has an indoor sleeping area 3m x 3m (9m<sup>2</sup>) attached to external run 3m x 2.4m (7.2m<sup>2</sup>). A total area of 16.2m<sup>2</sup>. The external yard has no roof or mesh.

Kennel 2 has an indoor sleeping area 2.4m x 2.6m (6.24m<sup>2</sup>) attached to an external run 7m x 2.4m (16.8m<sup>2</sup>). A total area of 24m<sup>2</sup>. The external yard has no roof or mesh.

Kennel 3 has an indoor sleeping area 1.7m x 2.0m (3.4m<sup>2</sup>) attached to an external run 8.7m x 3.1m (23.57m<sup>2</sup>). A total area of 26.97m<sup>2</sup>. The easternmost 4.7m x 3.1m of the external yard has no roof or mesh.

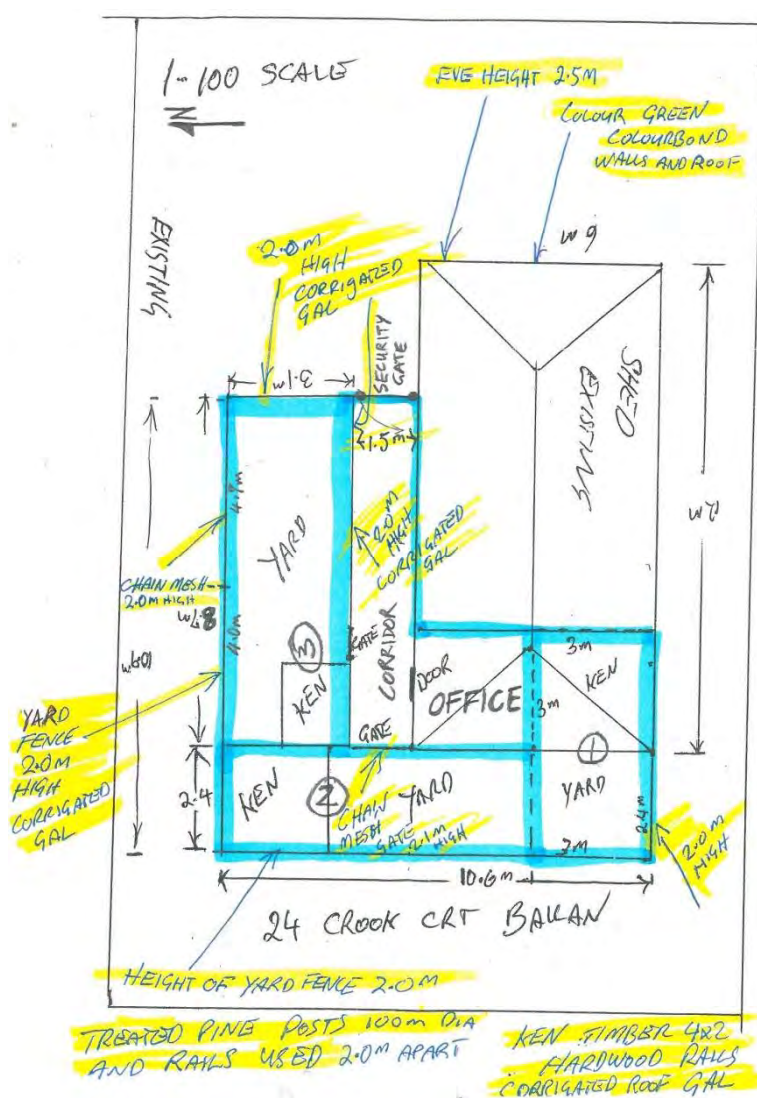
Entry to the central corridor is through the lockable 2.0m high (50mm squares heavy gauge mesh) swinging gate. The walls are horizontally installed corrugated zincalume sheeting and a chain mesh kennel entry gate (50mm holes) along the southern side of Kennel 3; and formclad colorbond green shed wall and Office/Store wall, plus a brown security screen access door access to the Office/Store.

The external pen walls are mostly 2.0m high metal cladding. Kennel 3 has 8.7m long northern wall, 4m in metal cladding and the easternmost 4.7m in (50mm holes) chainmesh fencing covered with shade cloth.

The flooring consists of square besa-brick pavers in the central corridor, Kennel 1, Kennel 2 and the metal walled area of Kennel 3. The easternmost portion of Kennel 3 is a dirt and gravelled floor.

A 2.0m high security gate at the entry to the central corridor will contain any dogs that may escape their individual pens during handling.

Rainwater runoff is currently dispersed onto the grassland. Some sections of the kennel roofing do not currently have spouting, but this will be rectified as a condition of any permit if issued.



## Kennel Complex Floor Plan

## General Care and Maintenance

Weatherproof sleeping areas are provided in each kennel with an individual raised bed for each greyhound. All three pens have enclosed indoor areas of 9m<sup>2</sup>, 6.24m<sup>2</sup> and 3.4m<sup>2</sup> respectively. These include the sleeping area and exceed the minimum Sleeping Area requirement of 0.9m<sup>2</sup> per dog, as recommended in the *Code of Practice for the Operation of Greyhound Establishments*.

The same *Code* recommends minimum floor areas of 10m<sup>2</sup> with a minimum 1.2m width for the first dog in general racing or spelling kennels (indoor based). The three kennels are 16.2m<sup>2</sup>, 24m<sup>2</sup> and 26.97m<sup>2</sup> respectively.

Each greyhound is supplied with a non-spillable individual water bowl and food bowl which are cleaned and replenished daily.

Dog faeces is collected daily, double bagged and disposed of in a refuse bin, for removal from the site.

The applicant washes kennel floors and the central corridor floor regularly to avoid any odour or insect problems.

### Noise

The kennel complex is predominantly enclosed with 2m high metal walls which minimises greyhounds responding to external stimuli.

The greyhounds rarely bark, but there may be some minimal barking at the daily feeding time.

### **Site Description**

The subject land is located at 24 Crook Court, Ballan and known as Lot 14 on LP209801. It is rectangular in shape and skewed towards the left. The eastern road frontage is 69.0m, the rear western boundary 75.5m, the southern side boundary 160.2m, and the northern side boundary 161.8m; covering approximately 1.13 hectares.

While it is a relatively large allotment, it is located within a Residential 1 Zone, and is also subject to an Environmental Significance Overlay Schedule 1 – Proclaimed Water Catchment Areas (ESO1).

The rear half of the allotment contains a well-established orchard. The view of the dwelling from the road is relatively obscured by several established trees and shrubs. There is no vegetation directly in front of the existing green colorbond shed.

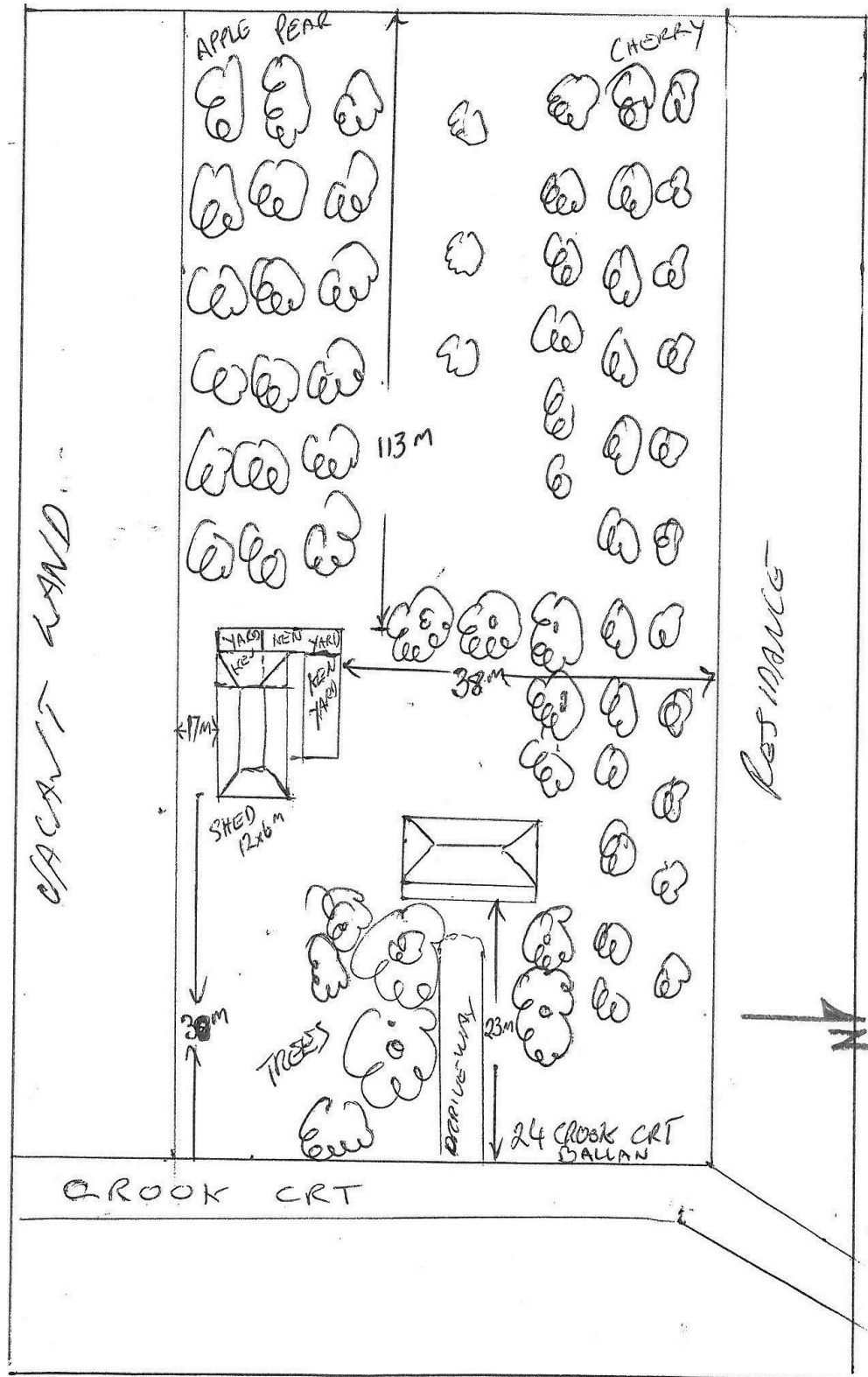
The existing dwelling is set back 23m from the road frontage and 16m from the northern side boundary.

The existing 12m x 6m green colorbond shed is sited 5m south of the dwelling in line with the rear of the dwelling. It is set back approximately 30m from the road frontage, and 17m from the southern side boundary.

The existing kennel complex utilises the rear 3m of this shed and incorporates a central corridor along a portion of the northern wall; and weather proofed enclosure and open runs beside this and to the rear.

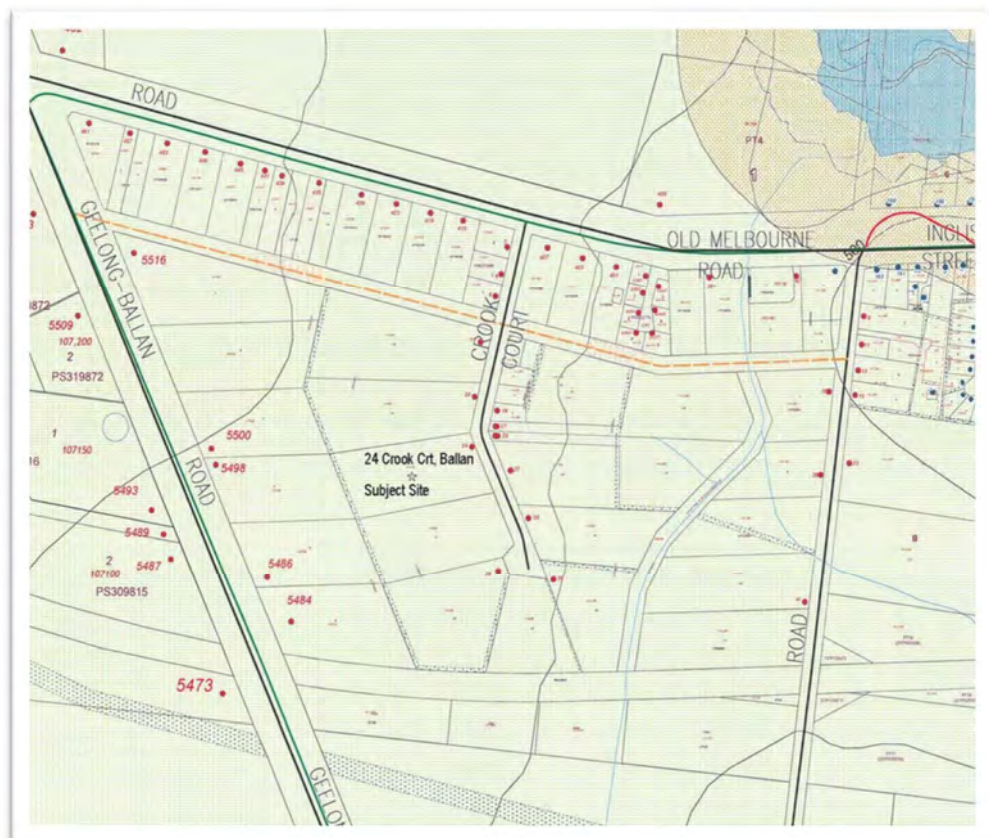
The allotment to the south is currently vacant land. All the other similar sized lots, fronting Crook Court and south of Graham Street, have established dwellings and associated buildings.

The abutting allotment to the north has an established dwelling and various ancillary buildings, as well as several caravans. There is the primary residence and the granny flat/dependent persons unit, both of which are approximately 65m from the site of the greyhound kennels.





## Locality Map



## Aerial View Map



## Planning Scheme Provisions

Council is required to consider the State Planning Policy Framework (SPPF), the Local Planning Policy Framework (LPPF) and the Municipal Strategic Statement (MSS).

<b>SPPF</b>		
Clause 14.02-1	Catchment Planning and Management	The proposal complies with the policy.
<b>LPPF</b>		
Clause 21.02-3	Water Catchment Management	The proposal can comply with the policy subject to permit conditions.
Clause 22.02	Water Supply Catchments	The proposal can comply with the policy subject to permit conditions.
Clause 22.04	Animal Keeping	<p>This policy discourages animal keeping in areas where there is a large number of dwellings within close proximity, suggest 500m setbacks, expects screening, fully contained facilities, and measures to prevent pollution or odour.</p> <p>While the Code recommends 500m setback for kennels this is written with full scale boarding and breeding kennels in mind. This is not achievable but not a major factor considering the small scale kennel seeking to keep only 5 racing dogs, Other measures are achievable.</p>

## Zone

The subject site is located within a Residential 1 Zone (R1Z). In this zone a permit is required to keep more than two (2) animals under Section 2 of Clause 32.01-1. In addition a planning permit is required for any buildings and works associated with a Section 2 use.

## Discussion

It is considered that the proposed use is not inconsistent with the purpose of the zone and the relevant decision guidelines.

The Residential 1 Zone acknowledges the keeping of up to five animals (Animal Keeping) as a permitted use for the zone.

The applicant has requested the keeping of “five dogs greyhounds”, which under the provisions of the Moorabool Planning Scheme is known as Keeping of Racing Dogs, a subset of Animal Keeping.

The land use definition within the Moorabool Planning Scheme describes “Animal Keeping” as “*land used to keep, breed, or board racing dogs*”.

It is considered that animal keeping at this level is appropriate within the zone; it is appropriately located on a larger 1.13 hectare allotment within the Residential Zone, would be appropriately landscaped and fully contained with solid external wall materials which may be achieved through permit conditions.

Additionally, this permit seeks a permit to keep the existing four greyhounds (plus an additional fifth greyhound), and greyhounds have been present on the property for the last four years since the applicant moved to the property. A current search of Council's records does not indicate any complaints regarding the keeping of greyhounds until this year.

It is considered that the relevant issues raised in the two written objections could be addressed through permit conditions.

### **Overlays**

There is one planning scheme overlay that applies to the subject site and surrounds.

### **Environmental Significance Overlay Schedule 1 – Proclaimed Water Catchment Area**

A planning permit is required for buildings and works associated with the keeping of five racing dogs within the ESO1.

In this instance no referrals were undertaken as the relevant buildings have existed for some time now.

### **General Provisions**

Clause 65 – Decision Guidelines have been considered by officers in evaluating this application.

Further, Section 60(1a) (g) and (j) state that the Responsible Authority must consider any strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council, and any other relevant matter before deciding on an application.

In this instance, the *Code of Practice for the Operation of Greyhound Establishments* and the EPA Noise Control Guidelines, Section 4 which addresses Dog Kennels has been considered and addressed as appropriate.



EPA Noise Control Guidelines.

Section 4 of the Guidelines discusses Dog Kennels and states:

*'The problems caused by the perpetual barking of dogs has been known to exist at distances as far as 500 metres from the actual source. A number of criteria for dog kennels have therefore been assembled to limit the physical stimuli to the dogs and the outbreak of noise from the kennels.'*

These strategies are intended to respond to the nuisance caused by dogs in a larger scale context, particularly intensive breeding facilities and large boarding kennel scenarios.

This proposal is for keeping of five (5) greyhounds and there is a number of criteria that may be put in place that would limit both the physical stimuli and outbreak of noise from the kennels without the need to meet the 500 metre setback.

- Greyhounds are considered less prone to barking than other dog breeds in general;
- Minimum 2m high external walls should be provided on all kennels to minimise escape of noise , and minimise exposure to external stimuli such as other dogs, animals, traffic or passers-by;
- Access to kennels should be restricted solely to occupants of the dwelling;
- Feeding of the dogs should be restricted to the daytime hours of 7.00am – 6.00pm;
- Exercise of the dogs on site may only be performed between the hours of 9.00 am and 5.00 pm;
- A responsible person must be available on site 24 hours per day;
- Kennels should be constructed of materials so as to provide an appropriate reduction in the emission of noise.

Provision has already been made for visual screening on the site. There is significant tree coverage upon the land especially to the north and west, whilst the main objector is the neighbour directly to the north. The trees not only limit visual stimuli but also create a noise buffer to adjoining boundaries.

The current complex includes a section of chain mesh panelling covered with green shade cloth along the northern wall. This should be replaced with a solid structure such as metal fencing as per the remainder of the kennel complex external walls.

Code of Practice for the Operation of Greyhound Establishments

The Code and its provisions are to be observed by owners and operators and by the people who work in kennels that are required to be registered as Domestic Animal Businesses under the Act. All breeding and rearing establishments must comply with State and Local Government legislation and permits.

The Code is made under the provisions of Section 59 of Division 4 of the Domestic (Feral and Nuisance) Animals Act 1994 ("The Act") and the purpose of the Code is to specify the minimum standards of accommodation, management and care which are appropriate for the physical and behavioural needs of greyhounds housed in establishments for breeding and rearing, boarding and training for greyhound racing.

The Code and its provisions are to be observed by owners and operators and by the people who work in greyhound establishments that are required to be registered Domestic Animal Breeders under the Act.

The proprietor is responsible for:

- The wellbeing of all greyhounds in the establishment;
- The supervision of staff;
- The maintenance and collation of records and statistics;
- Supervision of daily feeding, watering and inspection of all greyhounds;
- Supervision and examination of greyhounds upon entry;
- The overall level of hygiene in the establishment, including disposal of waste materials
- Provisions of prompt veterinary attention for greyhounds when required
- Notify owners of boarded greyhounds as soon as possible when an animal is observed to be ailing or injured or promptly after a veterinarian has examined the animal;
- One (1) fulltime attendant is required for every 30 greyhounds housed in Internal Boarding or Spelling kennels; or
- One (1) attendant is required for every 25 greyhounds kept in Racing or Breaking Kennels.

In context the keeping of five greyhounds/racing dogs is very different to an intensive greyhound breeding/training facility. None the less aspects of the Code must be addressed.

At this site, and at this level, it is accepted that some conditions may be imposed to address requirements that have not been stated in the application.

A site inspection established that the existing facilities are of an acceptable standard, subject to some minor improvements in stormwater collection. The existing kennels were clean and orderly. The dogs were observed to be in good condition, were well presented, healthy and sociable without being excitable.

The dogs were well trained and did not bark on arrival for inspection or whilst inspection was underway. The dogs appeared well kept, trained and appear to be kept so as to respond well to human presence and activity.

The *Code of Practice* states that greyhounds in minimum pen sizes (10m<sup>2</sup>) must be exercised, and those in enclosures larger than 20m<sup>2</sup> do not normally require additional exercise. Care must be taken to ensure that dogs being exercised are not in danger of attack or other injury.

Exercise can be provided by:

- Allowing access to an exercise or training area for at least 10 minutes twice daily, and/or
- Walking the greyhounds on a lead for at least 10 minutes twice daily, and/or
- Swimming, walking machine (treadmill), or galloping on an exercise or racing track.

The applicant demonstrates a good knowledge of how to care for the greyhounds and achieve suitable levels of nutrition, hygiene, exercise, housing and training.

The existing enterprise is already subject to annual audit and inspection by representatives of *Greyhound Racing Victoria* under the provisions of the *Code of Practice for the Operation of Greyhound Establishments*.

Clause 66 stipulates all the relevant referral authorities to which the application must be referred.

### Referrals

No referrals were required for the application as no buildings or works were proposed. The keeping of greyhounds utilises the existing shed and kennel/runs, though some modifications and improvements will now be required.

### Public Notice

Adjoining and adjacent properties were notified of the application by mail and a sign placed on site. Two written objections to the proposal were received.

Consideration has been given to the planning merit of the objections and to those who will be directly affected by the proposal.

### Summary of Objections

The objections received with regards to the application are detailed below with officer's comments accompanying them:

Objection	Officer's response
<b><i>Objection received 3 March 2014</i></b>	Northern side neighbour
<i>Object to extra greyhounds, extra greyhounds means there is more chances of incident.</i>	This is a retrospective application. The applicant already keeps 4 greyhounds (2 racing dogs, and 2 retired racing dogs) on the subject land.
<i>The dogs are walked along the dividing fence.</i>	Ideally the dividing fence should be a minimum 1.8m high solid fence but the land owner is not prepared to contribute to paying for a 160m long fence when the existing 118cm high ring lock post and wire dividing fence is satisfactory for other normal residential use.

<p><i>Escape from handler, run free not muzzled, have had their front feet up on top of the fence, dividing fence is only 7-wire ring lock 118cm high.</i></p> <p><i>Spoke to owner about getting non-see through solid dividing fence but she refused.</i></p> <p><i>The tenant when spoken to [who owns the greyhounds] stated we had wrong fence and should replace it at our expense.</i></p> <p><i>Main concern is safety of my young son, our dog, and [elderly] family members.</i></p>	<p>The neighbour claims the greyhounds are walked along the dividing fence line without muzzles and rush at/try to climb over the fence if they can when they see activity (her young son, her dog, elderly parents) happening.</p> <p>This neighbours' concerns are over personal safety issues and do not mention greyhound housing or noise.</p> <p>Concern is expressed over increasing the number of dogs kept with respect to these same safety issues.</p> <p>The greyhound owner informed the Council Officer that the majority of exercising is done at the Ballarat Greyhound Track on the exercise tracks several times a week; with some walking on-lead on Ballan suburban streets, and very little walking on the site.</p> <p>In order to address these safety issues it will be recommended that the greyhounds be under direct control on-lead and muzzled at all times upon the property when not within the kennels; and to be walked more than 6m away from this neighbours' fence line when walked on the property.</p>
<b>Objection received 14 March 2014</b>	Opposite side of road, second property south.
<i>Object as the land is zoned residential and proximity to the town centre.</i>	<p>Keeping of racing dogs (greyhounds) is a permissible use in residential zones.</p> <p>The property at 24 Crook Court is 250 metres south of Inglis Street, and a further 600m west of the start of the main township business district along Inglis Street.</p> <p>This is considered a reasonable distance from the Ballan CBD.</p>
<i>The planned development would not be of benefit in attracting potential buyers to the court which currently under development [subdivision] next [opposite] to the property</i>	<p>Planning cannot take into account financial implications or changes to values of surrounding properties when considering applications before it.</p> <p>The kennel complex is not visible from the proposed subdivision currently under development.</p>
<i>Currently have greyhounds that are noisy enough without this being</i>	Council records indicated that prior early 2014 no complaints had been received with regard to noisy dogs on this site.

<p><i>increased to a level that would affect our whole families' quality of life – 2 shift workers.</i></p>	<p>The applicant is seeking to gain approval to keep greyhounds at the site as he has been made aware that a permit is needed to keep racing dogs (greyhounds) in a residential zone.</p> <p>The application is for the keeping of 5 racing dogs, and the property currently houses four greyhounds, and has had greyhounds on the property for four years now. This will be an increase of only one dog more. Greyhounds in general are known to bark less than other breeds of dog when kept in kennels.</p> <p>Greyhounds are to be kept within fully enclosed external walls to reduce exposure to external stimuli.</p> <p>At this property one portion of external kennel wall is currently chainmesh with shade cloth covering, but this is to be replaced with solid metal cladding similar to the rest of the kennels as part of this permit application. This should ultimately remove any direct exposure to external stimuli.</p>
<p><i>Reference is made to the existing state of the property and doubt as to whether the occupants could keep the property at the standard required to keep and house Racing Dogs.</i></p>	<p>The appearance of the property is a separate issue to the actual housing, care, hygiene and exercising of the dogs.</p> <p>The current greyhound kennel is subject to annual audit and inspection by Greyhound Racing Victoria and has been considered satisfactory.</p>

### **Financial Implications**

The recommendation of approval does not have any financial implication for Council.

### **Risk & Occupational Health & Safety Issues**

The recommendation of approval of this development does not implicate any risk or OH & S issues to Council.

### **Communications Strategy**

Notice was undertaken for the application, in accordance with s.52 of the Planning and Environment Act 1987, and further correspondence is required to all interested parties to the application as a result of a decision in this matter. The objector and the applicant were invited to attend this meeting and invited to address Council if desired.

## **Conclusion**

The proposal has been assessed against the relevant sections of the Moorabool Planning Scheme, and found to be supported by the policies therein. The application should be issued with a Notice of Decision to Grant a Permit.

## **Recommendation:**

**It is recommended that pursuant to Section 61(1) of the Planning and Environment Act 1987 that A Notice of Decision be Granted for Planning Application PA 2013-318 for Use and development of land for keeping of five (5) racing dogs, subject to the following conditions:**

- 1. Within three months of the date of this permit, three copies of detailed site plan(s) must be submitted to, approved and endorsed by the Responsible Authority. Such plans must be generally in accordance with those submitted with the application but must show:**
  - a) The location of the treatment and disposal area for wash down water from the kennels.**
  - b) The location and size of the water tanks for the collection and storage of stormwater runoff from the kennels, or, the location of the pipes and connection point to the legal point of discharge for the stormwater runoff from the kennels.**

**Once endorsed these plans will form part of this permit.**

- 2. Within three months of the date of this permit, three copies of a landscape plan must be submitted to, approved and endorsed by the Responsible Authority and must show:**
  - a) The location of trees and/or shrubs to visually screen the kennels.**
  - b) From surrounding properties, clearly identifying the locations of existing plantings and new plantings.**
  - c) The plant name, as well as width and height at maturity must be included.**
  - d) New plantings must be undertaken within three months of the date of this permit.**
  - e) Landscaping shown on the endorsed plans must be maintained to the satisfaction of the responsible authority – including the replacement of any dead, diseased or damaged plants.**

**Once endorsed these plans will form part of this permit.**

3. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
4. Spouting is required to be affixed to collect all roof rainwater runoff; and the existing northern wall of chainmesh covered in shade cloth is to be replaced with 2m high metal cladding similar to that on the adjacent walls of the kennels. This must be done within one month of the date of this permit.
5. At all times during the use hereby approved, the following requirements must be met to the satisfaction of the responsible authority:
  - a) The greyhounds must be under the direct control of the owner or occupier of the land and must be muzzled at all times whenever they are exercised on lead upon the subject land.
  - b) The greyhounds must not be exercised off-lead upon the subject land, and must be under the direct control of the owner or occupier of the land at all times when not within the kennel complex, as the boundary fencing consists of low ring lock post and wire fencing. The greyhounds must not at any time be walked within 6 metres of the northern side boundary dividing fence.
  - c) Access to dogs must be restricted to the occupier of the land, a veterinary surgeon, a member of the land occupier's family, a person over the age 18 years entrusted with the care or effective control of the dogs ("a nominated responsible person").
  - d) The permit holder or nominated responsible person must be reasonably available 24 hours per day when dogs are present on the subject land. To this affect, a sign must be erected on the site, clearly visible from the road reserve, that contains a contact telephone number of a responsible adult who can attend the site in case of need.
  - e) The dogs must not be allowed within the subject land outside the enclosures shown on the endorsed plans unless on a leash or under the effective control of the permit holder or a nominated responsible person.
  - f) Unless with the prior written consent of the responsible authority, feeding of the dogs must only occur within the hours of 6.00am to 6.00pm and exercise of dogs must only occur between the hours of 7.00am and 5.00pm.
6. All wash down water is to be collected, filtered and disposed of into sub soil drainage.

7. **To the satisfaction of the Responsible Authority, the amenity of the area must not be detrimentally affected by the use or development, through the:**
  - a) **A transport of materials, goods or commodities to or from the land;**
  - b) **Appearance of any building, works or materials;**
  - c) **Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;**
  - d) **Presence of vermin;**
8. **The occupier of the land or nominated responsible person must take all necessary steps to ensure that no noise including the unreasonable barking of dogs or other disturbance emanates from the premises which may cause a nuisance to adjoining occupiers or detriment to the amenity of the surrounding neighbourhood to the satisfaction of the Responsible Authority. To this end the person(s) will take all steps to ensure dogs are not unnecessarily stimulated to ensure no persistent barking occurs.**
9. **The permit holder or a nominated responsible person must adhere to the responsible authority's requirements under Local Laws for an annual audit and inspection or as otherwise required.**
10. **Storm water drainage from the proposed buildings and impervious surfaces must be retained and disposed of within the boundaries of the subject land to the satisfaction of the responsible authority.**
11. **Stormwater runoff must be collected and stored in appropriate water tanks or appropriately connected to the legal point of discharge. All roof areas of the kennels and yards must have spouting affixed for the collection of rainwater runoff. Any overflows from onsite storage systems must be directed away from any waste water disposal areas.**
12. **Unless otherwise approved by the responsible authority there must be no buildings, structures, or improvements located over proposed drainage pipes and easements on the property.**
13. **Any existing works affected by the development must be fully reinstated at no cost to and to the satisfaction of the responsible authority.**
14. **All dog faeces must be taken off site to the satisfaction of the Council's Environmental Health Officer.**



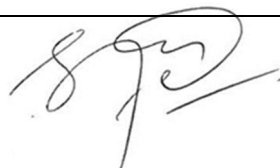
15. Water from the washing down of the kennels must drain to a disposal area that is dedicated for this purpose only and must be protected by being isolated from any building, driveway, livestock or vehicles.
16. The dog wash down disposal area must be planted with suitable grasses and other vegetation that will aid in moisture removal.
17. All storm water run-off from the kennels and any overflow from the water tank must be diverted away from the dog wash down disposal area and the effluent disposal area to the dwelling.
18. The dog wash down disposal area must be located well clear of any effluent disposal area for the dwelling.
19. This permit will expire if one of the following circumstances applies:
  - a) The development is not started within two years of the date of this permit;
  - b) The development is not completed within four years of the date of this permit.
  - c) The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.

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**Report Authorisation**

**Authorised by:**

**Name:** Satwinder Sandhu  
**Title:** General Manager Growth and Development  
**Date:** Wednesday, 16 April 2014



## 9.2.2 Moorabool Shire Advocacy Document (May 2014 edition)

### Introduction

File No.: 02/14/005  
Author: Peter Forbes  
Manager, Economic Development and Marketing  
General Manager: Satwinder Sandhu  
General Manager Growth & Development

### Background

Since 2012, Council has used the Moorabool Shire Council Key Priority Projects document to assist in informing and lobbying stakeholders and decision makers about important funding and policy requirements for Moorabool Shire.

The document dated May 2014 has been updated in order to reflect Council's current priorities.

Regular review and updates are necessary to ensure the information is current, it accurately represents Council's views on the Shire's infrastructure and policy priorities and reflects the organisations preparedness.

### Proposal

That Council review the latest version of the advocacy document and adopt it as an accurate reflection of the current key priority projects of Moorabool Shire Council.

### Policy Implications

The 2013 - 2017 Council Plan provides as follows:

<b>Key Result Area</b>	Representation and Leadership of Our Community
<b>Objective</b>	Advocate for services and infrastructure that meets the Shire's existing and future needs.
<b>Strategy</b>	Advocate on behalf of the community to improve services and infrastructure within the Shire.  Represent Council at a regional level to improve services and infrastructure within the shire

The proposal to produce and distribute the updated advocacy document is consistent with the 2013-2017 Council Plan.

### Financial Implications

The revision of the document has been funded out of the existing 2013/14 marketing budget.

### Risk & Occupational Health & Safety Issues

No OHS risk has been identified in the updating of the document.

### Community Engagement Strategy

Once adopted, an electronic version will be made available to the local community and the general public via the Council website. Copies will be available for viewing at the Council Customer service centres in Darley, Bacchus Marsh and Ballan.

Level of Engagement	Stakeholder	Activities	Location	Date	Outcome
Collaborate	Councillors	Discussions	Various		Councillors provided feedback in formulating the proposal
		Council Meeting	Bungaree	04/06/14	
Inform	Community	Website	Various	June 2014	Community representatives able to be informed of the priorities of council and what they will be advocating for to State and Federal Government.
		Hard Copies	Ballan, Bacchus Marsh and Darley.	June 2014	
Collaborate	State and Federal Government	Discussion with decision makers and agencies about funding opportunities and policy alignment	Various		Awareness of Moorabool Shire's Key priority projects and funding requirements

### Communications Strategy

Once adopted, the document will be used and distributed widely to policy makers and funding body representatives as a tool to assist efforts to advocate on behalf of Moorabool. It will be most commonly used by the CEO and Mayor in their meetings with the State and Federal Government, but is considered versatile enough to be used by other stakeholders to lobby with.

If adopted, the May 2014 version will be produced in a printable A4 version and an interchangeable A5 size card hard copy version printed for distribution and presentation in an A5 size Shire branded wallet.

An electronic version will be made available to the local community and the general public via the Council website. Copies will be available for viewing at the Darley, Bacchus Marsh and Ballan Service Centres.

### **Victorian Charter of Human Rights and Responsibilities Act 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

### **Officer's Declaration of Conflict of Interests**

Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Satwinder Sandhu*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Peter Forbes*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

### **Conclusion**

The Moorabool Shire Council Key Priority Projects document has been reviewed and updated. When Council adopt the document, it can be printed and distributed as required.

### **Recommendation:**

#### **That Council:**

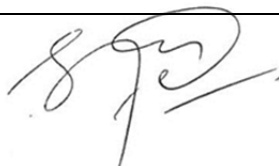
- 1. Endorse the MSC Key priorities (May 2014) document for advocacy and presentation to other levels of government and agencies.**
- 2. Receive a further report at least annually on changes required to the advocacy document to reflect council priorities.**

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### **Report Authorisation**

#### **Authorised by:**

**Name:** Satwinder Sandhu  
**Title:** General Manager Growth and Development  
**Date:** Tuesday, 27 May 2014



# Attachment - Item 9.2.2



# MOORABOOL SHIRE COUNCIL KEY PRIORITY PROJECTS

MAY, 2014



## Our Vision

Vibrant and resilient communities with unique identities.

## Our Mission

Working with our people to deliver valued outcomes that improve community wellbeing and are economically responsible.

## Behaviours We Value

- » **Respect**      Treat others the way you want to be treated
- » **Integrity**     Do what is right
- » **Practicality**   Always be part of a solution
- » **Excellence**    Continually improve the way we do business
- » **Equity**        Fair distribution of resources

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## » Our Challenge

Moorabool Shire is growing ... fast.

Moorabool Shire has faster population growth than the national and Victorian average, and last year Moorabool was the second fastest growing shire in regional Victoria (3.3%).

Part of the Peri-Urban Group of Rural Councils, Moorabool Shire faces the significant financial challenge in funding the growth from a rates base much lower than income that neighboring municipalities can generate.

For instance, Moorabool is responsible for maintaining and building a road network that stretches the equivalent distance from Melbourne to Newcastle.

However Moorabool has less than one third of the rates revenue that regional city councils can access to fund its road construction and maintenance requirements.

The financial challenge will be exacerbated in peri-urban shires, as the burden of service provision will fall disproportionately on them in the future. To 2031, the peri-urban region is forecast to grow by an average of 44.7%. In comparison the better funded regional councils, with larger revenue streams will experience slower growth (33.25)%.

The projects listed within this document are vital in accommodating a community

in transition. The Shire's unprecedented and sustained growth presents significant infrastructure challenges for both existing gap funding and new infrastructure to cater to the growing population's needs and expectations.

Moorabool Shire is meeting this challenge head on, and invites public and private investors to consider the projects and views contained within this document and discuss the opportunities to bring them to reality.



## » Our Shire

Moorabool Shire is a fast-growing peri-urban municipality nestled between Melbourne, Geelong and Ballarat. It offers residents picturesque and friendly surrounds with the vibrancy of an active, growing community.

The Shire's landscape provides an array of living options. Residents can enjoy an urban lifestyle in towns like Bacchus Marsh (45km west of the Melbourne CBD) and Ballan (70km west of the Melbourne CBD) or take advantage of Moorabool's small towns and hamlets, rural open spaces and natural surrounds.

A stunning Shire spanning more than 2,110 square kilometres, Moorabool is made up of 64 localities, hamlets and towns. More than 74% of the Shire comprises of water catchments, state forests and national parks. Moorabool boasts breathtaking landscapes, national parks, forests, gorges, mineral springs and tourism attractions. Some of its key attractions include the Wombat State Forest, Brisbane Ranges National Park, Lerderderg State Park, Werribee Gorge State Park and the Bacchus Marsh Avenue of Honour.

The district was settled by Europeans between 1830 and 1850 and the character of our towns and surrounding areas reflect this era.

Gold was discovered in the region and a timber industry quickly developed. The availability of water attracted many people and resulted in pastoral and agricultural development led by pioneers such as Sir William Henry Bacchus, who in 1834 settled on the fertile soil of what is now the township of Bacchus Marsh.

Moorabool Shire is positioned along the major road and rail transport corridors between Melbourne and Adelaide.

Moorabool's eastern boundary is located just 40km west of Melbourne's CBD and extends westwards to the City of Ballarat municipal boundary. The Shire straddles Victoria's Western

Highway and has excellent transport access to Melbourne, Ballarat and Geelong.

Bacchus Marsh is equi-distant to Melbourne and Avalon airports and close to the sea ports of Geelong and Melbourne.

### Traditional Owners

We acknowledge the Indigenous history of Moorabool Shire. The land was traditionally occupied by and connected to a number of Aboriginal communities, most notably the Wathaurung Tribe in the south and west, the Djadja Wurrung Tribe in the northern ranges and the Wurundjeri Tribe in the east.





## » Our Population

Moorabool Shire is a popular tree change destination, growing as fast as any other local government area in inland regional Victoria.

The official population of Moorabool Shire in 2014 is 31,000. This is estimated to grow to 32,700 by the end of 2016.

More than half the population lives in Bacchus Marsh and surrounds (approximately 19,032). The Shire's second largest population can be found in and around Ballan (6534).

The remaining population is distributed throughout the large

number of small towns, hamlets and farming areas within the Shire. The majority of people who relocate to Moorabool Shire are young families seeking a semi-rural lifestyle. Moorabool's demographic reflects this trend.

### Population Growth

By 2016, Moorabool's population was projected to increase to 32,700 at an average annual growth rate

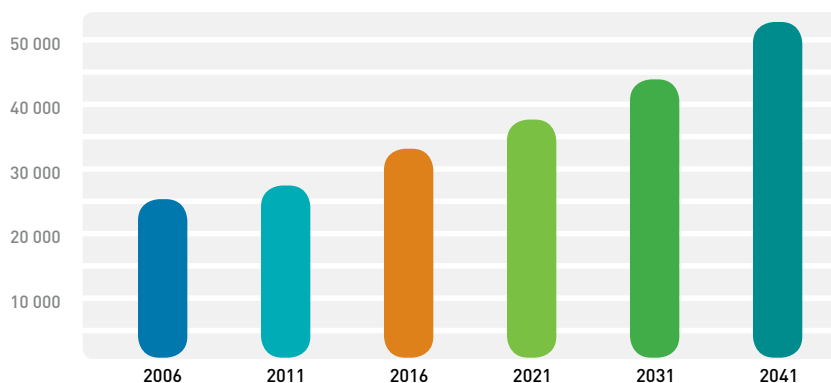
of 2.1%. However the latest Shire population figures from the ABS indicate that Moorabool's population grew by 3.3% last financial year. Based on this trend, Moorabool's population may reach 32,700 much sooner. By 2041 the population is forecast at 52,500.

### Liveability

Moorabool offers diverse rural and urban living options and maintaining liveability for residents is important to Council.

Bacchus Marsh was the first area in regional Victoria to receive the National Broadband Network's super highspeed Fibre to the Premises (FTTP) service, with further FTTP rollouts planned. Fixed wireless and satellite NBN services are already available in parts of Western Moorabool.

MOORABOOL SHIRE POPULATION PROJECTIONS





## » Our Economy

### Business Profile

Traditional economic drivers such as agriculture, timber, wool and beef production and mineral, stone and water extraction remain extremely important to Moorabool's economy.

Residential growth, construction, retail and service industries, light manufacturing and tourism are emerging factors of growth.

The Shire's growing population provides tremendous opportunities for business growth and investment. The key drivers of Moorabool's regional economy are:

- » Construction (Output \$196.656m);
- » Agriculture, Forestry and Fishing (Output \$131.541m);
- » Health Care and Social Assistance (\$78.179m);
- » Education and Training (\$67.714m).

The total output generated by businesses and organisations within Moorabool, is estimated at \$1,442.412 million (REMPLAN 2014).

Between the last two Census periods the employment base

of Moorabool Shire changed substantially.

The most significant shifts in employment by industry sector included a lower share of employment in agriculture, forestry and fishing (-84persons) manufacturing (-142persons); and a higher proportion of jobs in construction (+396persons), health care and social assistance (+251 persons), public administration and safety (+177 persons) and accommodation and food services (+166 persons).

An analysis of the jobs held by the resident population in Moorabool Shire in 2011 showed the top ranking industry sectors were:

- » Construction (1,639 people or 12.3%)
- » Health care and social assistance (1,397 people or 10.5%)
- » Retail (1,307 people or 9.8%)
- » Manufacturing (1,248 people or 9.4%)
- » Education and training (1,115 people or 8.4%)
- » Transport, postal and warehousing (1,018 people or 7.6%)

- » Public administration and safety (935 people or 7.0%)
- » Accommodation and food services (682 people or 5.1%)
- » Professional, scientific and technical services (674 people or 5.1%)
- » Agriculture, forestry and fishing (580 people or 4.4%)

More industry and commercial development is required to meet the rising populations' employment needs. The existing industrial estates, such as Ballan Industrial Estate and the Kennedy Place Industrial Estate in Bacchus Marsh are near capacity.

To meet this need, Council is developing a plan for economic development over the next 10 years and investigating the future demand and supply for industrial land.

Moorabool Shire is well positioned to capture new business opportunities from the digital economy with the early rollout of the National Broadband Network which delivers faster, more reliable broadband speeds than that available in metropolitan areas.





## » Our Regional Connections

### Our Transport Connections

Moorabool Shire is well connected to Melbourne, Geelong and Ballarat, with easy access to major highways. Improvements to the Western Highway, the main arterial road between Melbourne and Adelaide, including the recently completed Deer Park Bypass and the realignment of Anthony's Cutting, makes Moorabool increasingly accessible to Melbourne by road. The establishment of a heavy vehicle bypass for Bacchus Marsh, in particular an alternative heavy vehicle north-south route, would dramatically increase the amenity of the town.

The regular train link between Ballarat and Melbourne services Moorabool residents with scheduled stops at Ballan and Bacchus Marsh. Furthermore, both stations are included as part of the metropolitan public transport ticketing system, providing public transport access to metropolitan Melbourne.

Access to public transport still proves quite difficult for many of Moorabool's

smaller communities, isolating them from major services. Council has implemented Transport Connections projects to provide practical solutions that relieve transport issues in many of Moorabool's smaller communities.

### Moorabool in a Regional Context

Moorabool Shire Council is situated within a wider regional area, including local government areas of Hepburn Shire, Melton City Council, Macedon Ranges Shire, Golden Plains Shire, City of Wyndham, City of Greater Geelong and City of Ballarat. Council recognises its regional interdependency and works strategically with local, state and federal governments in regional planning processes and projects through membership of bodies like the Central Highlands Mayors and CEOs Forum and the Peri-Urban Group of Councils.

The Peri-Urban Group of Councils was formed in response to concerns over a lack of a comprehensive vision for the Peri-Urban region.

The group focuses on responding to the pressures of growth faced by Councils on the Melbourne metropolitan fringe.

### The Link to the Central Highland Strategic Plan and Regional Growth Plan

Moorabool, situated in the Grampians region group of Councils, actively participates in the Central Highlands Mayors and CEOs Forum and is closely monitoring the implementation of the Central Highlands Regional Strategic Plan. Many projects listed in this advocacy document have been referenced in the plans mentioned above, and also sub-plans such as the draft Regional Growth Plan, that will influence land use planning, and the Regional Transport Strategy.

Moorabool Shire Council recognises the importance of collaboration at a regional level to advance all eight Council priorities and strategies of the Grampians region.

## » WARD BOUNDARIES



## » Our Councillors

Moorabool Shire is represented by seven Councillors who are elected by residents to govern the municipality. Our Councillors for this four year term were elected in October 2012.

Councillors strive to determine the strategic direction for the Shire in terms of budget and Council Plan frameworks, economic growth; quality of life for the community; and broadening opportunities for all communities, urban and rural. A Councillor's time is often divided between family and work commitments whilst performing specific Council duties such as community involvement, advocacy, community leadership, debating and decision making at Council forums and meetings.

Moorabool Shire is divided into three single-Councillor wards and one ward which has four Councillors. Wards are the electorates a Councillor represents.

- » East Moorabool Ward - 4 Councillors
- » Central Moorabool Ward - 1 Councillor
- » West Moorabool Ward - 1 Councillor
- » Woodlands Ward - 1 Councillor

The election of the Mayor is conducted each year at a special meeting of Council and it is the responsibility of the elected Councillors to elect one Councillor to become Mayor.

### Central Moorabool Ward



Cr Paul Tatchell  
(Mayor)

### West Moorabool Ward



Cr Tom Sullivan

### East Moorabool Ward



Cr Allan Comrie



Cr David Edwards

### Woodlands Ward



Cr Pat Toohey



Cr Tonia Dudzik



Cr John Spain  
(Deputy Mayor)





## » Our Moorabool 2041 Journey

Identified as a growth area in the Plan Melbourne and Central Highlands Regional Growth Strategy, it is vital Moorabool adopts a whole-of-shire approach to planning.

To plan the long term direction of its communities, Council commenced the Moorabool 2041 project. It is a process that captures Moorabool current and future opportunities, pressures and challenges in order to develop the future via building on the past.

Moorabool 2041 will be an overarching umbrella for the cooperative management of our shire. Its aim is to provide a more holistic framework focused on key strategic issues that prioritise land-use planning activities as well as services planning and delivery.

### **Moorabool 2041 will also assist in:**

- » Guiding our planning scheme content to deliver sustainable development and protect our

agricultural, environmental and cultural resources.

- » Creating liveable communities based upon the themes of place making and enhanced social services.
- » Planning for the augmentation of social and physical infrastructure.
- » Ensuring that as the population grows; the employment and retail offer also grows to reduce the necessity to commute to Melbourne and Ballarat for work or services.
- » Identifying the role of state and federal governments in closing the infrastructure gap.

Overall this framework approach permeates all levels of decision making within the organisation. It's the lens through which all the projects contained in this document are viewed through. It also caters for cross-functional needs and engages Councillors at project preparation and development stages - not just at formal adoption stages.

Council's building blocks approach incorporates three key aspects to provide a context for decision making:

1. Current and future community aspirations
2. Council's strategic vision and
3. State policy/direction

To cater for growth planning, Council addresses three fundamental questions:

1. Where should the growth be?
2. What infrastructure (social and physical) is required to support the growth areas?
3. Who will be paying for these services and how will they be paid for?



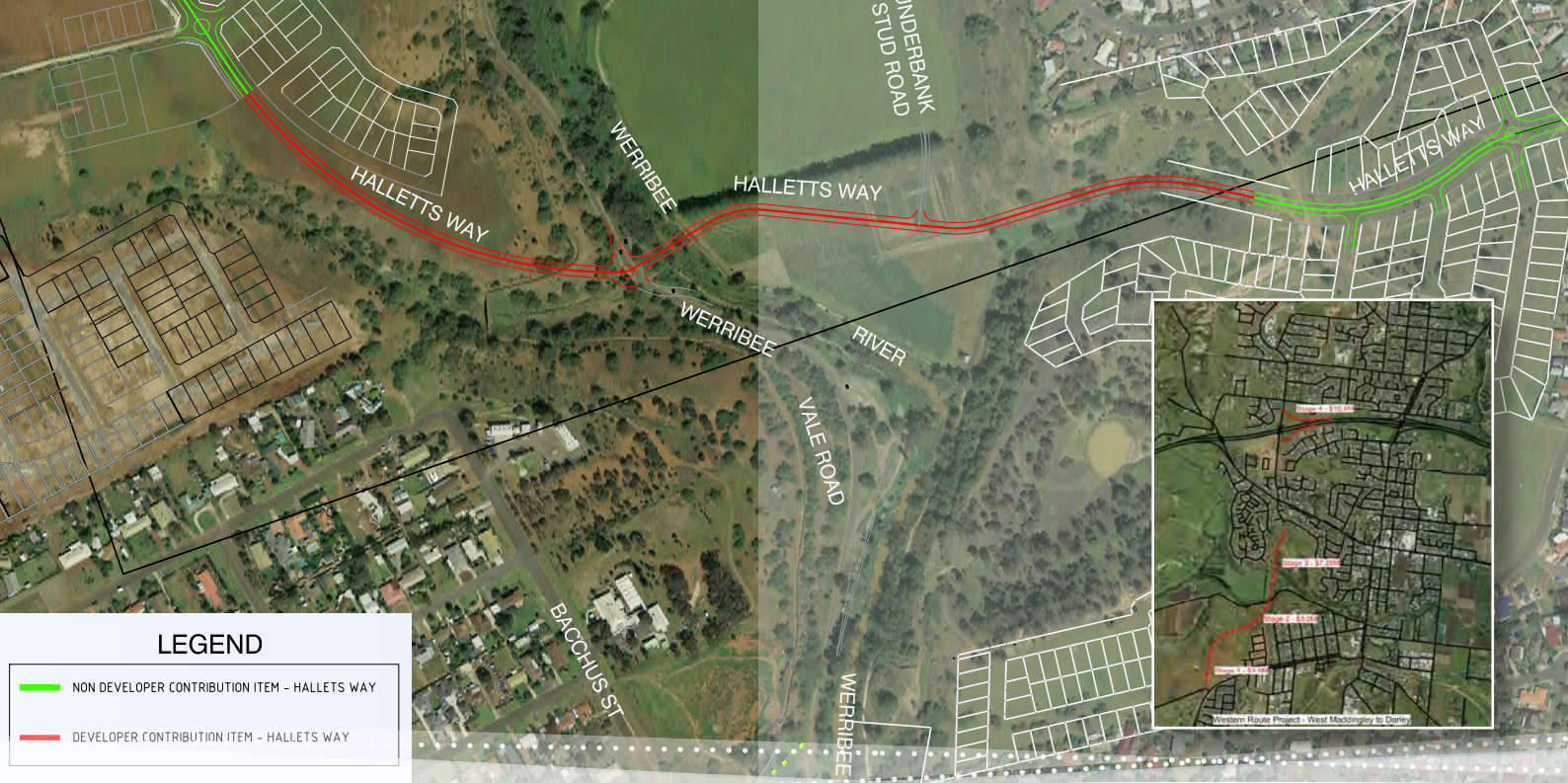




## OUR TOP SEVEN PRIORITIES

- » Western Bypass of Bacchus Marsh (Halletts Way)
- » Eastern Transport and Freight Bypass of Bacchus Marsh
- » Darley Early Years Hub
- » Parwan Employment Zone
- » Sewerage for Small Towns
- » Moorabool Indoor Aquatic Centre
- » Recreation Reserves for our Growing Communities





## » Western Bypass of Bacchus Marsh (Halletts Way)

### Project Overview

Council is seeking to relieve current and projected future road congestion in Bacchus Marsh via the construction of a western north / south link road route over the Werribee river and Western Highway.

There is construction and further significant expansion of housing proposed in the west of Bacchus Marsh that will result in the current population growing from 18,000 to 28,500 over the next two decades. The existing north / south arterial roads are already nearing capacity without this project's growth.

The project is a significant undertaking of around \$25.75 million and will need a staged approach over the next decade. The above map sets out the following stages:

**Stage 1** - \$3.5 million - this stage is developer driven and is within the rapidly growing West Maddingley housing estate.

**Stage 2** - \$3.0 million - this stage is to connect the housing development down a steep escarpment to Werribee Vale Road. Preferably the traffic can continue along Stage 3 across the bridge toward the Western Freeway.

**Stage 3** - \$7.25 million - this stage will involve the construction of a major bridge across the Werribee River and up the escarpment to connect to Halletts Way immediately south of Bacchus Marsh Road.

**Stage 4** - \$10.5 million - this stage has been funded via the Bacchus Marsh traffic improvement package of works as part of the Anthony's Cutting Project. Council appreciates the \$7.7 million of federal funds and \$2.7 million of the funding from the Anthony's Cutting realignment works at the state level. This will provide for Melbourne facing ramps on the Eastern Freeway and associated pedestrian bridge and pedestrian links. This aspect will be a critical link for Bacchus Marsh traffic and transport and provide an alternative freeway access for current arterial traffic

**Stage 5** - \$1.5 million - the Council has set aside \$0.5 million to match two developer contributions totalling \$1.0 million to finalise the link of Halletts Way through to Links Road. This provides an alternative to the congested Gisbourne Road to access the north of town.



## » WESTERN BYPASS OF BACCHUS MARSH (HALLETTS WAY)

### PROJECT NAME:

Western Route for Bacchus Marsh—West Maddingley to Darley via Halletts Way

### PROJECT COST:

\$25.75 million over 5 stages

### PROPOSED FUNDING SOURCES:

Developer contributions	\$5.58 million (confirmed)
Developer Construction	\$4.5 million (confirmed)
State Government LGIP	\$1.25 million (confirmed)
Federal Government stage 4	\$7.6 million (confirmed)
State Government stage 4	\$2.9 million (confirmed)
MSC	\$2 million
State Government	\$1.92 million

### COMMITTED FUNDS AND RESOURCES:

Council	\$0.9 million
Developer Contributions	\$5.58 million
Developer Construction	\$4.5 million
Federal & State Stage 4	\$10.5 million
State Government LGIP	\$1.25 million

### TIMING OF PROJECT:

2015/2016 financial year

### ADVOCACY PARTNERS:

Community, VicRoads

### OUTCOME SOUGHT:

- » Government commitment to fund essential works to relieve current road congestion

### MAJOR PROJECT BENEFITS:

- » Decrease in traffic congestion as a result of increased population growth and planned residential settlements
- » Improved pedestrian access to residential settlements

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Increased road congestion

### RELATED GOVERNMENT POLICIES:

- » Central Highlands Regional Transport Plan
- » Central Highlands Strategic Plan Section 5.8 Transport Infrastructure and Services

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓	✓	✓	Commenced	Commenced			✓





## » Eastern Transport and Freight Bypass of Bacchus Marsh

### Project Overview

In January 2012, the State Minister for Planning refused a permit for Avenue of Honour tree removal works required for the extension of Woolpack Road to the north to provide an interchange for Bacchus Marsh as part of the Anthony's Cutting realignment project on the Western Freeway.

After lengthy option investigation by VicRoads, State Government and council staff, the Public Transport and Roads Minister announced in March 2014 a package of works to improve traffic and road safety in Bacchus Marsh. An Eastern Interchange was not included in the package.

#### Revised package includes:

- » Construction of east facing ramps and a dedicated pedestrian bridge at Halletts Way.
- » Upgrade of Woolpack Road (south) as a C class arterial road managed by VicRoads into the future.
- » Installation of electronic traffic treatments at the intersection of Woolpack Road and the Avenue of Honour to improve safety.
- » Upgrade of Hopetoun Park Road as a permanent link to the freeway to the east of Bacchus Marsh.

- » Upgrade the temporary off ramp from the Western Freeway at Bacchus Marsh Road.

The above \$38 million works package has been welcomed by the Council however the longer term issues ie: removing truck traffic from Bacchus Marsh and improving transport and freight efficiency, safety and amenity, are yet to be resolved.

#### As a result, the Moorabool Shire Council is now advocating for:

- » Traffic signals at the intersection of Bacchus Marsh Road and Gisborne Road at an approximate cost of \$1 million.
- » An investigation study to establish a road corridor for an Eastern Bypass north from the Avenue of Honour to the Western freeway and beyond to Gisborne Road. Following the study, incorporate the road corridor into the planning scheme.
- » Declaration and gazettal of Hopetoun Park Road between the old Western Highway and Western Freeway alignments due to its ongoing use as an eastern interchange for Bacchus Marsh.

#### Moorabool Shire Council will continue to plan strategically to reduce the impacts of traffic and trucks in Bacchus Marsh by:

- » Completing the Bacchus Marsh Traffic Study 2014 and implementing recommended measures that council is responsible for.
- » Completing the Moorabool Shire Freight Routes Review and implementing measures as they become affordable.
- » Completing and implementing the Avenue of Honour Tree Management Plan 2014 to strategically manage the trees as they reach the end of their lives.
- » Plans for additional Avenues of Honour commemorating Australian service men and women who served post World War One.
- » Completing Moorabool 2041 Project land use plans for urban and rural areas of Bacchus Marsh to guide future transport routes to the east of Bacchus Marsh.



## » EASTERN TRANSPORT AND FREIGHT BYPASS OF BACCHUS MARSH

### PROJECT NAME:

Eastern Transport and Freight Bypass of Bacchus Marsh Feasibility

### PROJECT COST:

\$0.5 million

### PROPOSED FUNDING SOURCES:

State Government	\$0.5 million
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### COMMITTED FUNDS AND RESOURCES:

The priority is to retain funds already committed to the project and to deliver an acceptable outcome for the Community.

### TIMING OF PROJECT:

2014/2015

### ADVOCACY PARTNERS:

Community  
VicRoads

### OUTCOME SOUGHT:

- » That other levels of Government provide funding of \$500,000 for the future strategic planning required to enable an eastern truck bypass of Bacchus Marsh

### MAJOR PROJECT BENEFITS:

- » north / south bypass of the town for freight and transport network improvements
- » improved safety in the Avenue of Honour including the Woolpack intersection
- » improved safety for existing north/south arterial route (Grant / Gisborne Streets)
- » improved town access to the arterial road network

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Freight continues to travel through Bacchus Marsh
- » Increased risks to users of Avenue of Honour
- » Increased traffic congestion
- » reduced amenity, employment and industrial investment because of congestion and noise.

### RELATED GOVERNMENT POLICIES:

- » Plan Melbourne
- » Central Highlands Regional Growth Plan
- » Central Highlands Regional Transport Plan
- » Victoria's Freight and logistics Plan

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓			✓				✓



## » Darley Early Years Hub

### Project Overview

The benefits to families and communities of integrated early years hubs are recognised by all levels of government as the preferred service delivery model to support early childhood development.

State Government policy objectives highlight the benefit of aligning the pre-school experience with starting primary school. The hub concept is consistent with the Federal and State Government Policy of "Universal Access" that guarantees children of pre-school age have access to a minimum of 15 hours of pre-school a week.

Bacchus Marsh has a young and growing community of 2.8% that is restricted by ageing and fragmented infrastructure that falls well short of current community needs and expectations. Council's existing Lerderderg Children's Centre operates out of a temporary prefabricated building. The facility has been fully subscribed for many years with a lengthy waiting list. The time has come to retire this facility and develop a new centre with the

capacity to provide extra services to meet current and future needs.

Council has identified a preferred site for the construction of the Early Years hub and has resolved to proceed to detailed design stage.

The proposed facility will provide sessional Early Learning Programs (3 and 4 year old kindergarten) in two rooms, maternal and child health (dual nurse - two rooms), toy library, playgroups, family support services, occasional (alternative) care and community spaces such as a program room and community room.

### Key objectives and outcomes

- » To provide a place where families are offered early childhood programs and maternal and child health visits at the same site;
- » To increase kindergarten participation and maternal and child health visits;
- » To create stronger community connections between young families living in Bacchus Marsh and surrounding districts;
- » To provide better access to

education, health and family support services;

- » To provide a venue where family and parent/child relationships are enhanced and developed;
- » Improved education and lifestyles for Moorabool residents;
- » To provide an environment where children and families are supported through a more holistic and collaborative approach to transitioning through the early years from birth to school age; and
- » To provide increased employment opportunities.

### Conclusion

Council is experiencing a rapidly growing demand for early year's services, but its existing service in Darley is located in a temporary prefabricated building which has been fully subscribed for some years. Council is seeking a financial partnership with the State and Federal Governments to establish an Integrated Early Years Hub in Darley to meet the demand.

## » DARLEY EARLY YEARS HUB

### PROJECT NAME:

Darley Early Years Hub

### PROJECT COST:

\$4.6 million (approx)

### PROPOSED FUNDING SOURCES:

Council \$2.85 million

State Government (DEECD) \$1.5 million

State Government (PLF) \$ 0.25 million

### COMMITTED FUNDS AND RESOURCES:

Council \$0.5 million design

Council \$2.6 million

### TIMING OF PROJECT:

2012/2013 - Site feasibility study, concept and costing

2014/2015 - Detailed design and documentation

2015/2016 - Construction and occupancy

### ADVOCACY PARTNERS:

Pentland Primary School; Maternal & Child Health Services; Kindergartens; Early Childhood Services; Private Child Care Providers; DEECD; community

### OUTCOME SOUGHT:

Construction of an Integrated Children's Services Hub in Darley

### MAJOR PROJECT BENEFITS:

- » High quality early childhood education, care, health and well-being services
- » Single entry point for a flexible range of Early Childhood services
- » Seamless transition from birth to school activities
- » Increased quality of life for residents
- » Optimum child and family functioning

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Inability to offer places in existing services for pre-school aged children
- » Ageing infrastructure unable to cope with increased demands
- » Inability to meet universal access requirements of 15 hours per week for pre-school children
- » Inability to meet the demand for Maternal and Child Health appointments.

### RELATED GOVERNMENT POLICIES:

- » National Partnership Agreement on Early Childhood Education
- » National Partnership Agreement on the National Quality Agenda for Early Childhood Education and Care
- » DEECD strategic direction 2013-17
- » Achieving Universal Access to Early Childhood Education
- » Victorian Early Years Learning & Development Framework
- » Maternal and Child Health Clinical Governance Framework

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓	✓	✓	Commenced	Commenced			✓





## » Parwan Employment Zone

### Project Overview

Moorabool Shire has a cluster of high quality agribusinesses with the ability to dramatically expand operations if conditions are right. However most of Moorabool Shire's existing industrial and high quality agricultural land supply has been exhausted. The lack of serviced industrial land in particular puts major constraints on investment in the shire.

Moorabool will not have the capacity to facilitate new local employment opportunities at a rate matching its current and forecast population growth, unless new industrial land is identified and developed.

In order to reach its full economic potential, the shire has embarked on a strategic study of industrial and agribusiness land supply in the shire. The Moorabool Industrial and Agribusiness Areas Strategy aims to support future economic development and employment opportunities in the shire. A key element of the strategy is to research the potential of certain areas or clusters of economic activity that could become the location for intense investment and employment opportunities.

### Moorabool Agribusiness Precinct

One such location is a flat greenfield site located within the proposed Parwan Employment Zone, between the Bacchus Marsh Aerodrome and the Western Water Treatment Plant. It has already been identified early in the strategy as a potential catalyst. Identified as the Moorabool Agribusiness Precinct, this area has enormous potential to create an innovative, export orientated hub for intensive agriculture and

manufacturing.

It's seen as an ideal opportunity to trial and implement innovative best practice water cycle management, transport and animal welfare techniques to propel local agricultural investment and employment.

The Moorabool Industrial and Agribusiness Areas Strategy will examine the key benefits and barriers to investment of the proposed Moorabool Agribusiness Precinct. Initial investigation to date has highlighted the following key benefits and barriers.

### Benefits

1. Potential of between 3,500 and 13,500 jobs created within proposed precinct.
2. Centralised agricultural supply chain.
3. Logistics efficiency from proximity to Victoria's primary air, rail and sea ports.

### Barriers

need for service infrastructure to provide the amenity and certainty for investors.

### Service requirements identified to date include

1. Three phase power
2. Reticulated gas
3. Road upgrades
4. Mains water and sewerage
5. High-speed internet









## » Sewerage for Small Towns

### Project Overview

Moorabool is seeking funding for sewerage for the towns of Bungaree and Wallace. Opportunities also exist to connect town water to small towns, such as Dunnstown, and future sewer to Mt. Egerton and Myrniong.

The townships are in proclaimed water catchment districts. The current septic systems limit the towns' potential for growth even though they are strategically located along the Melbourne/Ballarat corridor as noted in the Central Highlands Regional Growth Plan.

The community seeks to have the towns sewered. The feasibility study and design has been completed that has shown that an affordable outcome can be achieved.

A detailed options assessment criteria has been undertaken as part of the completed study that has identified preferred collection, treatment and reuse/disposal options considering both capital and operational expenditure.

The towns have significant capacity to grow and service the expanding populations of Melbourne and Ballarat. Provisions of sewerage will assist in maintaining water supply quality and public health. Sewering of these towns would support the objectives of the Regional Growth Plan.



## » SEWERAGE FOR SMALL TOWNS

### PROJECT NAME:

Sewerage for Small Towns

### PROJECT COST:

Stage 1 - Bungaree	\$5.3 million
Stage 2 - Wallace	\$5.5 million
Stage 3 - Dunnstown Water	\$1.74 million

### PROPOSED FUNDING SOURCES:

The project is proposed to be funded through State Government with a possible council/community contribution.

### COMMITTED FUNDS AND RESOURCES:

The priority is to obtain commitment to fund the project to deliver an acceptable outcome for the community.

### TIMING OF PROJECT:

2015/2016

### ADVOCACY PARTNERS:

Communities of Dunnstown, Bungaree and Wallace along with Central Highlands Water

### OUTCOME SOUGHT:

- » Implementation of sewerage connection to a range of small towns
- » Opportunities may also exist to connect town water to small towns, with a particular need having been identified in Dunnstown.

### MAJOR PROJECT BENEFITS:

- » Population growth in communities with an expectation to access services
- » Provision of sewerage to assist in maintaining water quality
- » Support of the Regional Growth Plan
- » Community infrastructure already exists

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Limited growth in communities
- » Additional pressure that will be placed on rural areas
- » Confirmed risks to water catchments and public health
- » Community remains dissatisfied

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓	✓	✓	✓	✓			✓



## » Moorabool Indoor Aquatic Centre

### Project Overview

Bacchus Marsh is one of the few population centres in Victoria of its size without an indoor aquatic facility. With a rapid residential growth rate, the need and community expectation for this facility is growing.

Community satisfaction surveys and consultation processes ranked the provision of an indoor aquatic facility for Bacchus Marsh and surrounding districts very highly. The community is now actively raising \$1 million for the project.

A detailed business case has been developed that considers the whole of life project cost. If funding is secured, Council is in a position to tender the project immediately.

The proposal is for the current outdoor seasonal swimming pool constructed in the 1930s to be upgraded to a year round multi-purpose community facility that includes aquatic, health, fitness and leisure options to meet the needs of the greater community and visitors.

The proposed Centre has been designed with the flexibility to be built in two parts and over three stages with stage one and two being proposed in the short term.

Stages one and two would include a 25 metre eight lane indoor heated pool, a learn to swim pool, gymnasium, multi-purpose rooms, crèche, wet & dry change rooms and car park.

The estimated construction costs of stages one and two is \$18.10 million. Stage 3 is estimated to cost \$9.5 million.

Past applications to federal RDA programs and the state Better Pools program have been unsuccessful.

The council and community has allocated funding in its long term financial plan amounting to 4.5 million to make this project a reality.







## » MOORABOOL INDOOR AQUATIC CENTRE

### PROJECT NAME:

Moorabool Indoor Aquatic Centre

### ADVOCACY PARTNERS:

Community

### PROJECT COST STAGE 2 – OPTION 2:

Community Fundraising	\$1.0 million
Council loan (committed)	\$1.0 million
Loan recouped via Special Rate	\$2.5 million
Special rate	\$0.67 million
Council Design (committed)	\$0.34 million
Council in kind - Land	\$0.84 million
Council Project Management	\$0.55 million
State Government Better Pools	\$3.0 million
Federal Government RDAF/ Other Grants	\$9.9 million
<b>TOTAL CAPITAL</b>	<b>\$19.80 million</b>

### OUTCOME SOUGHT:

- » Construction of 25m indoor swimming pool and aquatic facility including construction of gymnasium, fitness and change facilities and consulting rooms

### MAJOR PROJECT BENEFITS:

- » Growing population with increased expectations for facilities
- » Opportunities for increased health and wellbeing of community
- » Increased quality of life for residents

### COMMITTED FUNDS AND RESOURCES:

Council	\$1.34 million over two years
Community	\$1.0 million
Special Charge	\$2.5 million

### TIMING OF PROJECT:

2018/2019

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Decrease in community satisfaction
- » Bacchus Marsh will be one of very few townships with a population greater than 15,000 people with no indoor aquatic facility

### RELATED GOVERNMENT POLICIES:

- » Aligns with DPCD's plans to provide high quality and accessible community sport and recreation facilities across Victoria
- » Consistent with aims of DPCD Better Pools Program
- » Aligns with Federal Government's RDA Infrastructure Fund

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓	✓	✓	✓	✓			✓



## » Recreation Reserves for our Growing Communities

### Project Overview

Council commissioned a sports demand study in 2012 for the Bacchus Marsh and Ballan areas focused on the demand for facilities to cater for competitive Australian Rules football, cricket, soccer, tennis, netball and indoor sports (largely basketball and netball)

The study findings based on population ratios, participation rates and supply of sports facilities in the shire, link to Council's Shire-wide Social Infrastructure Plan and Recreation and Leisure Strategy.

The study concludes that current demand for sports fields especially for Australian Rules football, cricket and soccer in Bacchus Marsh and surrounds, greatly exceeds supply. Action needs to be taken immediately to address the current shortfall and make provision for additional facilities into the future. Ballan is also near capacity with demand forecast to outgrow current facilities by 2031.

### Bacchus Marsh and Surrounds additional facilities required by 2041

- Five additional Australian Rules football ovals
- Two additional cricket ovals
- Four additional soccer fields
- Three additional netball courts
- Two additional indoor sports courts

### Ballan additional facilities required by 2041

- One additional oval for Australian Rules football and cricket
- One additional netball court

If action is taken quickly on the Bacchus Marsh Racecourse and Recreation Reserve (see p.31) and the Darley Civic Hub Pavilion Project (see p.29) the Shire's ability to meet the community's needs will greatly improve.

## » RECREATION RESERVES FOR OUR GROWING COMMUNITIES

### PROJECT NAME:

Recreation Reserves for our Growing Community

### ADVOCACY PARTNERS:

Community, User Groups, Developers

### PROJECT COST:

#### BACCHUS MARSH AND SURROUNDS

- » Five additional Australian Rules football \$4.5 million
- » Two additional cricket ovals \$ 1.6 million
- » Four additional soccer fields \$ 3.2 million
- » Three additional netball courts \$ 0.6 million
- » Two additional indoor sports courts \$6 million

#### BALLAN

- » additional oval for Australian Rules football and cricket \$1.7 million
- » additional netball court \$0.2 million
- » additional multi-purpose pavilion - \$3.5 mil

### OUTCOME SOUGHT:

- » Construction of multi-use sports fields and pavilions

### MAJOR PROJECT BENEFITS:

- » Growing population with increased expectations for access to sporting facilities
- » Opportunities for increased health and wellbeing for community
- » Increased quality of life for residents

### PROPOSED FUNDING SOURCES:

This project is proposed to be funded by a combination of development contributions (committed) plus community, local, state and federal governments.

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Decrease in community satisfaction
- » Reduced sporting and recreation activities for residents
- » Over use of other venues

### COMMITTED FUNDS AND RESOURCES:

Council – (design)	\$0.015 million
Council (construct)	\$0.200 million
Development contributions	\$2.18 million
State and Federal Governments	\$18.9 million

### RELATED GOVERNMENT POLICIES:

- » National Sport and Active Recreation Policy Framework
- » Government Growth Policy – State Planning Minister

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓							✓





## COMMUNITY PROJECTS

- » Darley Early Years Hub [See Page 17]
- » Moorabool Indoor Aquatic Centre [See Page 23]
- » Darley Civic Hub Pavilion Project
- » West Maddingley Family Services Hub
- » Racecourse Reserve Community and Sporting Facilities Upgrade (Bacchus Marsh)





## » Darley Civic Hub Pavilion Project

### Project Overview

Moorabool Shire has the highest per capita active recreation participation rate in the entire Grampians region. AFL Victoria studies recommend seven registered teams as the optimum maximum per oval. Both of Bacchus Marsh's large recreation reserves currently exceed this standard and demand is increasing.

Meanwhile the existing active sport precinct located nearby at the Civic and Community Hub in Darley is underused as doesn't have a pavilion or change facilities. Therefore the development of the Civic and Community Hub oval is strategically important to Bacchus Marsh.

Moorabool Shire Council's Sports Demand Study forecasts that if nothing is done about the supply of sporting ovals by 2020 Moorabool will be two ovals short to cater for demand for sports competition and training purposes. By 2030 this shortage increases to four sports grounds, and by 2041 a total shortage of five sportsgrounds will exist within the Shire.

The Darley Civic and Community Hub sportsground is currently the third most used sportsground. It provides a training facility for clubs across the Shire to offset the increasing over use of existing sports grounds by a range of sports. Due to the lack of on-site amenities winter competition and higher level summer competition cannot be played at the reserve. The oval is used by both junior and senior Australian Rules football, soccer and cricket clubs.

The development of a facility providing change rooms for players and umpires, a canteen, meeting space and public toilets will provide the infrastructure required to support formal competition, increased training opportunities and a focal point for a range of community activity.

The proposed facility aligns with recommendations in both the Moorabool Recreation and Open Space Strategy and Moorabool's Sports Facility Demand Study. Its provision enables Council to provide for the increasing demand for sport recreation and leisure participation opportunities.

## » DARLEY CIVIC HUB PAVILION PROJECT

### PROJECT NAME:

Darley Civic Hub Community Sports Precinct Development

### PROJECT COST:

\$1.05 million

### PROPOSED FUNDING SOURCES:

Council	\$0.35 million
State Government (LGIP)	\$0.6 million
State Government (PLF)	\$0.1 million

### COMMITTED FUNDS AND RESOURCES:

Council	\$0.2 million
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### OUTCOME SOUGHT:

Construction of a facility including male and female sporting and umpiring change rooms next to the sports ground to provide the necessary infrastructure for the provision for increased use and future competition to be conducted at the Darley Civic Hub Precinct

### MAJOR PROJECT BENEFITS:

- » Growing population and participation with increasing demands for active open space facilities.
- » Opportunities for increased participation and health and wellbeing of the community
- » Increased quality of life for residents

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Lack of formalised active open space to meet increasing community demand
- » Capped participation at sporting clubs with facilities not able to support growth
- » Loss of sports participation

### RELATED GOVERNMENT POLICIES:

- » National Sport and Active Recreation Policy Framework
- » Government Growth Policy – State Planning Minister

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓							✓



## » Racecourse Reserve Community and Sporting Facilities Upgrade (Bacchus Marsh)

### Project Overview

In April 2012, Council accepted management responsibility from the DEPI for 30 hectares of open space that has been under utilised and under invested in for decades. A committee of management is working with council to develop a regional standard facility that will serve Bacchus Marsh's growing recreation and sporting needs and be a destination for people in the western region.

Council is also considering a rezoning application for a proposed subdivision to the north of West Maddingley that could result in a further 1200 homes being built.

These developments are in addition to hundreds of homes already in the nearby Hillview Estate. Combined, the new and existing housing will be home to more than 10,000 people in the next 10-15 years.

A Master Plan for the Racecourse Reserve has been drafted and is with the community and user groups for feedback.

#### Key aspects of the plan include:

- » Potential re-alignment of several holes of the existing golf course.
- » Installation of two AFL standard ovals,
- » Multi use of the ovals for cricket and soccer.
- » Construction of a level one pavilion for change and viewing function to the ovals.
- » Construction of an early years facility that also caters for community use.





## » RACECOURSE RESERVE COMMUNITY AND SPORTING FACILITIES UPGRADE (BACCHUS MARCH)

### PROJECT NAME:

Upgrade of the Racecourse Reserve

### PROJECT COST:

Level one pavilion, sporting fields and courts plus relocation of golf course fairways \$6.6 million

### PROPOSED FUNDING SOURCES:

This project is proposed to be funded by a combination of development contributions (committed) plus community, Local, State and Federal Governments.

### COMMITTED FUNDS AND RESOURCES:

Council	\$0.017 million
Development contributions	\$2.18 million

### TIMING OF PROJECT:

2021/2022

### ADVOCACY PARTNERS:

Community, User Groups, West Maddingley Developers

### OUTCOME SOUGHT:

» Construction of multi-use sports fields and pavilion

### MAJOR PROJECT BENEFITS:

- » Growing population with increased expectations for access to sporting facilities
- » Opportunities for increased health and wellbeing for community
- » Increased quality of life for residents

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Decrease in community satisfaction
- » Reduced sporting and recreation activities for residents
- » Over use of other venues

### RELATED GOVERNMENT POLICIES:

- » National Sport and Active Recreation Policy Framework
- » Government Growth Policy – State Planning Minister

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓	✓						✓



## » West Maddingley Family Services Hub

### Project Overview

In 2009, the State Planning Minister approved the biggest housing development in the Shire's history. The new housing estate at West Maddingley will result in construction of 1,700 new homes for more than 5,000 new residents over the next 10 -15 years.

The Council is also considering a rezoning application for a proposed subdivision to the north of West Maddingley that could result in further 1200 homes being built.

These developments are in addition to hundreds of existing homes in the nearby Hillview Estate requiring early childhood services.

There is a lack of community services and infrastructure in the Maddingley and Bacchus Marsh area. Families are already finding access to existing services difficult. As the new housing estates grow, families will not be able to access services and facilities if the construction of a Hub in West Maddingley does not proceed.

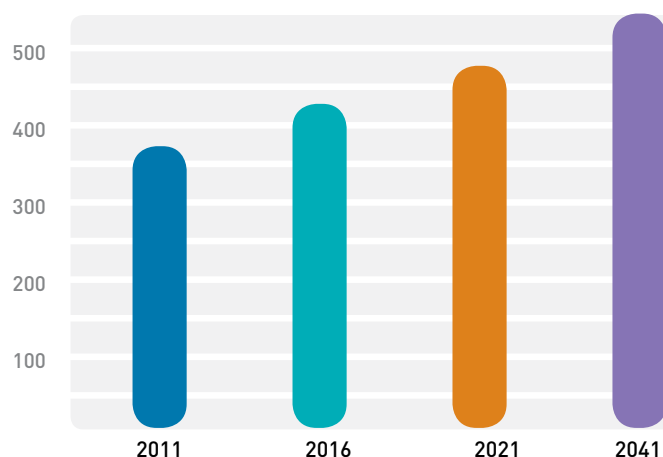
Children and families will be disadvantaged if access to kindergarten places, maternal and child health and family support services aren't accessible to the new residents of the West Maddingley development. Kindergarten participation is important for children's development. Without participating in kindergarten children could experience social, emotional, physical, cognitive and development delays.

The concept plan integrates the Hub with the proposed

adjoining primary school. Development contributions and a Council contribution, along with the leveraging of government grant funding, will help ensure new residents of West Maddingley have access to appropriate services and facilities.

The facility proposed will provide sessional early learning programs (3 and 4 year old kindergarten), maternal and child health, toy library, playgroups, family support services, alternative care and community spaces such as a program room and community rooms for meetings.

ESTIMATED GROWTH OF 4 YEAR OLD POPULATION



## » WEST MADDINGLEY FAMILY SERVICES HUB

### PROJECT NAME:

West Maddingley Family Services Hub

### PROJECT COST:

\$3.3 million

### PROPOSED FUNDING SOURCES:

Developer Contributions \$2.474 million

State Government (PLF) \$0.1 million

State Government (DEECD) \$0.674 million

### COMMITTED FUNDS AND RESOURCES:

Council \$0.51 million

### TIMING OF PROJECT:

2019/2020

### ADVOCACY PARTNERS:

Maternal & Child Health Services; Youth Services; Kindergartens; Best Start Partnership Group; Early Childhood Services; DEECD; Health Services and Family Support Services

### OUTCOME SOUGHT:

Construction of an integrated Early Years Hub in West Maddingley

### MAJOR PROJECT BENEFITS:

- » High quality early childhood education, care, health and well-being services
- » Single entry point for a flexible range of early childhood services
- » Seamless transition from birth into school activities
- » Increased quality of life for residents
- » Optimum child and family functioning

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Inability to offer places in existing services for pre-school aged children
- » Inability to meet universal access requirements of 15 hours per week for pre-school children
- » Families unable to access services and facilities, particularly kindergarten places and maternal and child health appointments
- » Families unable to access services and facilities, particularly kindergarten places
- » West Maddingley children and families disadvantaged
- » Kindergarten children unable to access services could experience social, emotional, physical, cognitive and development delays

### RELATED GOVERNMENT POLICIES:

- » National Partnership Agreement on Early Childhood Education
- » National Partnership Agreement on the National Quality Agenda for Early Childhood Education and Care
- » DEECD strategic direction 2013-17
- » Achieving Universal Access to Early Childhood Education
- » Victorian Early Years Learning & Development Framework
- » Maternal and Child Health Clinical Governance Framework

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
✓							✓





## TRANSPORT PROJECTS

- » Western Bypass of Bacchus Marsh (Halletts Way) [See Page 13]
- » Eastern Transport and Freight Bypass of Bacchus Marsh [See Page 15]
- » Reopening of Gordon Railway Station







## » Reopening of Gordon Railway Station

### Project Overview

Council is advocating for the re-opening of Gordon Railway Station to provide the residents of Gordon, West Moorabool and East Ballarat improved access to rail links.

Transport improvements, lifestyle advantages and relative housing affordability drive population growth in communities in the regional transport corridor, and in the surrounding rural landscapes.

While population growth in Gordon has been limited, new developments in the town and surrounding rural residential areas indicate likely demand for future growth.

The continuing expansion of the Melbourne commuter belt and further growth of population and employment in Ballarat will likely make Gordon a more desirable residential location.

The recently adopted Gordon Structure Plan recognises this growth, and identifies the preferred long term direction of growth be guided towards the railway station. The re-opening of the station is consistent with implementing state and regional policy providing for a more sustainable, productive and liveable community.

The reopening of the Gordon Railway Station is consistent with the intent of the draft Central Highlands Regional Growth Plan.

While the Department of Transport has indicated that there is no current commitment to reopen the station, it is intended that land use planning should preserve that option and reflect potential opportunities for reopening the station at a cost of around \$5 million.



## » REOPENING OF GORDON RAILWAY STATION

### PROJECT NAME:

Reopening of Gordon Railway Station

### PROJECT COST:

\$5.0 million

### PROPOSED FUNDING SOURCES:

Council	Planning and Advocacy
Government	\$5.0 million

### COMMITTED FUNDS AND RESOURCES:

Council	Planning and Advocacy
---------	-----------------------

### TIMING OF PROJECT:

To be confirmed

### ADVOCACY PARTNERS:

Community of West Moorabool

### OUTCOME SOUGHT:

» Provision of improved access to rail links

### MAJOR PROJECT BENEFITS:

- » Sustainable and liveable communities
- » Increased patronage of rail services

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Limited growth of Gordon

### RELATED GOVERNMENT POLICIES:

- » Section 5.3 of CHRSP Settlement Development and Managed Land Use in the Melbourne and Ballarat Peri-Urban Areas: A regional land use and development plan
- » Section 5.2 of CHRSP Regional Settlement Network and Hierarchy

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓





## SHIRE DEVELOPMENT PROJECTS

- » Parwan Employment Zone [See Page 19]
- » Sewerage for Small Towns [See Page 21]
- » Small Towns and Settlement Clusters
- » Extension of the Natural Gas Supply
- » Bacchus Marsh Irrigation District









## » Small Towns and Settlement Clusters Strategy

### Project Overview

Moorabool Shire Council is formulating the 'Moorabool 2041 Project', a strategy to guide the growth and development of the Shire for the next 30 years. The Shire's small towns and settlement clusters are important in accommodating that growth. The opportunity exists to plan and promote a vibrant sustainable network of communities that build on existing infrastructure and social capacity.

A small towns and settlement clusters strategy will be developed in conjunction with the DPCD. The strategy will determine:

- » Potential growth and constraints to growth,
- » Identify growth drivers for the townships, and
- » Potential infrastructure gaps and opportunities.

The small town sewerage capacity study (see pg 34) will provide input into the strategy.

The strategy will guide the development of each town, identify the growth potential, revise boundaries relative to topography and constraints, identify the preferred character for development and identify potential social and physical infrastructure gaps and needs.

The Municipal Strategic Statement (MSS) identifies that zones abutting small towns need to be reviewed to identify where sustainable growth can occur. The Small Towns and Settlement Clusters Strategy will assess where growth can and should occur.

An objective of the Moorabool Planning Scheme MSS at clause 21.03-5 is to "support development in small towns and rural lifestyle opportunities as an additional residential choice". The strategy would also consider housing choice and how rural residential development would support housing choice for the Shire's small towns and settlements.

Potential exists to enhance the small towns and settlements by broadening the mix of property types available, specifically to support each Township Zone area with a supply of rural residential areas.

Council obtained grants of \$30,000 from DPCD and CHW to undertake a small town sewer study (see pg 34) for Bungaree and Wallace, and for town water for Dunnstown. The total project is \$120,000.

A total of \$150,000 has been included in the 2013/14 and 2014/15 Budgets to match grant funds to progress the Small Towns study.





## » SMALL TOWNS AND SETTLEMENT CLUSTERS STRATEGY

### PROJECT NAME:

Small Towns and Settlement Cluster Strategy

### PROJECT COST:

\$250,000

### PROPOSED FUNDING SOURCES:

Council	\$150,000
---------	-----------

Government	\$100,000
------------	-----------

### COMMITTED FUNDS AND RESOURCES:

Council	\$150,000
---------	-----------

### TIMING OF PROJECT:

2013/2015 plus implementation

### ADVOCACY PARTNERS:

Communities of Wallace, Bungaree, Dunnstown, Lal Lal, Mt Egerton, Yendon, Clarendon, Elaine and Myrniong

### OUTCOME SOUGHT:

- » Development of a strategy leading to the creation of a network of vibrant and resilient communities
- » Infrastructure to enable planned growth to occur

### MAJOR PROJECT BENEFITS:

- » A detailed planning strategy to give certainty to the future direction of the Shire's small towns and settlement clusters and allow for orderly long term infrastructure planning and prioritisation.

Creation of long term planning strategies to address:

- » Water catchment issues
- » Land capacity
- » Infrastructure requirements
- » Bushfire management regulations
- » Better use of existing community infrastructure
- » Supporting preferred town and settlement character

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Limited settlement options for substantial growth opportunities
- » Limited ability to prioritise and plan for infrastructure development
- » Inability to manage growth opportunities while retaining character of small towns
- » Existing infrastructure will not be utilised

### RELATED GOVERNMENT POLICIES:

- » Central Highlands Regional Growth Plan
- » Moorabool Shire Council Planning Scheme Clause 31.05

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓



## » Extension of Natural Gas Supply

### Project Overview

Council seeks an extension of the existing Ballan network and the roll out of natural gas to Gordon, Rowsley, Bungaree, Mt Egerton and Parwan.

A high pressure main currently runs adjacent to these towns, and the nearby township of Wallace is already connected via this main.

Initial engineering estimates show that towns could be connected via Wallace on a cost effective basis.

As mentioned in the introduction to this document there is significant capacity in the existing social and physical infrastructure of towns to accommodate substantial population growth.

Rising energy costs for electricity and renewable energy will sharpen the focus on gas as an energy source for these towns.

The State Government natural gas extension program and similar programs will be targeted with this project.



## » EXTENSION OF NATURAL GAS SUPPLY

### PROJECT NAME:

Extension of Natural Gas Supply

### PROJECT COST:

Not quantified

### PROPOSED FUNDING SOURCES:

Council To be determined

Government To be determined

### COMMITTED FUNDS AND RESOURCES:

Council To be determined

### TIMING OF PROJECT:

2015/2016

### ADVOCACY PARTNERS:

Communities of Ballan, Gordon, Bungaree, Mt Egerton and Parwan

### OUTCOME SOUGHT:

» Extension of existing natural gas network

### MAJOR PROJECT BENEFITS:

- » Potential population growth in communities with an expectation to access services
- » Cost effective energy to residents

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Limited growth in urban communities
- » Loss of employment from existing agriculture business located in Parwan

### RELATED GOVERNMENT POLICIES:

- » State Government Natural Gas Extension Program

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓





## » Bacchus Marsh Irrigation District

### Project Overview

Council is advocating on behalf of the \$200 million per annum agricultural industry on the river flats of Bacchus Marsh. There are two key issues:

1. To ensure enough water is sourced at a reasonable price to sustain the key economic driver in the area; and
2. To upgrade existing infrastructure to drive efficiencies and balance the demands for residential and agricultural uses of the water.

The following is drawn from the Street Ryan October 2009 Industry Report:

Bacchus Marsh has a long history as a key orchard, market garden production and sand quarrying centre in Victoria.

BMID is a very important component of the Bacchus Marsh and Moorabool economies with more than \$190 million in current and annual economic contribution and potentially as much as \$240 million if the latent potential of the area is exploited.

The Southern Rural Water paper “Western Irrigation Futures Strategy March 2011” supports the upgrade of irrigation infrastructure to the value of \$12.3 million. Recent estimates suggest that this figure is closer to \$16 million.

Investment in infrastructure required to access recycled water or extend the Melbourne water grid could cost \$51—\$73 million as a once off investment and a project life span of 25 years.

The net present value of the economic contribution of the industry dwarf the capital and ongoing costs of securing water for the industry.

Around 600 people are employed in Bacchus Marsh agriculture. The Central Highlands Regional Plan specifically mentions the issues confronting this industry. It is noted that this project is unfortunately not included in the Southern Rural Water 5 Year Water Plan 2013 – 2018.





## » BACCHUS MARSH IRRIGATION DISTRICT

### PROJECT NAME:

Bacchus Marsh Irrigation District

### PROJECT COST:

\$12.3 million—\$16 million

### PROPOSED FUNDING SOURCES:

State/Federal Government      \$12.3—\$16 million

### TIMING OF PROJECT:

2013/2014

### OUTCOME SOUGHT:

- » To ensure water is sourced at a reasonable price to sustain economy
- » Upgrade of existing infrastructure

### MAJOR PROJECT BENEFITS:

- » Sustainable and liveable communities
- » Sustainable businesses and jobs

### MAJOR PROJECT RISKS IF NOT ACHIEVED:

- » Loss of business; loss of employment

### RELATED GOVERNMENT POLICIES:

- » Supported by Southern Rural Water's paper on "Western Irrigation Futures Strategy March 2011"

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓





## COMMUNITY ADVOCACY

- » Supporting Agriculture
- » The Moorabool River
- » Windfarms
- » Coal Mining



## » Supporting Agriculture

### Project Overview

In August 2013, Council formed a Rural Advisory Committee (RAC) to advise on the development of a new rating strategy and ways to address key issues experienced by our farming sector.

Farming in Moorabool alone generates more than \$131 million of output and 609 jobs per annum.

With the manufacturing sector across Victoria declining it is critical that farming and agriculture are recognised as key economic drivers and a key to maintaining the social fabric and sustainability of our small towns.

**Key issues facing the farming sector that can be influenced by local and other levels of government include:**

- » Valuation of Land Act - current valuation of farms based on land sales does not reflect the economic capacity of the farm.
- » Local Government Rates - as a product of land valuation. Need assistance for farmers via grants or rebate scheme.
- » Speculative land purchases and land banking in peri-urban regions.
- » Impact of environmental overlays.
- » Competing on the world stage - government subsidies and tariffs.
- » Water Bill exposure Draft - need to ensure agriculture is protected and stocking rates not affected.





## » The Moorabool River

### Outcome Sought

The Moorabool River is widely acknowledged as one of the most stressed rivers in the state, and a key environmental, community and economic asset for the region. Stress on the river is also exacerbated by residential demand, primarily in Ballarat and Geelong.

#### Assistance is sought from Government to:

- » Review water allocation practices along the river;
- » Ensure compliance with key state strategies and policies;
- » Restoration of adequate environmental flows as soon as possible to assist flora and fauna;
- » Protect landowners with existing riparian rights; and
- » Hasten infrastructure projects to ensure additional flows are directed back to the river.

The then Premier announced in Ballarat in June, 2010 that the Moorabool River would receive an additional 1000 megalitres of water for environmental flows by amending bulk entitlements.

Council understands that under the Our Water Our Future Strategy, Central Highlands Water will allocate 1,425 ML and Barwon Water will allocate 1,075 ML

making a total of 2,500 ML that the Corangamite Catchment Management Authority will deliver from the Lal Lal Reservoir. This allocation will only serve the lower catchment of the river and not assist the western catchment.

As such Council seeks a further allocation of 500 ML per annum from Moorabool Reservoir to provide critical stream flows to the whole river system.

Our Water Our Future - Central Region Strategy recognises that the river receives less than half of its annual natural flow, and even less in drought years.

It is estimated that environmental flows will need to be enhanced by 20,000 ML per year to meet the environmental flow recommendations.

Council is encouraged by the Living Ballarat Project, formed to invest in integrated water cycle management. This is likely to have environmental benefits for stressed rivers such as the Moorabool.

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓



## » Windfarms

### Current Issues

Moorabool Shire Council has provided leadership on the matter of Wind Energy Facilities over the past few years. In fact many of the aspects of the Wind Energy Facility policy adopted and regularly reviewed by the Council have become features of the Victorian State Government's recent stance on wind farms.

While Moorabool values the economic and renewable energy contributions of wind energy facilities, the Council has concerns regarding the impacts on residents' quiet enjoyment of their properties. The Council has concerns about the social impact of wind energy facilities with particular emphasis on the fracturing of local communities.

The current decision making processes fail to take into account the impact on property values and the potential

for impacts on human health resulting from special audible characteristics.

Concerns are also expressed over the State Government's recent amendments to the Planning and Environmental Act that will push greater responsibility on local government from the Minister for Planning in relation to windfarm permit conditions and enforcement. Local Government does not have the specific skill set nor finances to monitor windfarms.

The Council also seeks to protect its infrastructure and property from damage during the construction stage and ensure the community is appropriately compensated for any loss from the development of wind energy facilities.

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓





## » Coal Mining

For decades a small coal mine operated on the southern outskirts of Bacchus Marsh, recently there was test drilling near the township.

On the broader issue of mining, the State Government's Economic Development and Infrastructure Committee of the Parliament of Victoria recently completed an inquiry into Greenfields Mineral Exploration and Project Development in Victoria.

The Mayor presented Council's views to the inquiry on 14 December 2011. The key points made are also pertinent to the issues of coal mining that is currently a hot topic in community and state media.

A full extract of the report presented to the Inquiry is available on request.

**In summary the Council's position is:**

1. Greater regulatory control should be provided through the Victoria Planning Provisions to require planning permission for a wider range of mining and extractive industry use and development that provides for:
  - » More comprehensive rights of notice and appeal for any proposal;
  - » Greater consideration to environmental factors such as the removal of native vegetation;
  - » Greater consideration of local planning policies in respect to mining and mineral extraction and exploration; and
  - » Ground water and aquifers to be considered.

Concept Plan	Master Plan	Feasibility Study	Design	QS	In Progress	Completed	Advocacy to Government
							✓



## » Coal Mining

2. Local Government in Victoria, as the bearer of the negative impacts of mining and mineral extraction, should receive financial compensation through a mechanism of royalty sharing or some other vehicle as determined by Parliament.

Council has been asked by members of the community to sign a moratorium on coal seam gas and new coal mining.

Council is mindful of its role as a responsible authority in considering possible future permit applications, and the role of the State and Federal Governments in the issue. It also recognises the many legitimate concerns of residents about coal.

Accordingly, Council at its Ordinary Meeting of Council on 15 May, 2013 resolved:

### **Resolution:**

1. *To note the many legitimate concerns regarding the exploration for and extraction of coal and coal seam gas and calls on the Victorian Government to address these concerns including the impacts of coal and coal seam gas extraction on: -*
  - a. *The sustainability of water resources including aquifers;*
  - b. *Productive farmland and local food security;*
  - c. *Local community health and wellbeing over the long term;*
  - d. *Natural biodiversity; and*
  - e. *Levels of greenhouse gas emissions.*
2. *To write to the State and Federal Ministers responsible for energy and earth resources requesting that Council be advised of:*
  - a. *Progress on discussions with the Federal Government on the National Harmonisation Regulation Framework for Coal Seam Gas;*
  - b. *Any potential changes to legislation relating to mineral exploration or extraction of coal and coal seam gas; and*
  - c. *The potential impact of the draft framework and legislative and policy changes on Moorabool Shire.*
3. *To call on the Victorian Government to institute a moratorium on all new coal and on-shore unconventional gas operations until there has been a thorough, independent investigation into the likely impacts of this industry on water resources, farmland and food security, local communities, natural biodiversity and greenhouse emissions.*



## PROJECTS FUNDED OR UNDER CONSTRUCTION

- » Bungaree Community Facility
- » Bacchus Marsh Civic and Community Hub
- » Lerderderg Library
- » Blackwood Reserve Community Facility
- » Bacchus Marsh Streetscape Works  
(stages 1 & 2)

## » PROJECTS FUNDED OR UNDER CONSTRUCTION



**PROJECT  
COMPLETE**

- » **Bungaree Community Facility**  
\$2.25M delivered on time and on Budget



**PROJECT  
COMPLETE**

- » **Bacchus Marsh Civic and Community Hub**  
\$5.1million delivered on time and on Budget



**PROJECT  
COMPLETE**

- » **Lerderberg Library**  
\$3.1million delivered on time and on Budget



**PROJECT  
COMPLETE**

- » **Blackwood Reserve Community Facility**  
\$0.348 million delivered on time and on Budget



**STAGE 1 & 2  
COMPLETE**

- » **Bacchus Marsh Streetscape Works (stages 1 & 2)**  
\$0.272 million delivered on time and on Budget



**PART FUNDED  
PART COMPLETED**

- » **Eastern Transport and Freight Bypass of Bacchus Marsh**



### Contact Details

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## 9.3 COMMUNITY SERVICES

### 9.3.1 Moorabool Hike and Bike Strategy

#### Introduction

File No.: 17/09/010  
Author: Troy Scoble  
General Manager: Danny Colgan

#### Background

The purpose of this report is to present the Council with the Moorabool Hike and Bike Strategy for adoption as contained in **Attachment 9.3.1(a)**.

The Shire's Recreation and Open Space Strategy 2007 recommended that Council prepare a Hike and Bike Strategy to develop a deliverable path network which is accessible for all residents of and visitors to the Moorabool Shire.

The Hike and Bike strategy will provide strategic direction for the planning and development of the hike and bike network throughout the Shire. The strategy will guide Council in its decision making for the future development, provision, management, maintenance, community education and marketing of hike and bike networks to support both the recreation and transport needs of Moorabool Shire residents and visitors.

A Draft Hike and Bike Strategy was presented to the Ordinary Meeting of Council 4 December 2013 seeking endorsement for the purposes of community engagement.

The Draft Hike and Bike Strategy was subsequently placed on Public Exhibition from 10 December 2013 to 14 February 2014.

During the public exhibition period the following activities were undertaken to seek community feedback on the Draft Plan.

- A discussion forum and submissions through the Have Your Say website, the Council's on-line engagement portal;
- Copies were available at Council's Customer Service locations, Lerderderg Library, Ballan Library and all rural library sites;
- Members of the Project Control Group were provided with the Draft Plan and asked to provide feedback.
- Community groups and Committees of Management were provided with the Draft Plan and asked to provide feedback
- The Bacchus Marsh and District Tracks and Trails Advisory Committee were provided with the Draft and asked to provide feedback.
- The public submission process was also advertised in the local newspaper and on the Council website

**The key issues raised in the feedback provided include:**

- The priority system was subjective and not a good representation of the needs of the community.
- The map representing Bacchus Marsh was difficult to read
- There was a need for more recreational routes to provide passive recreation opportunities
- New developments need to link into the current network
- In the future safe links between towns should be investigated
- Standards in path construction and ongoing maintenance need to be clearly defined and committed to.
- Signage and promotion of trails is important to attracting people and creating use of the hike and bike network
- Investigate working with key community stakeholders such as schools and bus companies to increase usage of the networks

A full summary of the feedback is contained in **Attachment 9.3.1(b)**.

Consideration was given to the feedback received and subsequently amendments were made to the Strategy document to better reflect community need.

As a result of the feedback received in relation to the priority classification system, changes have been made to ensure the Strategy is consistent with Council approval processes. The strategy outlines a program of capital works and projects to support the growth and utilisation of the Moorabool Hike and Bike Network. It is now noted that all projects recommended will be considered through Council's annual budget process and subject to both internal and external funding opportunities.

Recommendations have been listed and categorised as Primary (Shared path network, strategic linkages), Secondary (link destination points off the primary linkages including public transport routes) and Local (creating linkages toward primary network) rather than High, Medium and Low.

The mapping outlining the Hike and Bike Networks have also been amended to reflect the new classification of Primary, Secondary and Local routes.

**Policy Implications**

The 2013 - 2017 Council Plan provides as follows:

<b>Key Result Area</b>	Community Wellbeing
<b>Objective</b>	Participation in diverse sport, recreation and leisure activities
<b>Strategy</b>	Provide and promote walking and cycling trails for recreation and commuter use.

The Moorabool Hike and Bike Strategy is consistent with the 2013-2017 Council Plan.

## Financial Implications

The Moorabool Shire Hike and Bike Strategy contains an action plan outlining key strategies and actions to be implemented over the next ten years. Officers will continue to source funding and resource opportunities both internally and externally including collaborative partnerships with other service providers to implement the action plan.

## Risk & Occupational Health & Safety Issues

Risk Identifier	Detail of Risk	Risk Rating	Control/s
Community Needs	Service gaps if priorities in strategy are not implemented	High	Future strategic planning for high priority recommendations identified in context of other community priorities
Financial	Funding required to progress actions set out in strategy	Medium	Business cases will be prepared for consideration in future Council's budgets along with applications for external funding.

## Community Engagement Strategy

The following community engagement activities have been undertaken, in accordance with the Council's Community Engagement Policy and Framework.

## Plan Development

Level of Engagement	Stakeholder	Activities	Outcome
Consult	Community members	'Have Your Say Moorabool' online community engagement portal and newspaper articles	30 comments on Have Your Say 2 general comments received
Consult	Participants at Expo	Health and Wellbeing Expo wish box	
Collaborate	Bacchus Marsh and District Tracks and Trails Advisory Committee	Consultant attended a meeting with the committee	Feedback provided
Consult	Recreation Reserve Community Associations	Survey and discussions with individual groups	26 groups provided with opportunity to engage

### Public Exhibition Period

Level of Engagement	Stakeholder	Activities	Outcome
Consult	Community	Discussion forum and submissions through the Have Your Say website	17 completed submissions via Have Your Say 223 people looked at the Plan
Consult	Community	Copies were available at Council's Customer Service locations, Lerderderg Library, Ballan Library and all rural library sites	Residents able to view the Plan
Collaborate	Bacchus Marsh and District Tracks and Trails Advisory Committee	Provided with a copy and asked to provide feedback.	Official submission received from the Advisory Committee
Consult	Community groups and Committees of Management	Provided with the Draft Plan and asked to provide feedback	2 submissions received
Consult	Community	Public submission process advertised in local newspaper and Council's website	4 submissions

### Victorian Charter of Human Rights and Responsibilities Act 2006

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

### Officer's Declaration of Conflict of Interests

Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Danny Colgan*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Troy Scoble*

In providing this advice to Council as the Author, I have no interests to disclose in this report.



## Conclusion

The Moorabool Hike and Bike Strategy is a strategy that provides strategic direction for the development of the hike and bike network throughout the Shire. The strategy will guide Council in its decision making for the future development, provision, management, maintenance, community education and marketing of hike and bike networks to support both the recreation and transport needs of Moorabool Shire residents and visitors.

## Recommendation:

**That Council adopts the Moorabool Hike and Bike Strategy.**

---

## Report Authorisation

Authorised by:

Name:

Title:

Date:



Danny Colgan

General Manager Community Services

Tuesday, 20 May 2014

# Attachment - Item 9.3.1(a)



# Moorabool Hike and Bike Strategy

April 2014



Completed by SGL Consulting Group Australia Pty Ltd  
Leisure and Tourism Planners



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## EXECUTIVE SUMMARY

### 1.0 Introduction

Walking and cycling are two of the most popular activities undertaken by Australians and this is no different for Moorabool Shire residents and the provision of infrastructure and programs to support these activities significantly contributes to the health and wellbeing of the Moorabool Community.

Moorabool Shire Council sought to develop a Hike and Bike Strategy to gain a better understanding of the hike and bike network needs of the community.

### 1.1 Purpose of the Strategy

The “Hike and Bike Strategy” provides strategic direction for the planning and development of the recreation and commuter hike and bike network throughout the Shire. The strategy will guide Council in its decision making for the future development; provision; management; maintenance; community education; and marketing of hike and bike networks to support both the recreation and transport needs of Moorabool Shire residents and visitors to the area.

### 1.2 Objectives

The project objectives were to:

- Develop a strategic plan to guide the future development of Council's hike and bike network.
- Research and identify the needs and expectations of the community using a range of consultative measures.

Identify the network considering categories such as commuter walk, commuter cycle, recreation walk and recreation cycle

- Prioritise further development of the hike and bike path network within the municipality with development of an action list identifying key works and rationale for inclusion.
- Recommend future funding opportunities for proposed improvement works and programs.

It is noted that Council faces significant challenges:

- in providing for an ever expanding population;
- in meeting the increasing expectations about the standard to which paths and trails and associated infrastructure will be provided, and constructed;
- as well as improving the connectivity of paths/trails to key destinations within areas.

(The Hike and Bike Strategy includes recommendations on strategic paths of travel across the Shire that have strategic justification to support the hike and bike network).

### 1.3 Market Research Consultation

A range of community engagement and consultation was undertaken by SGL in order to identify community perspectives on current issues and priorities in relation to the development

of a Hike and Bike Strategy and network for Moorabool Shire. The consultation completed involved:

- Resident Surveys
- Engagement at the Council's Health and Wellbeing Expo
- Consultation workshop/meeting with Bacchus Marsh and District Trails Advisory Committee
- Public Submissions process including an invitation to all Reserve Committees of Management to identify actions for the development of a Strategy
- Key Stakeholder Consultation

#### **1.4 Future Hike and Bike Strategy Direction**

The vision for the Hike and Bike Network in Moorabool is:

*"To develop a safe and sustainable hike and bike network that provides for a wide range of users; provides safe local and regional connections between townships; and increases recreation and tourism opportunities within Moorabool Shire".*

The draft strategy outlines a program of capital works and projects to support the growth and utilisation of the Moorabool Hike and Bike Network. Recommendations have been listed and categorised (in section five of the report) as Primary (Shared path network, strategic linkages), Secondary (link destination points off the primary linkages including public transport routes) and Local (creating linkages toward primary network).

It is recommended that priority for development of the hike and bike network be given to linking primary destinations such as schools, larger shopping centres, major parks and reserves, major public transport routes and significant community hubs and/facilities.

It is acknowledged however that all recommendations require prioritisation consistent with Council's Capital Works Evaluation Guidelines to determine the action plan for implementation. Timeframe for delivery will also be driven by funding committed toward these categorised recommendations as part of Council's budget process.

Key recommendations detailed within the strategy are:

#### **Planning and Policy Development**

- That all future strategic planning consider the future development and benefit of the hike and bike network.
- That all future planning and implementation consider Council's adopted Infrastructure Design Manual (IDM) that drives the infrastructure standards for the Shire.

#### **Management and Maintenance of the Hike and Bike Network**

- Develop a process to ensure all existing and proposed paths (on road and off road) are documented and mapped using Council's GIS system.
- Ensure the budget allocation for maintenance of paths is also increased as new paths are developed.

#### **Pedestrian Network**



- Priority for development of the hike and bike network is to be given to linking primary destinations such as schools, larger shopping centres, major parks and reserves, major public transport routes and significant community hubs and/facilities.
- That the Pedestrian Path Priority Criteria outlined in Table 4.1 are used to assist with determining future pedestrian path priorities in the Shire.

#### **Future Trail / Infrastructure Standards and Amenities**

- That all future hike and bike strategy development and implementation is implemented consistent with Council's Infrastructure Design Manual to ensure a consistent standard is implemented across the Shire.

#### **Promotion and Marketing**

- That Council develop a signage and promotional strategy for the Moorabool Hike and Bike network.
- Ensure a hike and bike network map is available on Council's website and it is updated annually.
- Produce and regularly update a walking and cycling brochure of the available routes within the Moorabool Shire.
- Publicise the hike and bike network through the Bacchus Marsh and District Tourist Information Centre.
- Promote health and wellbeing through the promotion of walking routes using brochures/maps, signage and school and community promotion and events.
- Work in partnership with other organisations such as the neighbourhood houses and community health centres to establish new community-walking groups and sustain existing groups.
- Encourage local schools to establish walking (and potentially riding) school buses.

#### **Emergency Services Telecommunication Authority (ESTA)**

- That ESTA signage is installed in all future trail development and along the Werribee and Lerderderg River trails where defining the exact location can be difficult.

#### **Recreational / Paths / Tracks / Roads**

- That a feasibility study is undertaken to determine the viability and cost of developing the Avenue of Honour Heritage Trail.
- That Council support the further development of tracks and trails along the Werribee River and Lerderderg River by the Parks Victoria.
- That consideration is given to providing shoulders on selected roads between Gordon and Ballan and Ballan Daylesford to encourage and increase cycling safety.
- That where cyclists regularly use secondary roads, signage-alerting motorists to the likely presence of cyclists in the area are considered for installation.

### **1.5 Funding and Grant Opportunities**

The planned growth in Moorabool Shire provides an opportunity to further develop the hike and bike network. Council will prioritise any opportunity for funding consideration through the annual Capital Improvement Program with external grant opportunities also pursued to support the funding model.

Mapping of the following townships is provided within the strategy outlining key hike and bike



network priorities consistent with the principles and objectives of the draft strategy.

- Bacchus Marsh
- Ballan
- Blackwood
- Bungaree
- Dunnstown
- Elaine
- Gordon
- Greendale
- Hopetoun Park
- Lal Lal
- Long Forrest
- Mt Egerton
- Myrniong
- Wallace

Following review of the draft strategy including further community consultation a final strategy document will be prepared.

## 1 INTRODUCTION

Walking and cycling are two of the most popular activities undertaken by Australians and this is no different for Moorabool Shire residents. The provision of infrastructure and programs to support these activities significantly contributes to the health and wellbeing of the Moorabool Community.

The “Hike and Bike Strategy” provides strategic direction for ongoing planning and development of the hike and bike network throughout the Shire. The strategy will guide Council in its decision making for the future development, provision, management, maintenance, community education and marketing of hike and bike networks to support both the recreation and transport needs of Moorabool Shire residents and visitors to the area.

### 1.1 PROJECT OBJECTIVES

The project objectives were to:

- Develop a strategic plan to guide the future development of Council’s hike and bike network.
- Research and identify the needs and expectations of the community using a range of consultative measures.
- Identify the network in four main categories:
  - Commuter walk
  - Commuter cycle
  - Recreation walk
  - Recreation cycle
- Prioritise further development of the hike and bike path network within the municipality with development of an action list identifying key works and rationale for inclusion.
- Recommend future funding opportunities for proposed improvement works and programs.

### 1.2 PROJECT METHODOLOGY

The following methodology was adopted for the preparation of the plan and at the draft report stage, SGL has completed tasks 1 to 11.

- Task 1: Project clarification
- Task 2: Review of previous research and documentation
- Task 3: Council Officer workshop
- Task 4: Meeting with Track and Trails Committee
- Task 5: Stakeholder Interviews
- Task 6: Trails inspection
- Task 7: Resident survey and public submission
- Task 8: Discussion paper
- Task 9: Area Mapping
- Task 10: Strategy development
- Task 11: Draft Strategy Report completed
- Task 12: Public consultation on Draft Strategy Report
- Task 13: Completion of Final “Hike and Bike Strategy Report”

### 1.3 OVERVIEW OF MOORABOOL SHIRE

The Moorabool Shire's landscape provides an array of living options. Residents can enjoy an urban lifestyle in towns like Bacchus Marsh (45km west of the Melbourne CBD) and Ballan (70km west of the Melbourne CBD) or take advantage of Moorabool's small towns and hamlets, rural open spaces and natural surrounds. A stunning Shire spanning more than 2,110 square kilometres, Moorabool is made up of 64 localities, hamlets and towns. More than 74% of the Shire comprises of water catchments, state forests and national parks. Moorabool boasts breathtaking landscapes, national parks, forests, gorges, mineral springs and tourism attractions. Some of its key attractions include the Wombat State Forest, Brisbane Ranges National Park, Lerderderg State Park, Werribee Gorge State Park and the Bacchus Marsh Avenue of Honour.

Moorabool Shire is positioned along the major road and rail transport corridors between Melbourne and Adelaide. Moorabool's eastern boundary is located just 40km west of Melbourne's CBD and extends westwards to the City of Ballarat municipal boundary. The Shire straddles Victoria's Western Highway and has excellent transport access to Melbourne, Ballarat and Geelong. Bacchus Marsh is equi-distant to Melbourne and Avalon airports and close to the sea ports of Geelong and Melbourne.

### 1.4 THE BENEFITS OF WALKING AND CYCLING

The development of a "Hike and Bike" Strategy for Moorabool Shire will assist Council in increasing the benefits to residents and area visitors that are gained through their ongoing participation in walking and cycling.

There are many social, environmental and economic benefits associated with walking and cycling that can be realised through the ongoing development of a high use walking and cycling network including:

#### **Social benefits:**

- Improved health and wellbeing through participation in physical exercise
- Socially connected neighbourhoods
- Independent and affordable means of travel

#### **Environmental benefits:**

- Reduced use of vehicles particularly for short journeys
- Reduced traffic congestion
- Reduced use of fossil fuels
- Improved air quality through less emissions from vehicles

#### **Economic benefits:**

- Increased tourism opportunities within the Shire



## 1.5 PARTICIPATION IN WALKING AND CYCLING

In order to understand the significance of the impact that improved walking and cycling infrastructure can have on people's health and wellbeing it is important to recognise the existing high levels of participation in both activities across Australia.

The **Exercise, Recreation and Sport Survey (ERASS)** is a national survey undertaken by the Australian Sports Commission which collects information on the frequency, duration, nature and type of physical activities participated in for exercise, recreation or sport by persons aged 15 years and over. The survey was conducted quarterly in 2010 with an annual total of 21,603 respondents across Australia.

The top ten physical activities in 2010 in terms of total participation rate were **walking**, aerobics/fitness, swimming, **cycling**, running, golf, tennis, bushwalking, outdoor football and netball.

An estimated 6.3 million persons or 35.9 per cent of the country's population participated at least once in walking for exercise, recreation or sport in 2010.

Over the last ten years participation in running, outdoor football, **cycling** and **walking** increased, although walking, running and **cycling** showed greater fluctuation over the period as can be seen in the results in the Table 1.1 below.

Table 1.1 shows participation levels by males and females in Victoria. This table clearly shows that walking is the most popular activity for both sexes with participation by 46.1 per cent of females compared to 26.8 per cent of males.

**Table 1.1**  
**Top Ten Physical Activities Victoria**

Male		Female	
Activity	Total Participation Rate %	Activity	Total Participation Rate %
Walking	26.8	Walking	46.1
Aerobics/fitness	19.4	Aerobics/fitness	29.8
Cycling	16.9	Swimming	14.4
Running	14.9	Running	10.5
Swimming	12.6	Cycling	8.6
Golf	12.2	Yoga	7.4
Australian rules football	10.2	Netball	6.7
Tennis	7.4	Tennis	6.2
Basketball	6.7	Bushwalking	4.2
Cricket (outdoor)	6.6	Dancing	3.5

### 1.5.1 Relevant Findings from the National Cycling Participation Survey 2011

The National Cycling Participation Survey records the participation levels in cycling and key trends.

#### 1. National Trends

- In a typical week around 18 per cent of Australians ride a bicycle for transport and recreation.
- More than 3.6 million people ride for recreation, leisure or sport.
- More than 1.2 million people make at least one transport journey by bicycle each week. This includes trips to school, university, work, shops and to visit friends and family.
- The Northern Territory, ACT and Western Australia have cycling participation rates significantly higher than the national average. Victoria is forth highest with 19.4 per cent of the population riding in a typical week.
- Children have the highest levels of cycling participation:
  - With nearly 50% of all 2 to 4 year olds
  - With nearly 75% of all 5 to 9 year olds, and
  - With nearly 33% of all 10 to 17 year olds ride a bicycle in a typical week.
- Men and boys (22%) are more likely to ride a bicycle than women and girls (13%) in a typical week.
- The gender participation difference is smallest for children under 10 years of age.

All States and territories have seen a dramatic decrease in participation in these activities in adulthood. This is especially marked in people aged 40 and over.

#### 2. Victorian Trends

- Victorian cycling participation is similar to the Australian average.
- Around 19 per cent of Victorian residents ride in a typical week, increasing to 29 per cent in a month and 42 per cent over a year.
- Cycling participation is significantly higher amongst residents of regional Victoria than in metropolitan Melbourne.
- About half of all children aged under 10 ride each week, decreasing to 9 per cent of those aged 40 and over.
- Victoria is the only jurisdiction in Australia where the participation rate of females is higher than males in any age group.
- In Victoria more girls than boys aged under 10, ride a bicycle each week.
- In older age groups the gender balance returns to average. Overall about 23 per cent of males and 16 per cent of females ride in a typical week. The lowest rate of participation is by older women with 6 per cent of women aged 40 and over cycling in a typical week.
- Metropolitan Melbourne has a high proportion of people who cycle for transport (45% of people who cycle in a typical week). About 367,000 people cycle for transport on at least one occasion a week in Victoria.
- Just under two thirds of households in Victoria have access to a bicycle.

## 1.6 KEY ORGANISATIONS THAT SUPPORT CYCLING

The following section summarises a range of key organisations that currently provide services or support to cyclists and who impact on cycling participation.

### 1.6.1 Cycling Victoria

Cycling Victoria (CV) is the peak governing body for both organised competitive, and recreational, cycling within Victoria, Australia.

CV has 8,000 members and 18,000 participants in CV programs and strives to improve participation in cycling by coordinating a range of development programs for junior and adult cyclists through the delivery of the Austcycle program throughout Victoria.

Membership has grown by 15 per cent over the last three years and more than tripled from the three years previously.

CV works with cyclists on three levels.

- **Competitive:** Coordinates the competitive disciplines of road and track cycling at a club and State level.
- **Recreational:** Provides options for recreational cyclists including the provision of insurance coverage, and providing a calendar of recreational events.
- **Development:** Coordinates Coaching & Officials Courses, junior development camps, school clinics, plus Come N Try road and track cycling days.

### 1.6.2 AustCycle

AustCycle is Australia's only national cycling accreditation program, which provides high quality education and training to community members to encourage them to get on their bikes and ride. Whether for commuting purposes, for leisure or travel, AustCycle trains people of all ages and backgrounds to incorporate cycling into their lifestyle in order to stay active and healthy.

### 1.6.3 Bicycle Network Victoria

Bicycle Network Victoria (BNV), is a charity that promotes the health of the community by "More People Cycling More Often". Of the 50,000 members of BNV, **1,100** are from Moorabool indicating a high level of interest in cycling.

BNV aims to achieve an increase in the number of people riding each week by 1,000,000 people by 2019 through the use of the following strategies:

1. Improving the riding environment through better facilities and legislation.
2. Delivering large-scale, measurable, cost-effective behaviour change programs.
3. Managing a range of rider services that reach out to potential riders and support novice and established riders.
4. Running major events.

#### 1.6.4 Victoria Walks

Victoria Walks is a walking health promotion charity, managed by an independent voluntary board with a mission to have more people walking every day. Their vision is for vibrant, supportive and strong neighbourhoods and communities where people can and choose to walk wherever possible.

Victoria Walks is a voting member of the International Federation of Pedestrians (IFP) which is the umbrella organization for national pedestrian advocacy groups, and is a signatory of the International Charter for Walking. Victoria Walks has been invited onto a number of key Government advisory committees and reference groups relevant to creating walkable communities and increasing the health of Victorians.

#### 1.6.5 The Heart Foundation

The Heart Foundation is a charity that is dedicated to saving lives by making a difference to the heart health of all Australians. The Heart Foundation help to fund vital research, develop guidelines for health professionals, support patient care and help Australians to live healthier lifestyles. They support and work with all levels of government, health organisations, the media and community groups to implement policies and programs that improve the heart health of all Australians and promote an active lifestyle. The Heart Foundation supports local governments that change neighbourhoods to create healthier communities. Introducing cycle ways, upgrading walking paths and promoting walking groups are just a few of examples of recent initiatives they have supported. They promote the need for communities to have access to a network of connected, direct and easy active travel routes which are safe, comfortable, attractive and well-maintained, linking homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

### 1.7 REVIEW OF PREVIOUS RELEVANT RESEARCH

The following plans and policies have supported or identified the need to increase the level of walking and cycling opportunities within the municipality.

- Moorabool Shire Council Plan 2013-2017
- Moorabool Shire Public Health and Well Being Plan 2013
- Moorabool Strategic Bicycle Plan 2001
- Bacchus Marsh District –Trails Master Plan 2004-2005
- Positive Ageing Strategy 2008
- Municipal Early Years Plan 2006-2009
- Front SEEAT (Social Employment Education Access Transport) Strategic Plan 2011-2013
- Planning Checklist for Cycling
- Moorabool Shire Recreation and Open Space Plan 2007 (currently being reviewed)
- Moorabool 2041 Urban and Rural Policies
- Bacchus Marsh Activity Centre Structure Plan
- Gordon Structure Plan
- Ballan Structure Plan

A synopsis of each policy and plan above and its relevance to the Hike and Bike Strategy can be found in Appendix 5. Whilst all of the above documents informed the strategy, a synopsis of the most relevant report appears below.

#### 1.7.1 Moorabool Shire Recreation and Open Space Strategy 2007

This strategy helped identify that Council's recreation resources in the past focussed primarily on more traditional sporting activities and less on unstructured recreation such as walking,





bike riding, and sporting activities that are not undertaken within a club or competition framework. The following recommendations are relevant to the Hike and Bike Strategy.

#### **Recommendation 2.5**

- Promote the establishment of walking groups.

#### **Recommendation 3.3**

- Develop a Signage Policy for recreation and open space areas.

#### **Recommendation 5.9**

- Prepare an integrated Footpath and Trail Strategy that forms part of the Asset Management Plans for pathways.
- Implement the Bacchus Marsh and District Trails Master Plan (2004-2005) with input from the Bacchus Marsh and District Trails Advisory Committee.

This strategy is currently being reviewed and new strategy will support the outcomes of this Hike and Bike Strategy.

#### **1.7.2 Moorabool 2041**

Moorabool 2041 (M2041) is a Moorabool Shire Council adopted framework which at its heart seeks to provide a vision for the type of community Moorabool Shire will be in 2041. To do so, M2041 is to facilitate an outcome that both allows for growth and keeps the community connectedness, character and sense of place so valued by our current residents.

It has two core elements, a rural growth strategy which seeks to develop a strategy for each of the smaller settlements across the Shire, including Ballan. Where possible, scope to asset share and cluster community services is a priority but there is also an imperative to foster resilient communities, encourage growth, service offer and provide a sustainable base for these towns.

The urban growth strategy is focused on Bacchus Marsh (including Darley and Maddingley), the commercial and settlement centre of the Shire with over 15,000 residents (2011 census) and expected to almost double by 2036. Given the growth expected, planning and managing the pressures of growth in a proactive manner is necessary so that a sustainable environment where people can live, work, access retail, social and recreational services and be involved and connected. The strategy looks at what our future population will be and what employment, services and infrastructure will be required to meet their needs so that Council can identify what growth options will meet these needs in a sustainable and cost effective manner.

M2041 is an identified project in Council's Council Plan 2013-2017.

## 2 OVERVIEW OF CONSULTATION

A range of community engagement and consultation was undertaken by SGL in order to identify community perspectives on current issues and priorities in relation to the development of a Hike and Bike Strategy and network for Moorabool Shire. The consultation completed involved:

- Resident Surveys
- Engagement at the Council's Health and Wellbeing Expo
- Consultation workshop/meeting with Bacchus Marsh and District Trails Advisory Committee
- Public Submissions process including an invitation to all Reserve Committees of Management to identify actions for the development of a Strategy
- Key Stakeholder Consultation
- Draft Strategy public exhibition engagement process for 10 week period

### 2.1 RESIDENT SURVEY KEY FINDINGS SUMMARY

A "Hike and Bike Resident Survey" was made available to the community via Councils online engagement portal - Have Your Say" on 5 November 2012 through to 7 December 2013. The aim of the survey was to gain community feedback that would assist in the development of the draft Moorabool Hike and Bike Strategy.

At the completion of the survey period, 138 people visited the site a total of 201 times.

Full analysis of the survey is included in Appendix 1 of this report. Below is a summary of the key findings from the survey results.

#### 2.1.1 Residents Survey Key Findings Summary

- Of the survey respondents (58.6%) were female and (41.4%) were male.
- The majority of respondents were in the 21-50 years age group with 58.6 per cent of respondents fitting into this age cohort. The next main group were the 51-65 years
- The highest priority action for council to encourage walking and cycling was to provide safe paths/track to primary destinations such as shopping areas and community facilities (66.7% supported) followed by the need for improved signage for existing routes.
- The greatest barrier to walking and cycling was identified as the lack of tracks/path by 65.5 per cent of respondents followed by 55.2 per cent who consider there is no safe route to where they want to go.
- A total 56 per cent of respondents think that recreational paths should be funded ahead of commuter routes.
- Half of the respondents (50%) walk for fitness, (41.7%) for recreation/fun; and (8.3%) of respondents walk to commute to school/work.

Within the general comments received, many residents identified specific actions/routes, which Council could take to improve walking and cycling opportunities in Moorabool.

Where possible these have informed the identification of specific actions for each township for consideration by Council.

## 2.2 HEALTH AND WELLBEING EXPO

Moorabool Shire Council ran a Health and Wellbeing Expo on 10<sup>th</sup> November in 2012. As part of the expo, a series of consultation methods were used to obtain residents thoughts in regard to health and wellbeing. One of the opportunities available to residents was to place their ideas in a "Wish box."

The key theme to emerge from the wish box was the desire of residents for better facilities, opportunities and connections for walking and cycling. The feedback supported the need to increase and improve infrastructure, planning and information for walking and cycling in Moorabool.

## 2.3 BACCHUS MARSH AND DISTRICT TRACKS AND TRAILS COMMITTEE (BMDTAC)

The consultant and Council officers attended a meeting with the BMDTAC to identify key issues and priority projects for the ongoing development of a trail network in the Bacchus Marsh and District Area.

Listed in Appendix 2 is a table outlining the key priorities for the BMTAC as at 2009. It should be noted that Priority 3 and 6 have been completed since this list was formed.

Appendix 3 lists a number of main trail routes which BMDTAC have proposed for linking key areas within Bacchus Marsh with the aim being to identify the key routes to link the various residential areas with the town centre, schools and recreational reserves. Further consultation has been conducted with the BMDTAC in regard to specific routes suggested and are covered in the action plans in section five.

### 2.3.1 Key Issues Identified by BMDTAC

The key issues identified by the BMDTAC group as main barriers to walking/cycling in the Bacchus Marsh and District Areas were:

- A lack of safe cycle link running north south through Bacchus Marsh.
- The pedestrian Refuge near the outdoor swimming pool in the middle of Grant Street needs to be made more permanent.
- Extension of the existing path along Griffith Street to connect with Halletts Way
- Connection between Comets Way to Halletts Way to Links Road
- Crossing Taverner Street from Boyde Close
- Connecting Maddingley Park to Bennet Street.
- Connecting Greenway from Bacchus Marsh Activity Centre
- Lack of safe and accessible crossing to provide a circuit path within Peppertree Park
- Pedestrian access to the Avenue of Honour.

## 2.4 GREAT DIVIDING TRAIL COMMITTEE

The Great Dividing Trail Committee has identified a trail through Moorabool with the recommended pathways also being identified through the BMDTAC proposed routes. This trail is regionally significant and effective signage needs to be maintained to facilitate use of the trail.

## **2.5 GENERAL COMMUNITY CONSULTATION**

Community groups and residents were invited to contact the project consultant directly regarding the development of the Hike and Bike Strategy. All Recreation Reserve Committees across the Shire were invited to contribute information and ideas to the development of the Hike and Bike Strategy. The following contributions and comments were received.

### **2.5.1 Myrniong Recreation Reserve Committee of Management**

- The community is interested in developing a track from the Recreation Reserve to the School.
- The establishment of a bike club for Moorabool would also be of interest.
- Bacchus Marsh could be promoted as a bike friendly town.

### **2.5.2 Elaine Recreation Reserve Committee of Management**

- A path is required from the Recreation Reserve to the CFA building along Midland Hwy.

### **2.5.3 Wallace Recreation Reserve Committee of Management**

- Actions from the Reserve Master Plan should be incorporated into the Hike and Bike Strategy.

### **2.5.4 Bacchus Marsh Tourism Association - Avenue of Honour Heritage Trail**

- There is strong interest in developing a Heritage Trail, which includes the Avenue of Honour and other areas of historic interest.
- This project involves developing a 3.5 kilometre accessible walking trail that links Bacchus Marsh township with the full length of the Avenue of Honour, through to Moon Reserve, then across the highway via a pedestrian overpass (would need to be constructed) with the trail then continuing to Hopetoun Cemetery and Ta Pinu.
- This project was submitted for funding under Council's Community Development Fund 2011/2012 and was supported for further scoping of the feasibility of the concept.
- The project would benefit local residents who have expressed interest in recreational and tourism trails as well as increasing tourism product to attract people to visit.

### **2.5.5 Ballan Resident 1 – Telephone Consultation**

- "There are no safe riding or running tracks in Ballan. As a triathlete, I have to run on the road to ensure a consistent and connected surface."
- "A number of existing tracks are in disrepair and are not safe e.g. the track near the Weribee River is not long enough and is in disrepair."
- "It would be beneficial if signs were erected on roads frequented by cyclists to encourage motorists to be aware of cyclists in the area. Suggested roads include, Ballarat to Gordon, Ballan to Gordon, Anakie Road to Daylesford Road."

The trails referenced above were damaged by flood at the time of this consultation and works undertaken to address since that time.

### **2.5.6 Ballan Resident 2 – via email**





- "When are we going to get some decent walking tracks? We have Caledonian Park, which is beautiful but completely impractical as it is not possible to do a complete circuit."
- "One can only walk so far and then you have to turn and come back the same way, as it is not possible to cross the river."
- "It seems crazy that we live in a beautiful area but we cannot take advantage of it. We have very limited resources to exercise and stay healthy - no gym, a pool that is only open in summer, no walking tracks."

### 3 KEY ISSUES AND OPPORTUNITIES

This section identifies the key issues raised from the range of research and consultation processes in the development of the draft Hike and Bike Strategy for Moorabool Shire Council.

#### 3.1 KEY ISSUES

The work to date has identified the following key issues:

1. There are many streets within the townships of Bacchus Marsh, Ballan and surrounds without footpaths partly due to non-linked housing developments, which in the past have not been required to provide footpaths.
2. Lack of continuity and connection with footpaths within townships.
3. The current lack of connection between new housing developments and the town centres of Bacchus Marsh and Ballan.
4. The lack of a safe north/south cycling route in Bacchus Marsh Township.
5. No safe crossing point under the Western Highway as the underpass is currently locked at night.
6. Maintenance of existing tracks.
7. Lack of signage for existing tracks.
8. Limited awareness by the community of existing tracks.
9. Limited/no lighting along some existing paths.
10. Limited shoulders on roads connecting townships making cycling hazardous.
11. Lack of signage on roads used by cyclists between townships e.g. Ballan to Gordon.
12. Limited financial capacity of Council to develop and maintain new paths and trails throughout the Shire.

##### 3.1.1 Options to Address North South Access through Bacchus Marsh

There are three options raised for consideration to improve the north south trail access through Bacchus Marsh

1. Widening of Gisborne Road to ensure development of a designated continuous bike lane along Gisborne Road which is likely to require widening of the road (Gisborne Road is the responsibility of Vic Roads). Although bike lanes are already provided, feedback from users suggest they're inadequate and not wide enough.
2. Development of pedestrian and cycle paths and pedestrian freeway crossing along Halletts Way. It should be noted this freeway crossing is a VicRoads responsibility.

3. Development of a pathway along the Irrigation Channel and easement between Werribee River and Lerderderg River. (Note: Southern Rural Water owns this land)

Through the consultation phase, residents identified the development of a pedestrian bridge adjacent to the existing bridge on Halletts Way would increase accessibility at this location. This pedestrian crossing as previously mentioned is a responsibility of VicRoads.

The continuation of Halletts Way connecting the north of Bacchus Marsh with the South has been identified in the Bacchus Marsh Structure Plan. It is anticipated to be between five and ten years before this is completed, with developer contributions and Council funding this project.

The future development of the Halletts Way overpass would also significantly reduce the current dependency on Gisborne Road as the key access point into Bacchus Marsh

The development of a pathway along the Irrigation Channel and easement land area between Werribee River and Lerderderg River was identified by BMDTAC and has been further explored through this project via discussions with Council Officers and Southern Rural Water. The following email response was received from Edward Smith, Manager Water Supply West following a discussion in relation to the possibility of developing a shared pathway along the irrigation supply channels:

*"The irrigation supply channels are currently fenced off for public safety reasons. Therefore we would not wish to see walking or cycling tracks alongside the channel. However we are looking into reconfiguring the irrigation district, which may mean we would pipe that section of the supply system. If this was to occur the channel easement could be used for such purposes. However, early indications are that this would cost in the region of \$10m to \$15m, which would be unviable to fund from our customer base, without some external funding.*

*In addition to the cost to develop the channel there is also concern regarding the safety of this route as sections of the channel have no casual surveillance as residential properties back fences face the channel".*

It is understood that the Board of Southern Rural Water has expressed interest in the proposal.

**Of the three options, Option 2, which is the development of Halletts Way, as the primary north south link across Bacchus Marsh appears to be the most viable and achievable with required works already identified within a local planning context.** In addition accessing developer contribution funds for this purpose will reduce the full financial cost from Council. Any action that will speed up the delivery of this critical link should be considered a priority.

Further investigation of the viability of other north south links including the irrigation channel is recommended as this is considered a high priority to be evaluated..

## 4 MOORABOOL HIKE AND BIKE STRATEGIC DIRECTIONS

This section outlines the recommended future vision, principles and objectives of the draft Moorabool Hike and Bike Strategy as well as proposed development guidelines, standards and notional program of works to be undertaken, across the municipality, to improve the opportunities for walking and cycling in Moorabool Shire Council.

### 4.1 MOORABOOL HIKE AND BIKE STRATEGY VISION

The vision for the Hike and Bike Network in Moorabool is:

*"To develop a safe and sustainable hike and bike network that provides for a wide range of users; provides safe local and regional connections between townships; and increases recreation and tourism opportunities within Moorabool Shire".*

### 4.2 STRATEGY PRINCIPLES

The following principles have been developed to direct the Moorabool Hike and Bike Strategy:

1. The provision of a Hike and Bike Network will provide increased walking and cycling opportunities that will support social interaction, enhance safety and reduce reliance on cars.
2. Tracks and trails provide active recreation opportunities to increase the health and wellbeing of the community.
3. Tracks and trails connect key community destinations such as schools, shopping centres, parks, reserves and other local places of interest to connect people to the town
4. A hike and bike network will be developed within key towns across Moorabool to foster effective access through the towns, connecting key access ways and community facility infrastructure. This will include the connection of key missing linkages to facilitate a more efficient network.

### 4.3 STRATEGY OBJECTIVES

- To effectively guide the future development of Council's hike and bike network for recreational and commuter walking and cycling.
- To increase the physical activity levels of Moorabool residents through the provision of tracks and trails to primary community destinations such as schools, shopping centres, parks and reserves, medical practices, and natural attractions.
- Provide track and trails that are safe and include passive surveillance wherever possible.
- Increase the connectivity of existing tracks and trails throughout the Shire to enhance the usability and effectiveness of the network.
- Prioritise network development opportunities to maximise the benefits of investment to the community and to support future funding opportunities and applications.



#### 4.4 MOORABOOL PLANNING SCHEME GUIDING DOCUMENTS

All approved Council precinct structure plans and Council policies must be considered in the development of the future hike and bike network. Relevant details have been summarised from these documents and can be found listed in Appendix 4 of this document.

Key Recommendation
All Precinct Structure Plans and Council Policies will be considered, in the development of the Hike and Bike Network.

#### 4.5 MANAGEMENT AND MAINTENANCE OF THE HIKE AND BIKE NETWORK

Council has spent considerable time updating data on existing paths within Council's GIS system to develop a robust database that includes the condition of each path and trail and provides Council with a clear picture on path upgrade and provision requirements.

Alongside the ongoing process of maintaining effective records is the need to ensure the budget allocation for maintenance and inspection of paths is also increased in line with new paths and trails being developed. This will ensure safety and provision standards are maintained over the expanded trails network.

Key Recommendations
<ul style="list-style-type: none"> <li>Ensure all existing and proposed paths (on road and off road) are documented and mapped using Council's GIS system.</li> <li>Ensure the process for altering the status of paths (e.g. proposed to complete) is undertaken including referral to the Asset Register.</li> <li>Ensure the budget allocation for maintenance of paths is also increased as new paths are developed.</li> </ul>

#### 4.6 PEDESTRIAN PATH NETWORK

Recommendations for development of the hike and bike network will consider linking primary destinations such as schools, larger shopping centres, major parks and reserves, major public transport routes and significant community hubs and facilities to increase connectivity and promote health and wellbeing lifestyle opportunities.

Whilst a complete pedestrian path network is desirable, given the financial constraints faced by Council, the criteria outlined below can be used to determine future recommendations within this strategy. Prioritisation of these recommendations will then occur in accordance with the Capital Works Evaluation Guidelines 2012.

**Table 4.1**  
**Pedestrian Path Recommendation Guiding Principles**

Criteria	Description
<b>Proximity to Primary Destination</b>	Paths/sections of paths in close proximity to a primary destination.
<b>Expected Use</b>	Paths likely to serve higher numbers of pedestrians
<b>Community Safety</b>	Pedestrian safety is critical. Issues impacting on safety

Criteria	Description
	include speed limit of adjacent traffic, and traffic volume.
<b>Community Demand</b>	Where there is demonstrated community demand for the route.
<b>Cost/benefit</b>	construction of missing links and shorter sections of path, as the completion of these will encourage walking.
<b>Complexity of Works</b>	The type of terrain will impact the constructions and ongoing lifecycle costs, consideration to those paths that address significant public safety concerns.

Key Recommendation
<ul style="list-style-type: none"> <li>That the guiding principles outlined in Table 4.1 above are used to <b>assist</b> with determining future pedestrian path recommendations identified in this strategy across the Shire. All recommendations will be then evaluated as per Councils Capital Works Evaluation Guidelines 2012.</li> </ul>

## 4.7 FUTURE TRAIL/INFRASTRUCTURE STANDARDS AND AMENITIES

According to Austroads: "The purpose of a bicycle network is to enable cyclists of a wide range of abilities and experience to move safely and conveniently to chosen destinations via suitable desire lines. The basis of a bicycle network is the road network, augmented by special on-road facilities together with dedicated infrastructure such as off-road paths, and footpaths where permitted, and may include public transport"<sup>1</sup>.

VicRoads have developed a series of documents called "CycleNotes" which specify the design standards for bicycle facilities. These standards should be read in conjunction with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles and Australian Standard 1742.9 Manual of Uniform Traffic Control Devices Part 9 – Bicycle Facilities). These standards should be used in the development of all future cycling infrastructure in Moorabool.

The Bicycle Network Victoria website provides a wealth of cycling related information and planning documentation including "Cycle Notes" in relation to a range of planning and infrastructure topics.

The Municipal Bike Network produced by VicRoads in 2005 for Bacchus Marsh shows existing on road and off road routes through Bacchus Marsh.

### Identified off road priorities yet to be constructed include:

- Station Street from the end of the railway Station to Fiskin Street
- Fiskin Street from Station Street to Taverner Street

### Identified on road priorities yet to be constructed include:

- Main Street from Grant Street to the Avenue of Honour
- Gisborne Road from Grey Street to Albert Street

The following advice has been taken from the Bicycle Network Victoria Website.

*"Paths for cyclists can be shared with people walking (shared paths) or bicycle only paths. Paths need to be built wide enough to cater for the current and future number of users. The accepted minimum width for shared paths is 2.5m, with paths expecting commuter traffic at*

<sup>1</sup> Austroads 2011

least 3.0m wide. Paths with heavy commuter and recreational traffic should be at least 3.5m wide or provide separate paths for cycling and walking.”<sup>2</sup>

#### 4.7.1 Footpath Standards

Many of the existing footpaths in Moorabool are considered narrow and at times compromise access standards. It is planned that all future footpaths will be constructed to a specified standard outlined in Council's adopted Infrastructure Design Manual. This includes a minimum width identified for shared paths. The IDM is available to guide footpath infrastructure provided by land and subdivision developers in growth areas of Moorabool.

#### 4.7.2 Supporting Infrastructure/Amenities

It is recognised that a lack of support infrastructure will impact on the level and type of use a path even if it is well located and should therefore attract high use. If a path goes through an area with no lighting or inadequate lighting such as Maddingley Park for example—potential use will be reduced.

Given the important link between the Bacchus Marsh Railway Station and the Green Link, adequate lighting of Maddingley Park may significantly increase the number of residents prepared to walk along this route at night. If paths lack seating for older residents or if there is a lack of shade for example, the expected level of use may diminish.

Cyclists require adequate bicycle parking at end destinations as well as access to water and toilet facilities for example. The provision of support infrastructure can have a major impact on the level of use of paths and trails.

Key Recommendations	
•	That the Austroads and the VicRoads CycleNotes standards are adhered to in the provision of bicycle infrastructure.
•	That Council ensures that the Infrastructure Design Manual is utilised to drive provision standards for paths and associated infrastructure.

### 4.8 SIGNAGE

Lack of adequate signage was identified as a barrier to participation in walking and cycling by 31 per cent of survey respondents and 60 per cent identified improved signage as a way Council could encourage increased participation in cycling and walking.

Signage will help to guide people using existing paths and bike lanes and also help guide people where marked cycle routes are not provided. Directional signage should allow people to find their way without reference to a map.

Regular cyclists principally use the commuter network, whilst occasional visitors as well as regular walkers and cyclists use the recreation network.

A signage strategy along the various recreation paths needs to be developed by Council and will encompass the following aspects:

- Signs be provided at intersections with other trails and identify intersecting trails;

<sup>2</sup> Bicycle Network Victoria

- Signs indicate direction and distance to major destination/facility nearby (e.g. retail centre, sports ground, recreation reserve) as well as a major destination and distance signage to public toilets and drinking water
- An emergency marker system, and
- A consistent Style of signage.<sup>3</sup>

The current AustRoads guide (2009) do not cover signage and navigation of cycle networks in detail. Vic Roads provides advice on directional signage in CycleNotes No. 11 while shared path behavioural signage is covered in CycleNotes No. 10. The CycleNotes give guidance on the types of signage to use when paths intersect with other paths, access paths and with roads.

#### 4.8.1 Emergency Services Telecommunications Authority (ESTA)

The commitment to the provision of ESTA signage along Moorabool Shires Hike and Bike network would increase safety. The Emergency Services Telecommunications Authority (ESTA) is rolling out a program of emergency signage in public open spaces, such as parks, and walking and riding trails. The Program will help ESTA respond more quickly to emergency incidents that don't occur near an easily identifiable street address.

Emergency Markers have been installed at many of Victoria's public open spaces such as parks, walking and cycling tracks, and rail trails, where defining the exact location is difficult and could be used in the trails along the Werribee and Lerderderg Rivers. Emergency markers are used to clearly identify the location of the emergency when a caller calls Triple Zero. The alphanumeric identifier is linked to ESTA's computer aided dispatch system and specifies relevant location, GPS coordinates, road access route or navigational data for the expedient dispatch of emergency services.

Key Recommendations	
•	That Council develop a signage strategy for the Moorabool Hike and Bike network.
•	That Council adhere to the relevant sections of the Vic Roads CycleNotes numbers 10 and 11 when developing signage for the hike and bike network.
•	That ESTA signage is installed in all future trail development and along the Werribee and Lerderderg River trails where defining the exact location can be difficult.

#### 4.9 RECREATIONAL PATHS/TRACKS/ROADS

The draft strategy focuses primarily on three types of paths which will differ according to their primary function. The table below outlines the different types of paths and the design characteristics/standards of each one.

**Table 4.2**  
**Proposed Path Types**

Type of Path	Description	Design Characteristics
<b>Pedestrian Path</b>	Pedestrian paths are for the exclusive use of pedestrians. Cyclists under 12 years of age are permitted to ride on footpaths. Pedestrian paths are generally found in residential area. There is a	<ul style="list-style-type: none"> <li>• Off road – 1.5m-2.0m</li> <li>• May be sealed or unsealed</li> </ul>

<sup>3</sup> Bicycle Network Strategy 2011



Type of Path	Description	Design Characteristics
	physical separation of pedestrians from vehicles and bicycles.	
<b>Bicycle Path</b>	Bicycle paths are for the exclusive use of cyclists. Bicycle paths can be provided on road e.g. bike lane along Gisborne Road or off-road. The design standards of bicycle paths (e.g. width and amenities) will depend on the level of use and the degree of separation needed between cars and bicycles. These paths will generally cater for both commuter (at speed) and recreation cyclists.	
<b>Shared Path</b>	Shared paths are designed for both walkers and cyclists but may also be used for other activities such as skateboarding or scootering. A shared path may be along a roadside or through parkland.	<ul style="list-style-type: none"> <li>• Walkers and cyclists share the path and cyclists must give way to pedestrians.</li> <li>• Paths can be line marked or not.</li> <li>• High degree of separation of from vehicles – care must be taken at intersections and designed to minimise vehicles crossovers (driveways)</li> <li>• Paths would be signed as shared paths.</li> <li>• Minimum width 2.5m</li> </ul>

Council has endorsed an Urban Pathways Hierarchy Definitions for use in future path development. *This hierarchy is included in Appendix Six of this report.*

Through the resident surveys, the community expressed a greater interest in the development of paths/tracks for recreational purposes as a higher priority (56%) than those used for commuter purposes.

Effective links and access points from the pedestrian network within Bacchus Marsh and Ballan to the river tracks are also highly desirable.

A strong interest was also expressed in circuit paths and connectivity as well as interest in the development of the Avenue of Honour Heritage Trail for local residents and tourists.

Consultation also indicated strong interest in improving safety for cycling on secondary roads between townships such as between Gordon and Ballan. The beauty of the area attracts people and cycling based tourism is likely to increase if safety on the roads was increased. Consideration should be given to providing shoulders on selected roads increase cycling safety as well as signage alerting motorists to the likely presence of cyclists in the area.

Key Recommendations
<ul style="list-style-type: none"> <li>• That a feasibility study is undertaken to determine the viability and cost of developing the Avenue of Honour Heritage Trail.</li> <li>• That Council support the further development of tracks and trails along the Werribee River and Lerderderg River by Parks Victoria.</li> <li>• That consideration is given to providing shoulders on selected roads between Gordon and Ballan and Ballan Daylesford to encourage and increase cycling safety.</li> <li>• That where cyclists regularly use secondary roads, consideration of signage-alerting motorists to the likely presence of cyclists in the area are installed.</li> </ul>

#### 4.10 ROAD CROSSINGS

Proposed pathways will see road crossings required at strategic locations throughout the network. A technical assessment of each road crossing will be undertaken throughout the design phase as works are funded to determine whether a suitable treatment is warranted.

#### 4.11 PROMOTION OF THE HIKE AND BIKE NETWORK

The resident survey indicated that there is a need to promote the opportunities that are currently available.

Whilst the name of the available walks and their distance is available on Council's website, there is no map to support this information. An online map is a cost efficient way of providing this information and allows the map to be regularly updated as new works are added without incurring the cost of printing. Information to be provided includes trail specific information, activity centres, townships, safe crossing points, and rest stops with public toilets, as well as the designated route.

Regular updates of the map on Council's web site as required will enable residents and regional cyclists to identify routes and trails within the municipality. Awareness about Council's website being the most current point of information for walking/cycling opportunities should be promoted via other Council publications as well as a link being established from Bacchus Marsh Tourism Association site for example.

In addition to the map being available via the website, a hard copy should also be developed. The Moorabool Positive Ageing Strategy recommends the development and publication of a Recreational Open Space and Walking Routes Guide that considers the needs of seniors.

A brochure outlining the hike and bike network will be a useful tool for both locals as well as visitors to the area. As a minimum, the map should be available from Council Offices as well as through the Bacchus Marsh and District Tourist Information Centre. Promotion of the trails within the overall tourist promotion of the Shire featuring walking and cycling as a key attractor for tourists within Moorabool should be undertaken.

The promotion of health and wellbeing through the promotion of walking routes using brochures/maps, signage and school and community promotion and events should also be undertaken.

<b>Key Recommendations:</b>
<ul style="list-style-type: none"> <li>• Ensure a hike and bike network map is available on Council's website and ensure it is updated annually.</li> </ul>
<ul style="list-style-type: none"> <li>• Produce and regularly update the hike and bike marketing strategy detailing the available routes within the Moorabool Shire.</li> </ul>
<ul style="list-style-type: none"> <li>• Publicise the hike and bike network through the Bacchus Marsh and District Tourist Information Centre.</li> </ul>
<ul style="list-style-type: none"> <li>• Promote health and wellbeing through the promotion of walking routes using brochures/maps, signage and school and community promotion and events.</li> </ul>

## 4.12 ENCOURAGING WALKING AND CYCLING

In order to encourage more people to walk or cycle Council can further promote the benefits of the recently established community walking groups. It is recommended that Council also continue the establishment of walking and riding school buses.

Addressing critical gaps in the existing network and improving connectivity to trails along the rivers for example will be of most benefit in increasing walking and cycling in Moorabool.

Key Recommendations
<ul style="list-style-type: none"> <li>• Work in partnership with other organisations such as the neighbourhood houses, community health centres to further establish community-walking groups.</li> </ul>
<ul style="list-style-type: none"> <li>• Encourage local schools to establish walking (and potentially riding) school buses.</li> </ul>

## 4.13 FUNDING OPPORTUNITIES

The planned growth in Moorabool Shire provides a unique opportunity to have paths developed through new subdivisions primarily on the fringes of Bacchus Marsh and Ballan townships.

Pathway implementation should be a requirement of the planning approvals process for new residential development and to ensure paths are built in locations recommended in precinct structure plans and are constructed in accordance with Councils pathway standards.

For paths constructed outside of growth areas, Council will be the primary funder through the capital works budget.

Funding and grant opportunities for paths and trails include:

- Community Facilities Funding, Sport and Recreation Victoria
- Community Support Grants, Department of Planning and Community Development
- Other Association / Industry based grant opportunities as they become available
- Developer contributions
- The Australian Tourism Development Program will fund tourism projects. The program will fund projects such as the development of tourism niche markets and the development of tourist attractions and facilities, which build on and complement existing industries.

## 4.14 REVIEW OF HIKE AND BIKE STRATEGY

A set review process is valuable to ensure the Hike and Bike Strategy remains relevant and up to date. It is important that the principles and actions within the strategy reflect the changing needs and priorities of Council and the community.

The Hike and Bike Strategy should be reviewed every 2 years to assess status and relevance of the implementation of the recommendations.

## 5. RECOMMENDED ACTION PLAN AND FUTURE WORKS

This section outlines the key actions proposed for the next 10 years in order to implement the recommendations and key strategies identified throughout this document. Table 5.1 documents the planning and management actions whilst the second table (Table 5.2) documents the works to be undertaken to improve the Hike and Bike Network across Moorabool Shire. Each action in Table 5.1 has been prioritised into a recommended timeframe as follows:

- High – 1-3 years
- Medium 4-6 years
- Low – 7-10 years

It is recognised that there are some actions that are a highly desirable but are likely to take between 7 to 10 years before they are realised due to the projected rate of development in Moorabool and when access to developer contribution funds are likely to be available to support the costs of these projects.

It is noted that all projects nominated will also be considered through Council's annual budget process and are subject to both internal and external funding opportunities.

The strategy outlines a program of capital works and projects (Table 1.2) to support the growth and utilisation of the Moorabool Hike and Bike Network. Recommendations have been listed and categorised (in section five of the report) as Primary (Shared path network, strategic linkages), Secondary (link destination points off the primary linkages including public transport routes) and Local (creating linkages toward primary network).

All recommendations require prioritisation consistent with Council's Capital Works Evaluation Guidelines to determine the action plan for implementation. Timeframe for delivery will also be driven by funding committed toward these categorised recommendations as part of Council's budget process.

As the timing of each of the individual works and the length of pathway and the nature of the construction has not been determined, itemised costings have not been able to be prepared for the strategy.

However, indicative estimated costs have been made in regard to the cost per square metre for the two primary types of pathway recommended in the strategy (based on current commercial rates as at May 2013).

- \$125 per m<sup>2</sup> - concrete footpaths – 1.5 metres wide
- \$75 per m<sup>2</sup> - concrete paths – 2.5 metres wide (shared paths)
- \$30 - \$35 per m<sup>2</sup> - unsealed paths – 1.5 metres wide (i.e. granitic sand or alternative including plinth edge)
- \$30-\$35 per m<sup>2</sup> - unsealed paths – 2.5 metres wide (i.e. granitic sand or alternative including plinth edge)

The rates above are indicative only and each individual project will require further investigation as part of determining the funding required.



## 5.1 PLANNING AND MANAGEMENT ACTION PLAN

The table below contains the recommendations for the Moorabool Shire Hike and Bike Strategy.

**Table 5.1**  
**Hike and Bike Strategy Recommendations**

ITEM NUMBER	RECOMMENDATIONS	Priority for Action
<b>PLANNING, MANAGEMENT &amp; MAINTENANCE</b>		
1	That the following Precinct Structure Plans and Council Policies are considered in the development of the Hike and Bike Network. <ul style="list-style-type: none"> <li>Bacchus Marsh Activity Centre Structure Plan 2011</li> <li>Ballan Structure Plan 2014</li> <li>Gordon Structure Plan 2011</li> <li>Council Urban Growth Policy Statement</li> <li>Council Rural Growth Policy Statement</li> <li>Moorabool 2041</li> </ul>	High and Ongoing
2	Ensure implementation of the process to ensure all existing and proposed paths (on road and off road) are documented and mapped using Council's GIS system.	High
3	Ensure the process for altering the status of paths (e.g. proposed to complete) is undertaken including referral to the Asset Register.	High
4	Ensure the budget allocation for maintenance of paths is also increased as new paths are developed.	Ongoing
5	That the recommendation guiding principles outlined in table 4.1 are used to assist with determining future recommendations identified in this strategy across the Shire.	High
<b>INFRASTRUCTURE STANDARDS</b>		
6	That the Austroads Standards and Guidelines are adhered to in the provision of bicycle infrastructure and Vic roads CycleNotes numbers 10 and 11 when developing signage for the hike and bike network.	Ongoing
7	That Council develop a signage policy which considers materials; locational considerations; safety / risk; approvals) and signage strategy including directional and trail signs.	High
<b>TRACK &amp; TRAIL DEVELOPMENT</b>		
10	That where possible Council recommend development of paths that connect to existing track and trails to increase their usability.	Ongoing
11	That a feasibility study is undertaken to determine the viability and cost of developing the Avenue of Honour Heritage Trail.	High
12	That shared path fitness circuit is developed in Maddingley Park.	High
13	That Council have further discussion regarding the further development of tracks and trails along the Weribee River and Lerderderg River with Parks Victoria.	High
<b>PROMOTION OF HIKE AND BIKE NETWORK</b>		
15	Develop a hike and bike network map and make it available on Council's website and is updated annually.	High and Ongoing
16	Produce and regularly update the hike and bike marketing Strategy detailing the available routes within the Moorabool Shire.	High and Ongoing
17	Publicise the hike and bike network through the Bacchus Marsh and District Tourist Information Centre.	High and Ongoing
18	Promote health and wellbeing through the promotion of walking routes using brochures/maps, signage and school and community promotion	High and Ongoing

ITEM NUMBER	RECOMMENDATIONS	Priority for Action
	and events.	
19	Work in partnership with other organisations such as the neighbourhood houses, community health centres and other organisations to establish community-walking groups and sustain existing groups.	High and Ongoing
20	Encourage local schools to establishment walking and riding to school buses.	Medium

## 5.2 RECOMMENDED WORKS PROGRAM FOR THE HIKE AND BIKE STRATEGY

The table below outlines the proposed works program, by each key township for the Hike and Bike Strategy. Please note a surface type has not been recommended for each path as Council will need to make this decision as each item is considered in the future capital works budget.

**Table 5.2**  
**Recommended Future Hike and Bike Works Program**

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
<b>Bacchus Marsh &amp; Darley</b>						
Albert Street	Cairns Drive to Robertsons Rd	Upgrade to shared path	Area undergoing development	Shared Path	Primary	174,125.00
Lerderderg Track	Western Freeway to Avenue of Honour, extension of existing track	Proposed new shared path	Challenging topography	Shared Path	Secondary	540,500.00
Albert Street	Fitzroy St to Gisborne Rd	New Footpath construction	N/A	Footpath	Secondary	40,875.00
Bacchus Marsh Road	Holts Lane to existing footpath north west of Ascot Avenue	New Footpath construction		Footpath	Secondary	43,350.00
Cairns Drive	Robertsons Rd to Albert St	New Footpath construction	N/A	Footpath	Secondary	69,900.00
Franklin Street	Connecting current path to Griffith St	New Footpath construction	N/A	Footpath	Secondary	8,625.00
Holts Lane	Gisborne Rd to Lerderderg walking track	New Footpath construction	N/A	Footpath	Secondary	55,950.00
Holts Lane	Halletts Way to Davies St	New Footpath construction	N/A	Footpath	Secondary	53,175.00
Holts Lane	Bacchus Marsh Rd to 40 m east of Ross St	New Footpath construction	Sharp bend and steep terrane	Footpath	Secondary	45,450.00
Jonathan Drive	Edward Court to Taylor Drive	New Footpath construction		Footpath	local	35,325.00
Jonathan Drive	Davies Drive, along Taylor Drive to Gisborne Rd	New Footpath construction	N/A	Footpath	Local	31,725.00
Labilliere Street	Barry St to McCrae St	New Footpath construction	N/A	Footpath	Secondary	50,775.00

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
Labilliere Street	Connecting between Leisure Centre entrances	New Footpath construction	Existing path	Footpath	Secondary	4,950.00
Main Street	Ascot Ave to roundabout at intersection with Halletts Way	New Footpath construction	Steep grade. Existing gravel path in this location	Footpath	Secondary	34,500.00
Margaret Drive	Grant St to Clarinda St	New Footpath construction	Link to water channel shared path	Footpath	Local	31,500.00
Mimulus Road	Griffith St to Werribee Vale Rd	New Footpath construction	Developer contribution	Footpath	Secondary	63,450.00
Morrison Drive	Wittick St to Grey St	New Footpath construction	N/A	Footpath	Secondary	46,275.00
River Bend Road	Lerderderg track to start of existing footpath	New Footpath construction	N/A	Footpath	Secondary	16,125.00
Robertsons Road	Links Rd to Lerderderg walking track	New Footpath construction	N/A	Footpath	Secondary	60,300.00
Simpson Street	Bond St to Lord St	New Footpath construction	N/A	Footpath	local	12,000.00
Station Street	Bond St to Fiskin St	New Footpath construction	N/A	Footpath	Secondary	54,525.00
Taverner Street	Grant St to Bond St	New Footpath construction	N/A	Footpath	Secondary	29,100.00
Underbank Boulevard	Construction to begin and conclude at main St	New Footpath construction	Steep grade	Footpath	Secondary	151,725.00
Wittick Street	Albert St to existing path outside Scout Hall	New Footpath construction	N/A	Footpath	Secondary	67,950.00
Gisborne Road	Wellington St to Albert St	New footpath construction	N/A	Shared Path	Primary	10,750.00
River View Road	Riverview Dr roundabout along Ruxton Way to join existing trail intersecting View Gully Rd	New footpath construction		Unsealed footpath	Primary	72,975.00
Avenue of Honour	Moon Reserve to cemetery	Proposed new shared path		Shared path	Primary	73,625.00



Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
Links Road	Robertson Road to Fairway Crescent	Proposed new shared path	N/A	Shared Path	Secondary	94,250.00
Main Street	Pearce St to Hopetoun Cemetery	Proposed new shared path	Feasibility study required. Pedestrian overpass required over the Western Freeway.	Shared Path	Primary	383,250.00
Main Street	Halletts Way to Donald Street	Proposed new shared path		Shared Path	Primary	106,500.00
Masons Lane	Gisborne Rd to Masons Lane Rec Reserve Entrance	Proposed new shared path	Look at extension to the Lerderderg River track in future	Shared Path	Primary	142,625.00
Water channel shared pathway	Lerderderg Walking trail near Jannette Crt to Werribee River Track	Proposed new shared path	High cost and security concerns	Shared Path	Primary	574,375.00
Pepper Tree Park Path	Pepper Tree Park East of Grant St, along the river	Upgrade existing gravel path to shared path		Shared Path	Primary	61,625.00
Main Street	Grant S to Madden Drive	Upgrade to shared path	N/A	Footpath	Primary	107,500.00
Caledonian Park	Along Werribee River	Upgrade to shared path	Consultation required with Melbourne Water	Shared Path	Secondary	100,750.00
Fisken Street	Main Street to Pepper Tree Park	Upgrade to shared path		Shared Path	Primary	62,625.00
Fitzroy Street	Grey St to Albert St	Upgrade to shared path	N/A	Shared Path	Secondary	58,250.00
Gisborne Road	Leila Court to Grey Street	Upgrade to shared path	N/A	Shared Path	Primary	94,500.00
Gisborne Road	Masons Lane to Leila Court	Upgrade to shared path		Shared Path	Primary	34,000.00
Main Street	Young Street to Pearce Street	Upgrade to shared path	Feasibility study required	Shared Path	Primary	90,250.00
Pepper Tree Park	Pepper tree park walking trail along the river	Upgrade to shared path	High construction costs.	Shared Path	Secondary	169,000.00

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
South Maddingley Road	Roundabout on Griffith St to School	Upgrade to shared path	New footpath in this location	Shared Path	Primary	68,750.00
Station Street	Grant St to Station entrance	Upgrade to shared path	Links to Station	Shared Path	Primary	28,625.00
Young Street	Masons Lane to Main Street	Upgrade to shared path	existing path	Shared Path	Primary	118,375.00
Davies Street	Holts Lane to Grey Street	New Footpath construction	N/A	Footpath	Secondary	31,050.00
Greenway through land	Bond Street to Main Street	Proposed new shared path	Depending of developer purchase of land	Shared Path	Primary	125,750.00
Griffith Street	Cassinia St to Halletts Way extension	Proposed new shared path	land currently under development-developer contribution	Shared Path	Primary	50,000.00
Griffith Street	Powlett Street to Grant Street	Proposed new shared path	busy section; school zone and bus stop area	Shared Path	Secondary	63,875.00
Griffith Street	Stone Hill Drive to Powlett Street	Proposed new shared path	Developer has already constructed footpath along part of this section	Shared Path	Secondary	108,500.00
Halletts Way	Main St to Griffith St	Proposed new shared path	Developers Contribution	Shared Path	Primary	293,125.00
Grant Street	Roundabout at intersection with Gisborne Rd to Grammar school entrance	Upgrade to shared path		Shared Path	Primary	104,375.00
Grant Street Service Road	Meikle St to South Maddingley Rd	Upgrade to shared path	Heavy traffic and school zone area	Shared Path	Primary	61,000.00
Grey Street	Davies Street to Gisborne Road	Upgrade to shared path	N/A	Shared Path	Secondary	88,875.00
Halletts Way	Main St to Links Rd	Upgrade to shared path	Developer contribution/ Freeway Crossing	Shared Path	Primary	383,125.00
Grey Street	Davies St to Gisborne Rd	Upgrade to shared path		Shared Path	Secondary	105,625.00
<b>Ballan</b>						

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
Barry Street	Griffith Street to Labilliere Street	New Footpath construction	N/A	Footpath	Secondary	17,175.00
Caledonian Park	Along the Werribee River- extension of existing trail	Proposed new shared path	Consultation required with Melbourne Water	Shared Path	Secondary	180,875.00
Duncan Street	Edols St to Atkinson St	New Footpath construction	N/A	Footpath	Secondary	9,750.00
Edols Street	Windle St to Jopling St	New Footpath construction	N/A	Footpath	Secondary	16,950.00
Jopling Street	Edols St to Atkinson St	New Footpath construction	N/A	Footpath	Secondary	9,675.00
Stead Street	Inglis St to Steiglitz St	New Footpath construction	N/A	Footpath	Secondary	8,250.00
Stead Street	Edols St to Atkinson St	New Footpath construction	N/A	Footpath	Secondary	7,800.00
Steiglitz Street	Duncan Street to Windle Street	New Footpath construction	N/A	Footpath	Secondary	12,150.00
Ballan Cemetery	Ballan Cemetery to Werribee River/ Caledonian Park	Proposed new shared path	Investigate further river crossing	Shared Path	Secondary	43,375.00
Ballan Swimming Pool	Roch Court to Ballan Swimming Pool	Proposed new shared path	N/A	Shared Path	Local	44,750.00
Berry Street	Blackwood Street to Spencer Road	Proposed new shared path	N/A	Shared Path	Primary	117,750.00
Bradshaw Street	Inglis street to Simpson Street	Proposed new shared path	Medium	Shared Path	Local	25,750.00
Cowie Street	Edols Street to Atkinson Street	Proposed new shared path	Entrance to the Ballan Recreation Reserve.	Shared Path	Primary	17,750.00
Hogan Road	Inglis Street to Densley Street	Proposed new shared path	Possible river crossing. Possibly funded through developer contributions or included within development	Shared Path	Primary	54,125.00
Hogan Road	From Densley St to Freeway	Proposed new shared path	Developer's contribution	Shared Path	Primary	101,000.00

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
Hogan Road	West extension from No 64 to River	Proposed new shared path	N/A	Shared Path	Secondary	83,250.00
Old Geelong Road	Inglis St to Gillespies Lane	Proposed new shared path	Possibly funded through developer contributions or included within development of residential area.	Shared Path	Primary	96,125.00
Old Melbourne Road	Inglis Road to Werribee River	Proposed new shared path	N/A	Shared Path	Primary	90,125.00
Spencer Street	Berry St to Simpson Street	Proposed new shared path	N/A	Shared Path	Primary	62,625.00
West of Hogan Road	Hogan Road extension West along Werribee River	Proposed new shared path	Possibly funded through developer contributions or included within development of residential area.	Shared Path	Secondary	269,000.00
Atkinson Street	Cowie Street to Lay Street	Upgrade to shared path	N/A	Shared Path	Primary	171,000.00
Blackwood Street/Greendale Road	Round about to Berry Street	Upgrade to shared path	N/A (Current existing path is new and in good condition)	Shared Path	Primary	63,375.00
Cowie Street	Inglis St to Edols Street	Upgrade to shared path	N/A	Shared Path	Primary	32,125.00
Gillespies Lane	Old Geelong Rd to Windle Street	Upgrade to shared path	Proposed shared path	Shared Path	Primary	177,000.00
Inglis Street	Geelong Ballan Rd to Sunline Court	Upgrade to shared path	N/A	Shared Path	Primary	178,125.00
Lay Street	Atkinson St to Old Melbourne Rd	Upgrade to shared path	N/A	Shared Path	Primary	40,875.00
Lay Street	Old Melbourne to Gosling Street Cemetery	Upgrade to shared path	N/A	Shared Path	Secondary	22,125.00
Simpson Street	Spencer Rd to Blackwood St and Caledonian Park entrance	Upgrade to shared path	N/A (Priority and cost estimate are not given for this segment)	Shared Path	Primary	79,125.00



Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
Windle Street	Windle St pathway from Gillespies Lane to Simpson Street	Upgrade to shared path	Possibly funded through developer contributions or included within development of residential area.	Shared Path	Primary	137,125.00
<b>Blackwood</b>						
Martin Street	Simmons Reef Rd to Golden Point Rd	New footpath construction	N/A	Unsealed footpath	Secondary	7,840.00
Blackwood Crown Recreation	Reserve, along Simmons Reef Rd to Greendale Trentham Forrest Rd	New footpath construction	N/A	Unsealed footpath	Secondary	13,580.00
Blackwood Street road reserve	Recreation Reserve to Muddy Lane	Proposed new shared path	Area prone to flooding in heavy rainfall	Shared Path	Primary	14,750.00
<b>Bungaree</b>						
Bungaree Wallace Road	Railway Line to outside No 342	New Footpath construction	Path to Primary school	Footpath	Primary	11,400.00
Bungaree Wallace Road	Bungaree-Wallace Road to No 322	Upgrade to shared path	Part of this is already existing	Shared Path	Primary	178,875.00
<b>Dunnstown</b>						
Dunnstown Road	Roundabout to end of residential area (approx. 250m)	New footpath construction	N/A	Unsealed footpath	Secondary	8,960.00
Ti Tree Road	Old Melbourne Rd intersection (approx..250 m)	New footpath construction	N/A	Unsealed footpath	Secondary	11,480.00
Old Melbourne Road	Dunnstown Rd to Oval	Upgrade to shared path	Crossing a railway line	Shared path	Primary	64,875.00
<b>Elaine Egerton Road</b>						
Austins Road	Pearsons Rd to Elaine Egerton Rd	New Footpath construction		Footpath	Local	12,825.00

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
Elaine Egerton Road	Main St to Austins Rd	New Footpath construction	N/A	Footpath	Secondary	19,275.00
Pearsons Road	Midland Highway to Austins Road	New Footpath construction		Footpath	Secondary	19,350.00
Midland Highway	Recreation Reserve to CFA building along Midland Hwy	New footpath construction	N/A	Unsealed footpath	Primary	33,320.00
<b>Gordon</b>						
Cartons Road	Paddock Creek extension to Main Street	New Footpath construction	N/A	Footpath	Secondary	8,625.00
Gladstone Street	Main Street to Hopwood Place	New Footpath construction	NA	Footpath	Secondary	32,925.00
Main Street	From Lyndhurst Street to Cartons Rd	New Footpath construction	N/A	Footpath	Primary	35,175.00
Paddock Creek Reserve	Gladstone St to Cartons Rd	New Footpath construction	Crown Land	Footpath	Secondary	35,475.00
Stanley Street	Dicker Street to Hopwood Place	New Footpath construction	NA	Footpath	Secondary	24,075.00
Thomas Drive	Ruxton Way to Hopetoun Park	New Footpath construction		Footpath	Secondary	55,425.00
Stanley Street	Main St to Dicker St connecting to footpath outside primary school	New footpath construction	NA	Shared Path	Secondary	39,250.00
Old Melbourne Road	Cartons Road to 200 m east of Willunga Avenue	New Footpath construction		Footpath	Primary	60,750.00
<b>Greendale</b>						
Brady Lane	Recreation Reserve to roundabout	New footpath construction	N/A	Unsealed footpath	Local	1,680.00
Ballan Greendale Road	Roundabout to end of residential area	New Footpath construction	Footbridge may be required over the river. Road is too narrow to accommodate footpath	Footpath	Secondary	47,925.00

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
<b>Hopetoun Park</b>						
Hopetoun Park Road	Thomas Drive to Ruxton Way	New Footpath construction		Footpath	Secondary	77,550.00
Hammond Circuit	Selby Court to Riverview Road	New footpath construction	NA	Unsealed footpath	Secondary	8,505.00
Selby Court	Webb Crt trail entrance along Selby Crt to Hammond Circuit	New footpath construction	NA	Unsealed footpath	Secondary	12,880.00
Circling Hopetoun Park area	Walking trail circling Hopetoun Park	Upgrade existing trail to gravel footpath	Consultation required with Western Water and very steep topography	Unsealed footpath	Local	132,685.00
<b>Lal Lal</b>						
Clarendon Lal Lal Road	Along Clarendon-Lal Lal Rd from Rosella Rd to Eaglehawk Rd	New footpath construction	N/A	Unsealed footpath	Primary	27,685.00
Eaglesons Road	Clarendon La La to Vaugh Street	New footpath construction	NA	Unsealed footpath	Local	7,280.00
Eaglesons Road/ Vaughan Street	Clarendon Lal Lal to Eaglesons Rd	New footpath construction	NA	Unsealed footpath	Secondary	13,860.00
Lal Lal Falls Road	Intersection at Yendon – Lal Lal Rd to Ironmine Rd	New footpath construction	N/A	Unsealed footpath	Secondary	106,400.00
<b>Long Forest</b>						
Long Forest Road	Existing track from freeway to Sundew	Maintain current existing path	NA	Unsealed footpath	Local	197,715.00
<b>Mount Egerton</b>						
Main Street	Whipstick Road to Water Tank Road	New footpath construction		Unsealed Footpath	Primary	29,785.00
Reserve Road	Primary school on Reserve Rd to the Recreation Reserve.	New footpath construction	N/A	Unsealed footpath	Primary	24,430.00

Road Name	Location	Description of Works	Considerations	Type of Path	Priority Category	Cost Estimate
<b>Myrniong</b>						
Old Western Highway	Old Melbourne Rd to existing path approx. 100m north	New Footpath construction	N/A	Footpath	Secondary	9,300.00
Shuter Street, Hardy Street	Winding through Myrniong, beginning at the Recreation Reserve before winding through the Jim Barry Rese	Proposed new shared path	N/A	Shared Path	Primary	178,125.00
Muddy Lane	Western Freeway to Blackwood Street	Upgrade to shared path	Existing footpath was constructed in 2009	Shared Path	Primary	30,125.00
Old Western Freeway	Short Street to Muddy Lane	Upgrade to shared path	N/A	Shared Path	Primary	17,250.00
<b>Wallace</b>						
Butter Factory Road	Intersection to end of built up area. approx. 100m	New footpath construction	N/A	Unsealed Footpath	Secondary	3,290.00
Bungaree Wallace Road	Erin Crt to Ormond Rd intersection along Bungaree-Wallace Rd	New footpath construction	N/A	Unsealed footpath	Secondary	13,580.00
Ormond Street	Bungaree Wallace Road to Oval	New footpath construction		Unsealed Footpath	Primary	5,250.00





### 5.3 FUTURE DEVELOPMENT WORKS MAPS

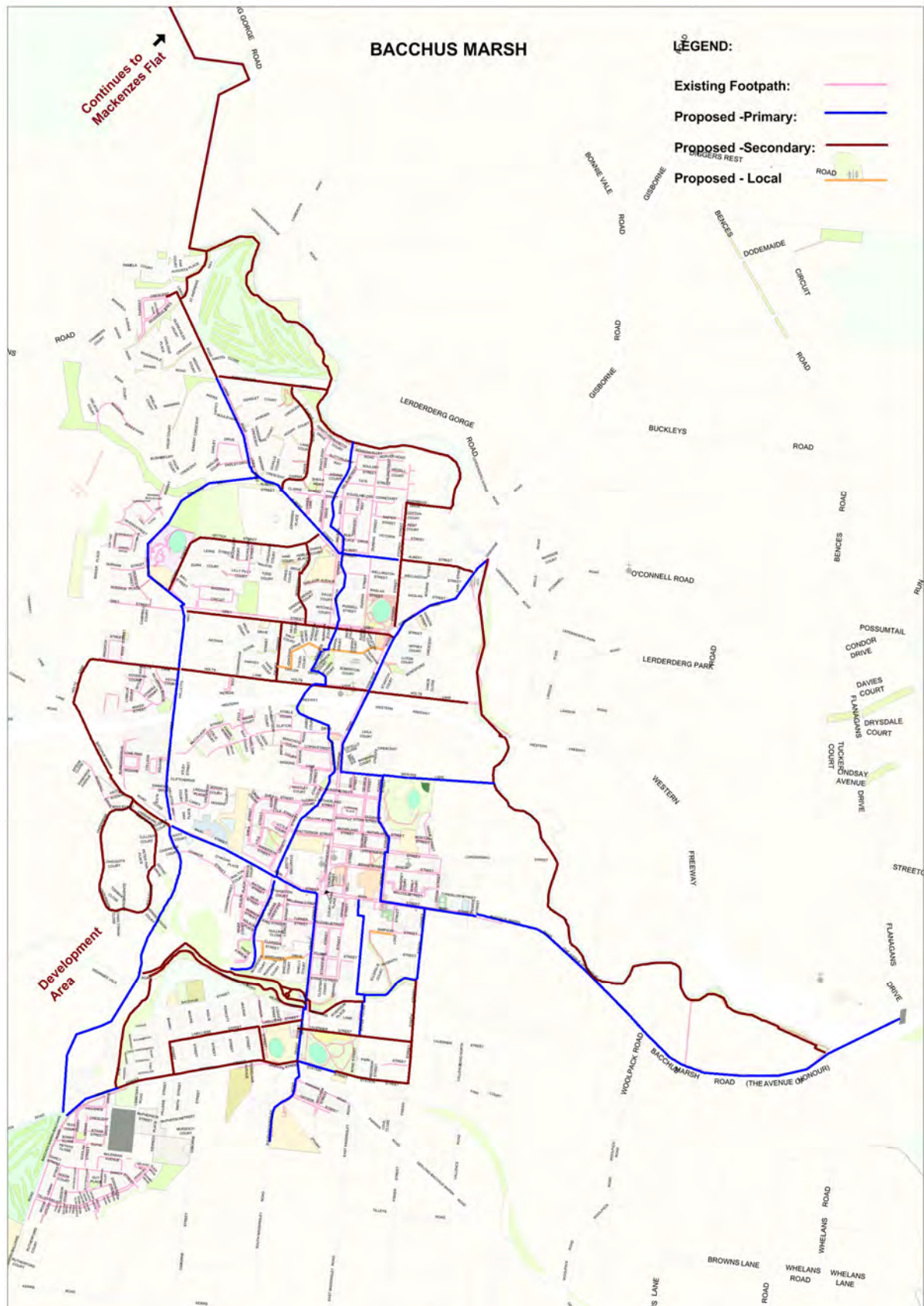
The following pages include maps of each township within Moorabool Shire where future improvement and development works have been identified to encourage the community to increase their walking and cycling opportunities through the provision of improved infrastructure.

Maps are included of the following towns.

- |                 |                 |
|-----------------|-----------------|
| • Bacchus Marsh | • Greendale     |
| • Ballan        | • Hopetoun Park |
| • Blackwood     | • Lal Lal       |
| • Bungaree      | • Long Forrest  |
| • Dunnstown     | • Mt Egerton    |
| • Elaine        | • Myrniong      |
| • Gordon        | • Wallace       |

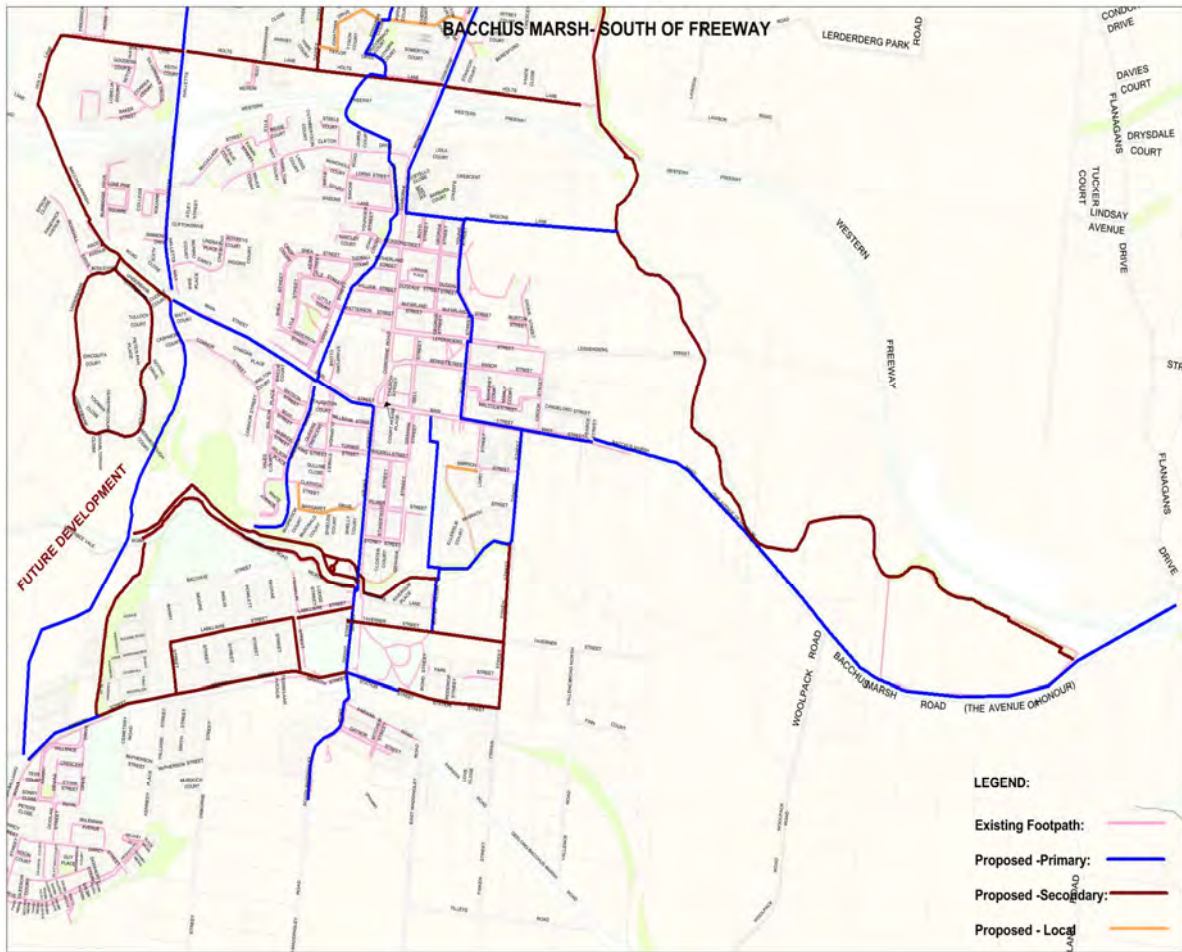
Recommended works for each of these townships are outlined in Table 5.2.

### 5.3.1 Bacchus Marsh Proposed Hike and Bike Network









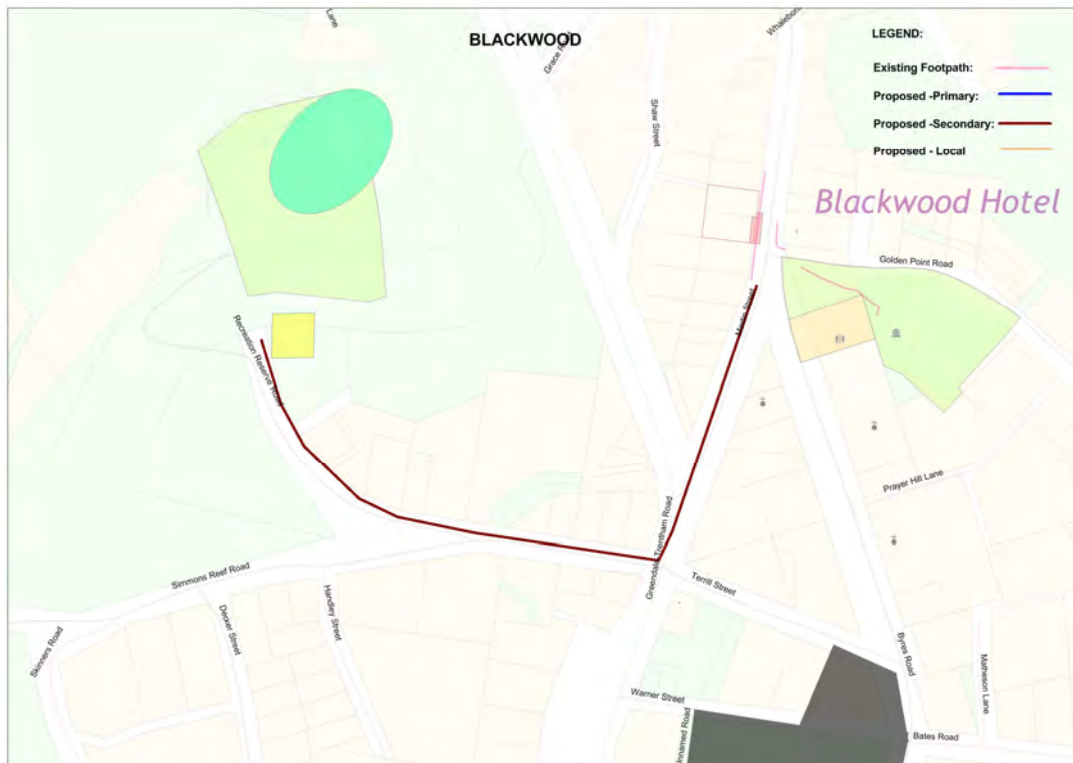


### 5.3.2 Ballan Proposed Hike and Bike Network

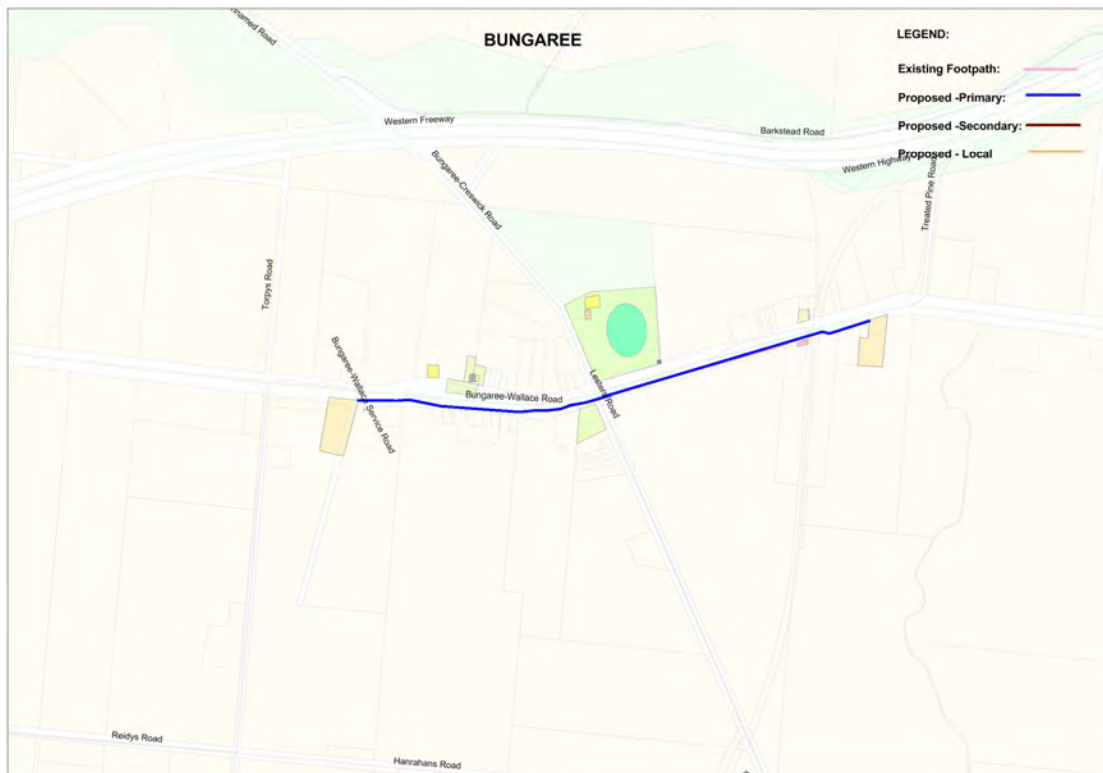


- Throughout the development of this strategy, a connection of the network with the Ballan Golf Course has been identified as an opportunity for further investigation and consideration. It is recommended for further discussions between Council and the Golf Course Management to occur regarding the viable opportunity for implementation of this.

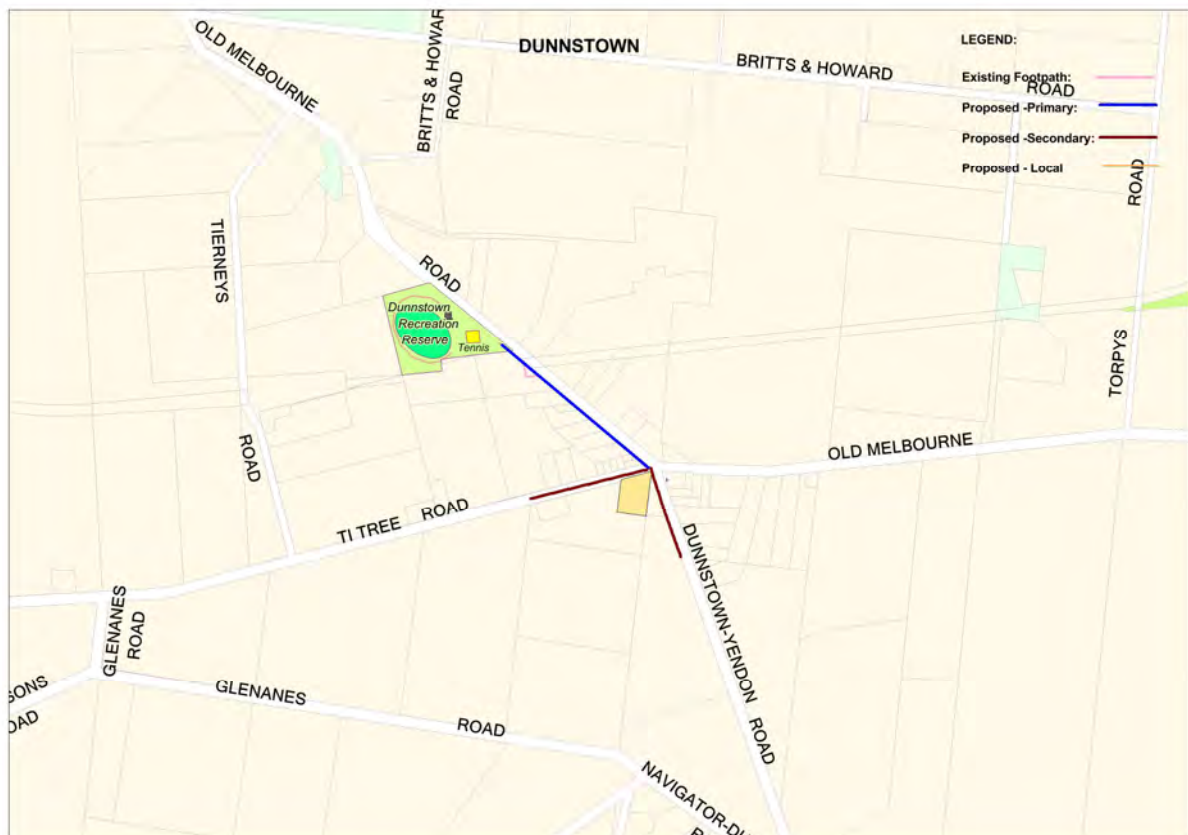
### 5.3.3 Blackwood Proposed Hike and Bike Network



### 5.3.4 Bungaree Proposed Hike and Bike Network



### 5.3.5 Dunnstown Proposed Hike and Bike Network



### 5.3.6 Elaine Proposed Hike and Bike Network

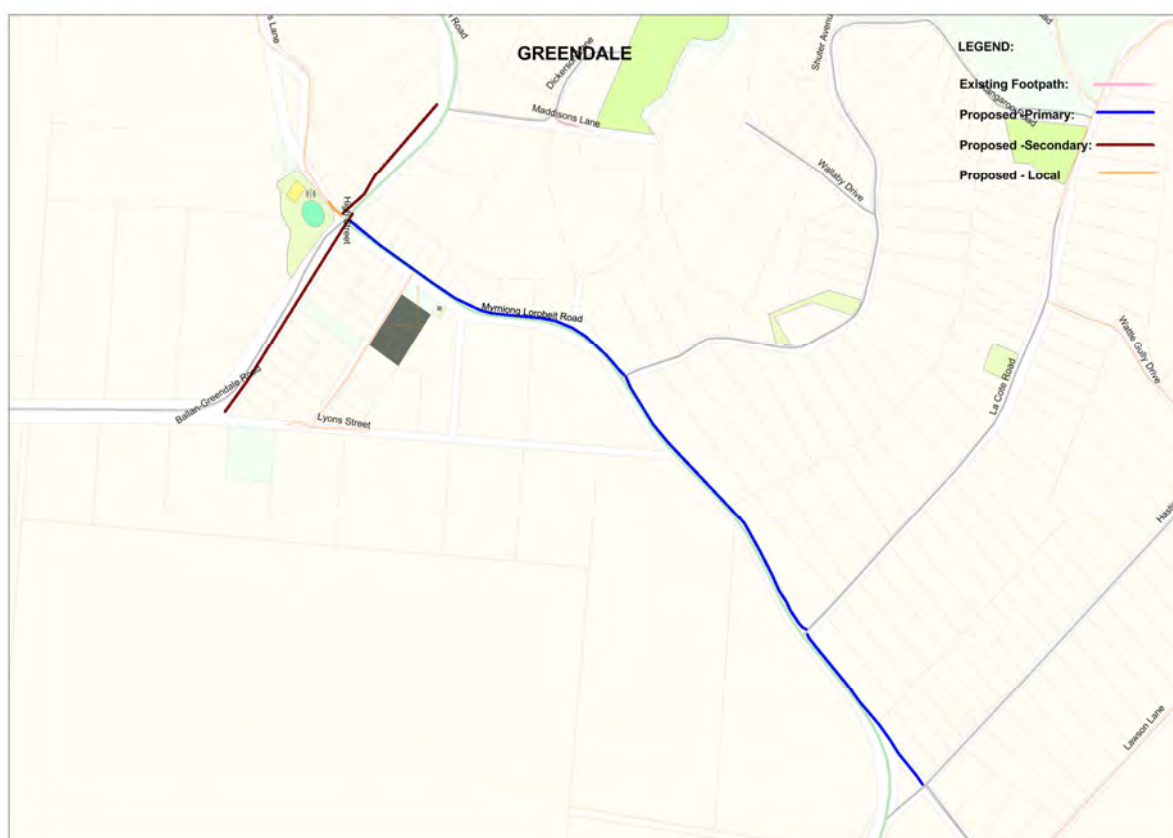




### 5.3.6 Gordon Proposed Hike and Bike Network



### 5.3.7 Greendale Proposed Hike and Bike Network



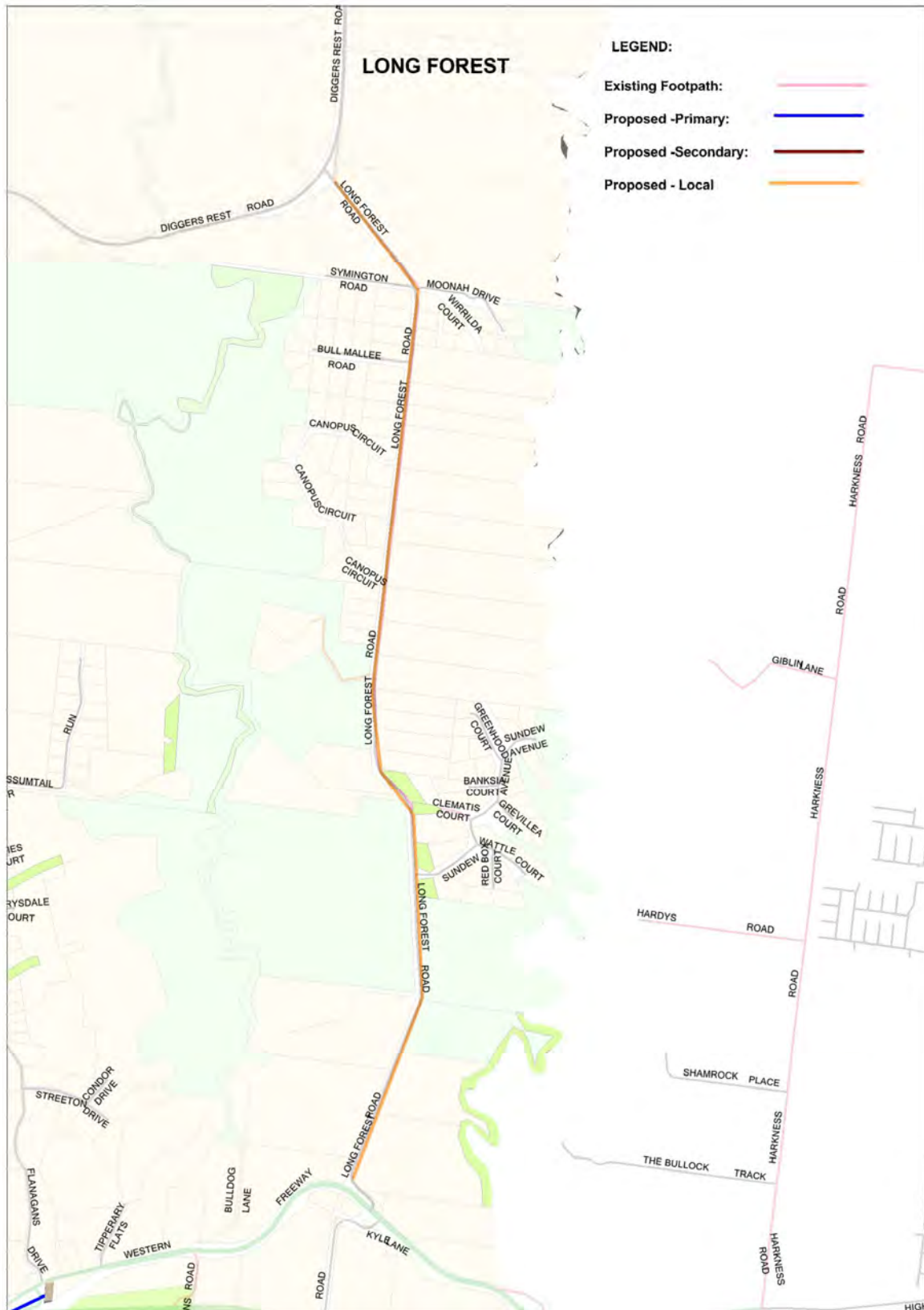
### 5.3.8 Hopetoun Park Proposed Hike and Bike Network



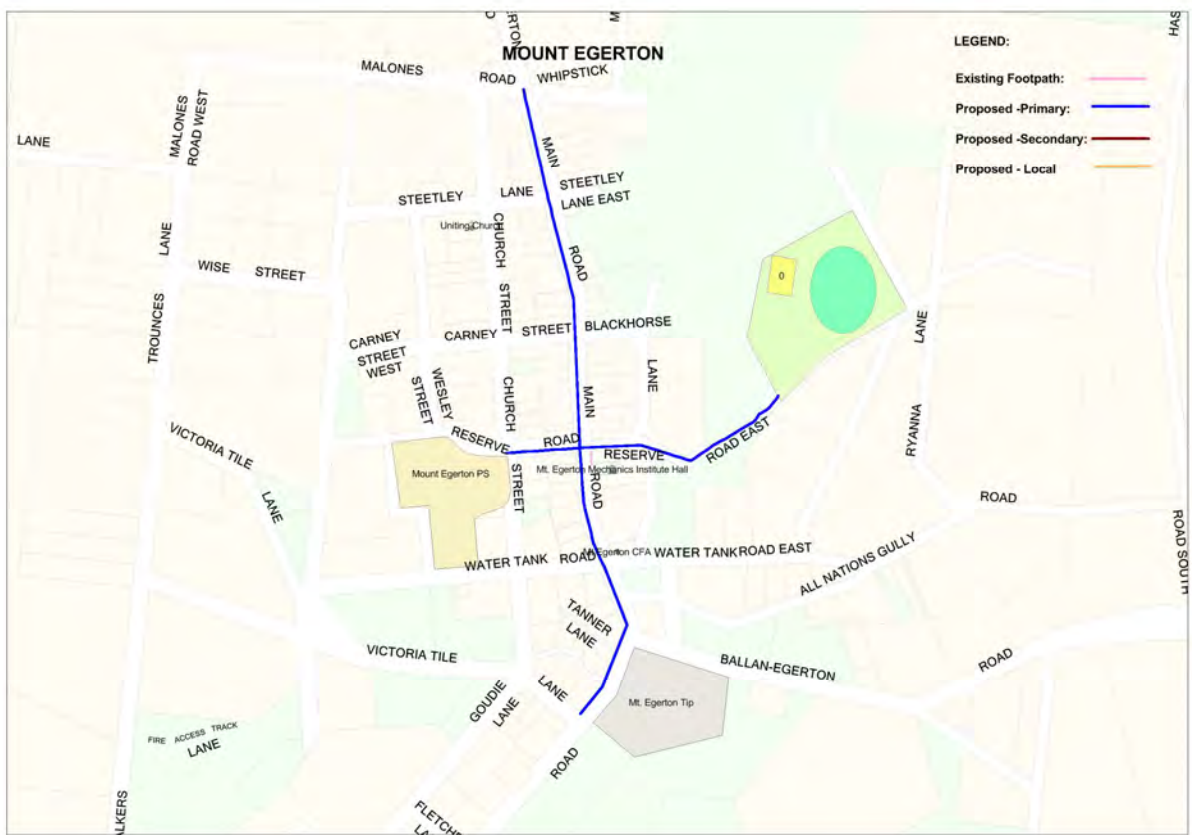




### 5.3.10 Long Forest Proposed Hike and Bike Network



### 5.3.11 Mount Egerton Proposed Hike and Bike Network



### 5.3.13 Myrniong Proposed Hike and Bike Network



### 5.3.12 Wallace Proposed Hike and Bike Network





## APPENDIX ONE: RESIDENT SURVEY RESULTS

### 1. Respondent Profile

The following table summarises the survey respondent sample

**User Survey Respondent Sample**

CATEGORY	SUB-GROUP	RESPONSE NUMBER	PERCENT %
Gender	Male	12	41.1%
	Female	17	58.6%
Age Range	0-10 years	0	0.0%
	11-20 years	0	0.0%
	21 - 50 years	17	58.6%
	51 - 65 years	9	31.0%
	66 + years	3	10.3%
	<b>TOTAL</b>	30	100%

Of the survey respondents 58.6% or 17 were female.

The majority of participants were in the 21-50 years age groups with 58.6% of respondents fitting into this age cohort. The next main group were the 51-65 years age group with 31% of respondents followed by the 66+ years old with 10.3% of responses. No responses were received from anyone under 21 years of age.

### 2. Question Responses

The survey responses by question are listed as follows:

**Question 1. What can Council do to encourage walking and cycling for commuter, fitness, recreational purpose in Moorabool. (Survey respondents could tick two responses and provide suggestions)**

- Provide safe paths/track to shopping areas and community facilities 66.7%
- Improve signage for existing routes 60.0%
- Promote the benefits of walking/cycling 43.3%
- Increase the number of seats/resting points along tracks/trails 23.3%
- Provide more bicycle parking facilities 20.0%

Respondents indicated that their highest priority, 66.7% was for council to encourage walking and cycling for a range of purposes was to provide safe paths/track to primary destinations such as shopping areas and community facilities.

The next highest priority with 60 % of respondents was to improve signage for existing routes followed by promoting the benefits of walking/cycling by 43.3% of respondents. Increasing the number of seats/resting points along tracks/trails was identified by 23.3% and provision of more bicycle parking facilities by 20% of respondents.

Respondents were also asked to provide comments or suggestions with the following results recorded.

## Question 1. Comments/Suggestions

- Fix the existing tracks first before creating new ones.
- Maintain/restore the current tracks, such as federation walk, peppertree, and position them out of the natural waterways. Provide bridge/ford crossings that can make the tracks useable all year round. Provide more signage and update the tracks and trails brochures to reflect all tracks. Provide information about significant historical or flora/fauna along the tracks. Install signs to indicate length of track.
- Creation of walking trail in Mount Egerton would be fantastic! No circuit is currently in place at all.
- Currently I don't think I have seen any bike racks for push bikes other than the ones on either side of the Village shopping centre.
- Develop off road paths. Develop safe road crossings. On road bike lanes are a second best solution and a disincentive to potential users.
- The shire could have some of the best of mountain bike riding in the State. Look to You Yangs for an example. Continuous paths are also important especially for visitors to the area.
- My walking buddy and I have found that there are many Streets without paths on either side. This makes it very difficult, especially considering we are both pushing prams. We also need a footpath over the Halletts Way over-pass. Better footpaths would make walking around town easier.
- Advertise where tracks are.
- All pedestrian lights should work as soon as the button is pressed (like the ones near the hospital) to Stop impatient people (kids) from going ahead anyway. Obviously multiple and frequent use times would need a timer.
- Natural surveillance and activities nearby help with safety. The track over from the train Station to Main Street via Maddingley Park; over walking bridge and along walking path next to the river then between houses has partial natural surveillance and no lighting. This is a pleasant walking short cut through to the shops but doesn't always feel safe, especially at night. Signage is lacking in Maddingley Park. Visitors coming from the Station wouldn't know how to get to Main Street. Bike parking is at the railway Station but very little in Main Street area. I chain my bike to bench seats.
- Increase tourism.
- The Halletts Way Bridge is a major safety issue and needs to be addressed to allow residents to walk in this area.
- Danger from motor traffic is No. 1 deterrent. Therefore make roads safer for bikes: - construct rideable bike lanes, not just white lines which disappear into potholes or become as narrow as a tightrope: continuous lanes with adequate width, so that the cyclist doesn't have to plunge off the road every time a fast or large vehicle approaches, with a smooth bitumen surface at least as good as motor traffic gets. Such lanes should be developed on all main roads linking towns in the shire, starting with Ballan-Gordon and Ballan-Daylesford. Ballan-Bacchus Marsh via Werribee Gorge could be metalled, as it's the only route between the two towns except for the Freeway, and no-one rides that.
- Repair and extend the footpaths by the Lerderderg River which were damaged by the floods.
- By law, unaccompanied children on bikes over the age of 12 must not ride on footpaths. I do not blame any parent who tells their children, under or over 12, not to ride on the road. I am on high-alert when I ride Gisborne Road in the school peak time, so I could not imagine any 13 year old riding in the same conditions. Many drivers do not pay attention to Stop signs and other road laws. They would not see a child on a bike.
- A lot of our teenagers have part time jobs in McDonalds and/or KFC. Currently there is no safe path for them to take to get there. They have to be taken by car which is a round trip of approximately 14km - it is not always possible for an adult to take them and it does not foster and encourage independence.
- We live in a beautiful area but there is a severe lack of walking tracks available and our parks are neglected. It would also be nice to know if there are safe, easy to use walking

tracks in the Wombat State forest. People should be encouraged to Stay fit and use the outdoors - currently in Moorabool they aren't.

**Question 2. What are the current barriers stopping you from walking/cycling more? (Tick all that apply)**

• No track/path where I want to go	65.5%
• No safe route to where I want to go	55.2%
• Existing tracks don't connect	41.4%
• Lack of circuit tracks	37.9%
• I am not aware of the tracks that are available	34.5%
• Lack of signage for existing walks	31.0%
• Not enough seating along current tracks	24.1%
• No bike parking facilities	17.2%
• Not enough time	13.8%
• Health reasons	3.4%

The responses above are in order of highest response to lowest response. Clearly the lack of tracks/path is considered by 65.5% of respondents to be the most significant barrier to walking and cycling, followed by 55.2% who consider there is no safe route to where they want to go. 41.4% responded that existing tracks don't connect whilst 37.9% identified the lack of circuit tracks as a barrier.

Lack of awareness of existing track by 34.5% of respondents and lack of signage for existing walks by 31% were also identified as barriers. Other barriers listed above were identified by less than 30% of respondents.

Respondents were also asked to provide comments or suggestions with the following results recorded for Q2.

**Q2 Comments/Suggestions**

- Both the Lerderderg River path and the path along the Werribee River from Peppertree Park are in desperate need of repair; the grass needs slashing. The ford across the river is now permanently under water as the pipe that took the river under the "bridge" is either damaged or blocked.
- Since all development south of the railway line has been destroyed by the approval of the wind farm the options for the picturesque views of the countryside are now non-existent.
- Washed out tracks and overgrown tracks in summer ( snakes )
- It was very hard to find cycle tracks in and around Bacchus Marsh. My husband bought a bike for Christmas a couple of years ago and decided to take the bikes and kids into town (BM) to cycle some of the tracks. I took a few nights trolling the internet to find any tracks then I switched to looking for "walking" tracks. We found 4 or 5 of these - Pepper Tree Park, links golf course, Moon Reserve, and another kind off Stanfield Cres - I don't know if you are meant to ride along walking tracks but as we couldn't find any designated bike paths the walking tracks met with the bikes.
- Most of the current recreational tracks around Bacchus Marsh have been closed or in a State of disrepair for >2 years.
- I worry about dogs on the loose, and people seem to think its ok to let their dogs off in parks, and on the road going past the "roundhouse" and out that way. Their dogs are a threat to my little dog so I am always looking well ahead ready to change my route if needed. I usually try to walk middle of day when Streets are quieter.
- Using the same track becomes boring, there should be many alternatives and variations as you go. Loops, connections, sights, shops etc.
- Bike tracks don't connect. For example, to ride to Moon Reserve one has to ride on the road to get to the Start of the track. Roads are too dangerous to ride on in Bacchus

Marsh. There should be bike tracks networking across and around the town, not just here and there with no connection. I live in Maddingley. Traffic is 'full on' especially in Grant Street and you wouldn't risk Fiske or Station Streets. The bike track from the end of Bond Street is a good example but as I said above it lacks natural surveillance in parts and there is no lighting. I would walk my dogs along the track next to Peppertree Park/Werribee River but again it doesn't feel safe and there is no natural surveillance on that side of the river when you get further along the track.

- Signage and interpretations.
- Bus line policies refusing to carry bikes.
- Re signage, the channel paths of Ballan are good for walking & cycling, but rights are ambiguous in places, especially near farms.

### Question 3. Which should be funded first?

Please note that some respondents ticked both responses.

- |   |       |
|---|-------|
| • Commuter routes i.e. walking or cycling routes to work, school, shops | 46.7% |
| • Recreational paths/trails i.e. along the creeks, parks etc.           | 56. % |

Results indicate that more respondents 56% think that recreational paths should be funded ahead of commuter routes.

### Question 4. For what reason do you walk/cycle?

12 respondents took part in the question "What is the main reason why you walk/ cycle?"

- |                          |       |
|--------------------------|-------|
| • Fitness                | 50%   |
| • Recreation/fun         | 41.7% |
| • Commute to school/work | 8.3%  |

Half of the respondents (50%) walk/cycle for fitness, 41.7% for recreation/fun and 8.3% of respondents walk /cycle to commute to school/work

### Question 5. Where should paths or tracks be developed to encourage walking and cycling in Moorabool?

Respondents were asked to identify where paths or track should be developed to encourage walking and cycling in Moorabool.

The following responses were received.

- Near the railway Station so that people from other districts can catch the train to Ballan and then cycle south towards the Brisbane Ranges. Facilities would need to be built on the way to those areas. At present any plans would have to be approved by Wind Farm Developers as well as Council. The Wind Farm is only 3.5Kms from the CBD of Ballan. Ballan is now squashed between the Western Freeway and the railway Station. The Wind Farm is inappropriately placed and will destroy any meaningful expansion of Ballan.
- From Hillview to town.
- Along Longforest Road in a circuit.
- Halletts Way (especially on the bridge) bridge.
- Around the rehabilitated dam/lake and recreational reserve in Mount Egerton would be a great Start. Lots of potential within the adjacent State Park (Whipstick?) as well along our creeks and rivers, around parks and playgrounds.
- Link neighbourhoods to shops and transport nodes. Provide links between made footpath networks.
- Paths should be put in along heavily used Streets in the town. Our population is ageing and unpaved Strips are dangerous in the wet particularly. Existing paths need to be



maintained. I had a heavy fall recently and had nasty facial injury because of the cracked path.

- Werribee Gorge to Melton Reservoir if it could be achieved through the valley.
- Footpath over Halletts Way overpass.
- From different areas to schools.
- Commuter routes should be a recreational path where possible.
- Around tourist tracks, scenic routes & new development areas.
- Along the Avenue of Honour, connecting the town to its number one feature.
- Between Werribee Gorge and Mount Blackwood following the Myrning Creek.
- All throughout the township, especially from Darley. Bacchus Marsh township is fairly flat and good for getting around on a bike or walking (good for oldies!), but again it is about connectiveness, natural surveillance and lighting.
- Along major tourism attractions and townships. E.g. linking township and rail Stations to natural attractions and cafe restaurants and wineries etc.
- Along rivers, Navigators, Yendon, Lal Lal.
- After the Structure plans for each town in the shire are completed, we as the public will have a better idea/understanding as to where walking and cycling paths/tracks within each town in the shire should be located. I would strongly suggest that walking tracks around our current water features i.e. Bostock Reservoir and Pykes Creek Reservoir are created with good signage including (Neighbourhood Watch Signs) resting seating along the tracks and how long each track takes to complete.
- Gordon to Ballan - A relatively short bike ride, good for commuters and tourists alike.
- Along the Lerderderg River from Darley to the Avenue of Honour.
- Along the Avenue of Honour.
- Across town from Darley to Maddingley so children can ride to school safely.
- Bostock Reservoir; across Freeway bridges.
- Walking: signage to encourage use of public laneways, and lean on farmers who block off public laneways, break down boundary fences, etc. Cases in point around Ballan:- access to Wombat State Forest via ... (off Blakeville Rd); ...'s Lane between Kerin's and Geary's (fenced off with "Stock grazing" sign throughout 2012); and Drovers Lane out to Geary's (fenced off). (needs clarification - CF)
- Routes from the town centre into the State Parks.
- To follow the irrigation channel right across the town, from the river in Darley through to Maddingley Park and Bacchus Marsh Station. This would encourage children to ride to the secondary schools in safety. There could be room for walking as well.
- The track along the river and the Avenue seems to get a lot of use but should be extended. Hardly any children ride their bikes to school anymore and the traffic is so busy around school Start and finish times without help it will only get worse. I have a bike and I enjoy cycling but not on the roads. Safe tracks would encourage people to get out more and bring visitors to our town.
- I live in Spargo Creek and I would like to cycle to Ballan occasionally. There is currently no path or bike lane, and riding on the Ballan-Daylesford road is dangerous, as it is quite narrow in places. There is also no path/bike lane in the other direction (towards Daylesford).
- For many intended areas, we have been constrained by geographical features, and/or roads. For instance, the Werribee Vale Road could not be added to with walking and cycle paths. However, the main roads out of Bacchus Marsh, to Balliang, which are popular with many cyclists, could be upgraded.
- The track at Caledonian Park is in serious need of upgrading. Most of the time it is overgrown, it is full of holes and it does not connect so that a person can do a complete circuit - there needs to be a bridge of some sort across the river so that people take advantage of this area instead of it going to waste.

### 3 Other Survey Comments

Survey respondents were provided with the opportunity to make any other comments. The following comments were received.

- Making it safer for kids to ride to primary schools is the best way to change attitudes to cycling, I think. Stop mums driving their kids everywhere. We need to make it fun to ride.
- Ballan is ripe for appropriate development but it is useless to contemplate the short term financial gain for the district by establishing a wind farm without looking at the long term effects and damage to the environment. Ballan residents do not seem to realize that the permit has been granted, the development will go ahead and there seem to be nothing we can do to get the company to modify the design so that rural residents living close to turbines will be protected. No one wants to know. People Power is the only way to save Ballan from becoming another Waubra or Waterloo in South Australia.
- Need more paths and parks (to walk through) in new subdivided areas.
- Any walking track at all would be welcome!!!
- Develop path networks rather than Standalone tracks. Improve the footpath networks. Don't forget the walking component of public transport - the walk to/from the bus Stops.
- Start with connecting all the paths together.
- Suggestions:-Regular historical walks of different lengths / points of interest. -A clear Starting point (info centre) for all town walks with an interactive information board that includes 'what's on' in town & surrounding area.
- The Myrniong and Korkuperrimul Biolink project has revegetated much of the land between Mt Blackwood and Werribee Gorge and a walking track along this route would be great for recreation and to connect to the Myrniong Plough Restaurant for walkers.
- A network of walking and bike paths throughout the whole township is needed.
- Tourism.
- Around the suburb that I live in there is a challenging walking track where people from all around the region come and take the test to complete it: I would suggest that the planners from the shire go and investigate and learn from this and see if it can be replicated in the shire somewhere: Here is the link to it: <http://www.dandenongrangesattractions.com.au/attractions/1000-Steps/> (From a resident who does not live in the Shire but owns a property in Ballan).
- This town is ideal as a recreational walking bike track as it is virtually flat with a beautiful river running through the centre. Why not promote this for tourism?
- Rec routes fine, especially for walking, but getting A - B by bike needs to be encouraged.
- Some driver education: slow down for cyclists and walkers. Tried to contact your Group months ago, when you first advertised - left message with Council, never heard back.
- Thanks for undertaking this survey. Bicycle Network Victoria has been telling us for years how much Councils spend on bicycle infrastructure, so it would be good to hear then talking up the benefits of Moorabool. They do promote cycle tracks in other parts of the State, so it would be good to see our own towns in print. "The Balliang to Bungaree Track"?

## APPENDIX TWO: BMTAC'S PRIORITIES AND LONG TERM GOALS 2009

**BMDTAC Works Priorities**

Priority Ranking	Description	Type	Track Length	Private Land	Comment
1	Pedestrian paths and pedestrian freeway crossing along Halletts Way.	Path	1.4	N	Road issue
2	Signage for tracks (initially pointers and distance markers) and associated maps/brochures	Signage	N/A	N/A	
3	Establish a footpath on the side of Fiske Street from the Werribee River to Simpson Street (this is on MSC's Footpath Register but has not been established).	Path	0.4	N	Recently completed
4	Link between the Hillview Estate and Grant Street/Peppertree Park/Werribee River circuit to give safe pedestrian access to the town for this fast developing area.	Path	0.9	N	Distance assumes link joins existing footpaths along Griffith St
=5	Establish a footpath alongside Holts Lane from the Lerderderg River to Gisborne Road.	Path	0.8	N	
=5	Investigate the potential to re-open pedestrian access between end of Pilmer Street and reserves linking Simpson Street and McGrath Street (recently closed as a result of Marsden's sub-division) across vacant (contaminated) Crown Land.	Track	0.2	?	
7	Establish a 2.5m shared pathway between Bond Street Pedestrian Bridge & Eddie Toole Place, Main Street as sub-division & development provides opportunity.	Track	0.7	Y	
8	Extension of track along the Lerderderg River to connect the existing track that runs behind Bacchus Marsh Golf Course (as far as the water channel) to Gisborne Road. Note that this route is across private land and so although there is an informal track at present this cannot be formalised without consent of the landowner.	Track	1.7	Y	
9	Establish a 2.5m shared pathway on the east side of Bond Street between Maddingley Park and Bond Street Pedestrian Bridge (on land occupied by defunct water channel).	Path	0.2	N	

Priority Ranking	Description	Type	Track Length	Private Land	Comment
10	Establish a Lerderderg River crossing adjacent to Bacchus Marsh Golf Course to connect with Lerderderg Gorge Road. Safe link for training and leisure cyclists from river path to training path. Would allow cyclists to avoid narrow rural roads with high speed limits.	Track and River Crossing	0.4	?	Maybe shorter. Depends on exact location of crossing.
11	Request review of all crossings of Grant Street from Main Street to Griffith Street roundabout by Vic Roads in conjunction with Moorabool Shire Council with a view to improving safer pedestrian access. Speed limits to be included as part of this review.	Road Crossings	N/A	N	N/A
=12	Establish Rowsley Valley Horse Riding Trail (mainly signage issues)	Track	14	?	Length is from BM-Balliang Rd to bottom of Cut Hill.
=12	Walking/cycle track from end of Halletts Way (BM Secondary College/Pentland Primary) to Links Road (adjacent to Telford Park), across open space.	Track	0.7	?	
14	Extension of the Lerderderg River Trail from Andrew's Way to Mackenzies Flat.	Track	2.5	Y	
15	Report and recommendation regarding signage of shared pedestrian and bicycle usage paths.	Signage	N/A	N/A	
16	Path connecting the extension of Masons Lane to Lerderderg River and thence to Main Street.	Track	0.1	Y	Track from end of Mason La to river?
17	Walking Trail along Werribee River, from Fiske Street to Avenue of Honour Circuit (through negotiation with private land owners).	Track	2.6	Y	
18	Trail amenities to be established – Lerderderg River Track at end of Robertsons Road (Toilets, Drinking Water tap, sheltered picnic tables)	Amenities	N/A	?	
19	Connect new Silverstein Estate, close to Anthony's Cutting with Avenue of Honour circuit.	Track	1.7	N	Over bridge, up Flannagans Dr to Streeton Dr
20	Establish a 2.5 Metre shared path along the Werribee River escarpment on the planned sub-division on Balliang Road/Griffith Street between Bacchus Marsh West Golf Club/McCormack Road & Barry Street. Consider linkages to Peppertree Park.	Track	2.9	Y	



**BMDTAC Long Term Goals**

Ranking	Description	Total votes	Type	Track Length (km)	Private Land	Comment on distance
1	Create a "Triangular Circuit Trail" along the banks of the Weribee & Lerderderg Rivers from their confluence to a North-South link through Bacchus Marsh. This North-South link ideally to follow the route of the Southern Rural Water irrigation channel. Creative solutions will need to be found if this is to be achieved but the land adjacent to the channel should be retained for public amenity and not be allowed to fall into private ownership. SRW are amenable for their land to be used where the channel can be placed underground, otherwise they have concerns over public liability and their need for access to affect on-going maintenance.	19	Track	12.61	Y	Distance excludes pre-existing tracks
2	Establish a formal network of bike and walking tracks <u>within</u> the town to connect all residential estates with schools, parks and shops. This to include a review of the optimal route of The Great Dividing Trail through Bacchus Marsh as these plans develop.	14	Track	Various	N	
3	Establish a formal network of bike and walking tracks to create links with outlying areas and any regional tracks, this to include: <ul style="list-style-type: none"> <li>a. The Lerderderg Gorge</li> <li>b. Weribee Gorge</li> <li>c. Melton West (High Street) with links to Long Forest Road, Hopetoun Park and any new planned estates. Such track to take account of any planned realignment of the Western Highway through Anthony's Cutting.</li> <li>d. Rowsley and the Brisbane Ranges</li> </ul>	8	Track	a: 2.5 b: 6.4 c: 6 d: 12	Y	Distance excludes pre-existing tracks. Includes road issue.

## APPENDIX THREE: BMDTAC TOWNSHIP ROUTES

### BMDTAC PROPOSED ROUTES THROUGH BACCHUS MARSH TOWNSHIP

Some of the suggested routes are across private land and so development of these routes might only come about if the land were sold for development in the future. In such instances the parts of the route in question are in *bold italics*.

North-South routes and East West routes have been identified. Each of the routes have been given numbers and then split in two. For North-South routes the Freeway is used as the divide and for East West routes, Gisborne Road/Grant Street are used as the divide.

#### BMDTAC PROPOSED ROUTES THROUGH BACCHUS MARSH TOWNSHIP

North South Routes from the West	Route	Officer Comment
1 N	Great Dividing Trail/Swans Road thence over Bald Hill to Tramway Lane to Freeway.	Already included in Council Plans
1.S	From Freeway south along Bacchus Marsh Road, right into Underbank Boulevard, via Bernborough Court to link with Peppertree Walk at the ford.	Already included in Council Plans
2S	Pamela Court to Links Road then right onto Halletts Way extension via Telford Park and Pentland Primary on Halletts Way to Freeway.	Already included in Council Plans
2S	From Freeway along Halletts Way to roundabout (top of Stamford Hill), Straight across thence down to Peppertree Walk at the ford (there is also the route turning left into Connor Street, through to its end and thence down through the waste ground to Peppertree Walk).	Already included in Council Plans
3N	<b>Water Channel Route"</b> From Links Road onto Links Walk around back of Bacchus Marsh Golf Club to Start of Water Channel (where water pipe crosses the Lerderderg). <i>Follow Water Channel to Nelson Street, cross Albert Street at pedestrian refuge, thence along Nelson Street past Darley Primary School. Cross to east side at school crossing, thence to Grey Street patrolled crossing. Via Water Channel easements to Holts Lane, right into Holts Lane and then left onto track accessing Freeway underpass.</i>	Security and cost make this unviable.
3S	<i>Follow water channel route to Clifton Drive thence along Donald Street, across Masons Lane and via water channel easements to Dickson Street. Along water channel to Stamford Hill (would require a patrolled crossing for school hours). Continue the channel route to the end, between McGregor Court and White Avenue, thence down to Peppertree Walk via a graded track.</i>	Security and cost make this unviable
4N	Gisborne Road to Freeway via Federation Walk.	Already included in Council Plans
4S	Gisborne Road to Main Street (crossing at Court House Hotel) and thence along Grant Street to Station Street.	Already included in Council Plans
5N	From Gisborne Road at Lerderderg, onto walking track along east bank. At Holts Lane cross to West bank to <i>continue to Freeway.</i>	Already included in Council Plans
5S	<i>Along river bank to Masons Lane, right into Masons Lane and enter Masons Lane Reserve at NE corner, through Reserve to Dickie Street, right into Lerderderg Street (past Bacchus Marsh Primary), left</i>	Agreed

North South Routes from the West	Route	Officer Comment
	into Young Street and thence down to Main Street, across Main Street to Eddie Toole Park. At rear of Eddie Toole Park through to Reserves at the end of Simpson Street (until such times as this option may become available, from Main Street between RSL and Public Hall to pedestrian laneway through to Simpson Street, then right into Simpson and down to Reserves at end of the road). Through Reserves, crossing McGrath Street and through to Reserves along Weribee River. Then right to Pedestrian Footbridge crossing Weribee River at the end of Bond Street (note that should land between the River and Eddie Toole Park be sold for development, then a more direct route should be planned through these developments). Along Bond Street, across Taverner Street and thence, through Maddingley Park, to the Rail Station.	
6S	From Dickie Street, left into Lerderderg Street and then right into Crook Street and on to Main Street. Cross Main Street into Fiskin Street, thence down to Taverner Street (to existing path to Maddingley Park).	Already included in Council Plans
7N	From Diggers Rest Road to Freeway along Long Forest Road.	Agreed
7S	From Freeway along Hopetoun Park Road to Hopetoun Park (investigate potential of route at end of Webb Court, down to river flats and thence to Captain Moon Picnic Reserve).	This track is more of a walking trail through forested area rather than a footpath connection.

West East Routes From the South	Route	Officer Comment
1W	From Bacchus Marsh Racecourse & Recreation Reserve along Bacchus Marsh-Balliang Road on east side and thence down Griffith Street to Grant Street.	Already included in Council Plans
1E	From Grant Street to Railway Station	Already included in Council Plans
2W	Weribee Gorge to Peppertree Walk, along Peppertree Walk (north side) to pedestrian refuge on Grant Street.	This track is more of walking trail through forested area. Not just a footpath connection
2E	Crossing Grant Street, right to Peelmans Lane and then left along the Reserve by the river to Bond Street pedestrian bridge. Crossing the Weribee River then right along the River Reserves to Fiskin Street.	This path already exists however requires walkers to cross the river at pedestrian or vehicle bridges.
3W	Along Bacchus Marsh Road (from the Freeway) then down Stamford Hill to Grant Street roundabout.	Already included in Council Plans
3E	Along Main Street to Start of Avenue of Honour and produce Stores and thence to Avenue of Honour Circuit.	Already included in Council Plans

West East Routes From the South	Route	Officer Comment
4W	From Tramway Lane, along Holts lane to Bacchus Marsh-Gisborne Road.	Agree – footpath required the entire length of Holts Lane.
4E	Along Holts Lane to Lerderderg River.	Agree
5W	From Tramway Lane, along Grey Street to Bacchus Marsh-Gisborne Road.	Other paths planned or in existence within 100m meet this need.
5E	Along Grey Street to Lerderderg River via easements, if available.	Requires access to easement– likely to be unachievable
6W	Swans Road to Links Road, turn right and then left into Robertsons Road then right onto Links Walk along the Lerderderg River to the water channel. <i>Thence continue along a river track to the Bacchus Marsh-Gisborne Road (if and when this land is sold for development).</i>	Requires access to private property – likely to be unachievable



## APPENDIX FOUR: PLANNING DOCUMENTS

### Moorabool Planning Documents

The Moorabool Planning Scheme is the key guiding document for the provision of infrastructure across the Shire. The future development of the Hike and Bike Strategy must be undertaken within the framework provided by the Moorabool Planning Scheme.

MUNICIPAL STRATEGIC STATEMENT -CLAUSE 21.05  
21.05 DEVELOPMENT AND COMMUNITY INFRASTRUCTURE  
21.05-1 Key Issues and Influences

#### Open space and Recreation

- Open space networks throughout Moorabool Shire's towns are an important element of the Shire's urban character.
- Moorabool Shire has a focus on providing integrated cycling and walking networks to link existing residential development to community facilities, commercial hubs, and parks.
- Moorabool Shire endeavours to support the health and well-being of Moorabool communities through the provision of high quality social and recreation facilities and services underpinned by effective engagement Strategies.

On 19 September 2012 Council adopted the Council Urban Growth Policy Statement and the Council Rural Growth Policy Statement. A key principle in the urban policy is as follows:

- To plan for, and manage, current and predicted physical and social infrastructure within the Shire.

The 2014 Implementation task includes the following:

- Provide for an eastern and western 'north-south' transport routes

The following Precinct Structure Plans must be considered in the development of the Hike and Bike Network.

- Bacchus Marsh Activity Centre Structure Plan 2011
- Ballan Structure Plan 2014
- Gordon Structure Plan 2011

### The Victorian Planning Policy Framework (VPP)

In addition to the Moorabool Planning Scheme, The Victorian Planning Policy Framework (VPP) outlines the following objectives and is of great importance in Moorabool particularly for the growth areas.

The VPP outlines the following in relation to Sustainable Personal Transport and is relevant to the Moorabool Hike and Bike Strategy.

#### 18.02-1 Sustainable personal transport

##### Objective

To promote the use of sustainable personal transport.

##### Strategies

- Encourage the use of walking and cycling by creating environments that are safe and attractive.

- Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.
- Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.
- Ensure cycling routes and infrastructure are constructed early in new developments.

## 18.02-2 Cycling

### Objective

To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

### Strategies

Direct and connected bicycle infrastructure should be provided to and between key destinations including activity centres, public transport nodes and major attractions, planned to:

- Separate cyclists from other road users, particularly motor vehicles.
- Provide the most direct route practical.
- Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.
- Provide improved facilities, particularly Storage, for cyclists at public transport interchanges, rail Stations and major attractions.
- Ensure provision of bicycle end of trip facilities in commercial buildings.
- Develop local cycling networks and new cycling facilities that link to and complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network.

### Policy guidelines

Planning must consider as relevant:

**23/09/2011**

**VC77**

**20/09/2010**

**VC71**

**23/09/2011**

**VC77**

*Guide to Road Design, Part 6A: Pedestrian and Cycle Paths.*

*Victorian Cycling Strategy (State Government of Victoria 2009)<sup>4</sup>*

11.03 Open space

11.03-1 Open space planning

### Objective

- To assist creation of a diverse and integrated network of public open space commensurate with the needs of the community.

### Strategies

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

Ensure that open space networks:

- Are linked through the provision of walking and cycle trails and rights of way.

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<sup>4</sup> Victorian Planning Policy Framework Clause 18

- Are integrated with open space from abutting subdivisions. Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest, as well as maintaining public accessibility on public land immediately adjoining waterways and coasts.
- Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

### **15.01-3 Neighbourhood and subdivision design**

#### **Objective**

To ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

#### **Strategy**

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Contributing to an urban Structure where networks of neighbourhoods are clustered to support larger activity centres on the regional public transport network.
- Creating compact neighbourhoods that have walkable distances between activities and where neighbourhood centres provide access to services and facilities to meet day to day needs.
- Creating a range of open spaces to meet a variety of needs with links to open space networks and regional parks where possible.
- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.

## APPENDIX FIVE: PREVIOUS RESEARCH

### Moorabool Shire Council Plan 2009-2013

The four-year plan provides the Strategic direction for Council to move towards its desired future.

**Vision** – Viable and vibrant communities with strong identities forming an integrated Shire.

**Mission** - Leading and serving our communities by listening to, planning for and providing quality services and advocacy.

**Strategic actions** have been set under a range of Key Result Areas. Actions relevant to the Hike and Bike Strategy appear below.

Strategic Objective	Strategy
<b>Key Result Area 1 -Representation and Leadership of our community</b>	
Services and infrastructure that meets the Shire's existing and future needs	Identify infrastructure and service funding gap priorities and appropriate solutions and funding options.
	Advocate and plan for improved transport services and a road network for our communities
<b>Key Result Area 2 - Community wellbeing</b>	
Participation in diverse sport, recreation and leisure activities	Provide and promote walking and cycling trails for recreation and commuter use
<b>Key Result Area 3 - Enhanced Natural and Built Environment</b>	
Effective and safe transport networks	Develop transport and pedestrian networks, services and connectivity between and within communities.

### Moorabool Strategic Bicycle Plan 2001

The aim of the bicycle plan was to produce a bicycle network and Strategy for implementing bicycle facilities as well as to promote and encourage cycling in Moorabool.

Many of the works identified in this strategy have been implemented but Council did not take up recommendations for the shared paths. It is anticipated that the Hike and Bike Strategy will replace this document in guiding Council's future priorities for cycling.

### Bacchus Marsh District – Trails Master Plan 2004-2005

The Bacchus Marsh District Trails Advisory Committee of Council prepared this document for the Shire of Moorabool. The plan identified the fragmented nature of trails in Moorabool rather than an integrated trails network. The Master Plan aimed to ensure that future trail development links existing routes with new trails while reducing fragmentation, thereby increasing the overall amenity of the network.

The plan divided the Bacchus Marsh District into the following zones, Forest, Rural, River and Urban. The highest priority area for this plan is the area in the River and Urban zones. This plan has been regularly updated and the current priorities of this group appear in the Consultation Section 2.3.

### Positive Ageing Strategy 2008

The Positive Ageing Strategy was prepared to improve the experience of ageing within Moorabool. It presented a range of action plans under the following goals:

#### Goal 1: Promote and maintain physical and mental health and wellbeing

- Increase awareness and knowledge of physical, mental health and wellbeing for individuals.



- Increase opportunities for engagement in activities within the community that facilitate healthy ageing.

**Goal 5: Provide a safe, secure living environment**

- Support the provision of accessible public facilities and infrastructure for seniors.

**Goal 6: Support the provision of all age-inclusive transports systems.**

- Improve transport infrastructure.

In section 5.4 it advocated for increased access accessibility and age friendly initiatives within the community.

- Develop and publish a recreational Open Space and Walking Routes Guide that considers the needs of seniors.

### **Municipal Early Years Plan 2006-2009**

The Municipal Early Years Plan is an acknowledgement of the importance of early childhood development and the need to support families and young children in an integrated way across service systems. It includes:

**Recommendation 8: Design integrated, family friendly community services hubs, link services, amenities, parks etc.**

**Goal 3: Too provide suitable and sustainable infrastructure for council services and broader health and community service system.**

Action 3.5 Advocate for Developer Contribution that supports family friendly development and children's services - Develop trails to encourage exercise.

**Goal 4: To build a Strong sense of community for Moorabool Children and Families.**

- Establish community walking groups' i.e. Street walkers/trail Blazers and Annual pram Stroll. The aim of these programs is to reduce social isolation, increase women's physical health, and reduce the impact of Post Natal Depression.
- Establish walking and riding school buses.

### **Front SEEAT (Social Employment Education Access Transport) Strategic Plan 2011-2013**

The Front SEEAT project is a Transport Connections project and commenced in June 2007. The project is auspiced by Hepburn Shire and Moorabool Shires and now covers all of the two Shires.

By design, all Transport Connection projects are established as collaborative partnerships with a range of Stakeholders involved. Front SEEAT have a Steering Committee with members involved from health, education, employment, local government, and the community.

Rural and regional communities as one of the major barriers consistently rate transport for people to accessing services, employment and social networks. Transport Connections is about supporting communities to work together to improve local transport and access.

The aim of Transport Connections 2010-2013 is to enable a local and a regional focus in responding to limited access to transport needs for people and developing innovative local and regional solutions.

Transport Connections 2010-2013 will increase the focus at a strategic level for engagement and planning. In addition to maintaining a local focus on transport initiatives there will be consideration of regional responses and collaborations aimed at addressing access needs in relation to transport and non-transport options excluding public transport.

This strategic plan describes the strategic direction and the supporting strategies and actions that will assist to respond, from both a regional and a local focus, to the needs of people with limited access to transportation. The following key result areas will be the strategic focus for the project in trying to develop a more innovative approach to developing local and

regional solutions to meet transportation and access needs: s

- Transport and Access Options
- Planning
- Communication and Education
- Governance.

Front SEEAT hopes to achieve sustainable transport solutions in response to community need that builds a stronger, more connected and happier community.

### Planning Checklist for Cycling

In October 2012 Bicycle Network supported by Vic Health produced new publications to guide the future planning of cycling in growth areas. The **Planning Checklist for Cycling** is designed for professionals involved in planning, designing and delivering new suburbs in Greenfield areas and is of relevance to Moorabool Shire given the new residential growth occurring throughout the municipality.

The Planning Checklist for Cycling publication provides the following outlines for an effective bicycle network. "According to Austroads (2011) an effective bicycle network includes:

- "A designated regional network of roads and paths that serves longer-distance commuter and recreational trips between regions.
- Designated local networks and routes designed to provide low-stress routes, to feed the regional network and to provide for shorter local trips to shopping centres, recreational activities, and public transport hubs.
- Full construction of route sections between origins and destinations consistent with the route purpose.
- Convenient access into and through residential, commercial and industrial subdivisions, and major developments.
- Access and facilities to travel with a bicycle on public transport.
- Secure long and short-term parking facilities at major destinations.
- Safe routes to schools.
- Well-defined bicycle facilities on arterial roads where significant cyclist demand exists including specifically for commuter trips.
- Appropriate maintenance practices which result in smooth surfaces.
- Calming in local streets.
- Paths, which are interesting, that includes rest areas at appropriate intervals on regional routes, and are designed to appropriate geometric standards.
- Implementation of regulatory, warning and guidance signage on paths.

Providing separated cycle routes along busier roads and mixed traffic conditions on quiet, local Streets will provide transport connections to destinations on the street network. Recreational paths along green easements such as waterways allow access to parks and recreational opportunities as well as supplementing the transport network.<sup>5</sup>"

The Checklist runs through a series of sequential items to ensure the above conditions are provided and should be used by relevant Council Staff to guide the future development of cycling facilities in Moorabool.

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5 Planning Checklist for Cycling Practice Notes. Vic Health/Bicycle Network Oct 2012

## APPENDIX SIX: URBAN PATHWAYS HIERARCHY DEFINITIONS

Table H.1: Urban Pathways Hierarchy Definitions

CLASSIFICATION		DESCRIPTION	Standards for New Construction
P1	<b>High Use &amp; Commercial Areas</b>	<p>These are footpaths serving the retail and commercial areas of town centres, e.g. Main St. Bacchus Marsh and Inglis St. Ballan.</p> <p>Also, footpaths service other medium density pedestrian attractors, such as:</p> <ul style="list-style-type: none"> <li>First block away from the major commercial areas;</li> <li>Close proximity to school, railway station or other pedestrian generator.</li> </ul>	<p>125mm thick reinforced concrete x 2.5m wide.</p> <p>Base course 75mm crushed rock.</p> <p>(As per Infrastructure Design Manual)</p>
P2	<b>Strategic &amp; Intermediate Use Areas</b>	<p>Footpaths and shared bicycle paths which link to railway station, bus stops, local shops, churches, schools, senior citizens centres and hostels or other pedestrian generators. Typically they will be along Link and Collector Roads.</p> <p>This category also includes footpaths around or serving Council corporate buildings (offices, works depots, child care centres, se.</p>	<p>125mm thick reinforced concrete x 2.5m wide.</p> <p>Base course 75mm crushed rock.</p> <p>(As per Infrastructure Design Manual)</p>
P3	<b>Local area (Low use)</b>	<p>Footpath constructed as access within residential areas and link to higher level paths. Typically, these will be along Access Level 1 and Level 2 roads.</p> <p>This category also includes all sealed (asphalt, bitumen seal or concrete) rural footpaths in rural areas and in townships other than Ballan and Bacchus Marsh.</p>	<p><u>Bacchus Marsh, Ballan &amp; Townships:</u></p> <p>125mm thick reinforced concrete x 1.5m wide.</p> <p>Base course 75mm crushed rock.</p> <p><u>Rural Footpaths:</u></p> <p>Designed on a case by case basis depending on constraints such as native vegetation, soil types, expected usage.</p> <p>Typically 100mm depth (sealed or unsealed) x 1.2m to 1.5m width.</p>

CLASSIFICATION		DESCRIPTION	Standards for New Construction
P4	Urban Recreational Trails	These are recreation or exercise walking tracks, typically linking the residential areas with recreation reserves, river banks or other scenic areas. They include paths through and within recreation reserves. Typically frequent usage in warmer weather.	<p><u>High Use:</u> 125mm thick reinforced concrete x 2.5m wide</p> <p><u>Medium to Low Use:</u> Designed on a case by case basis depending on constraints such as native vegetation, soil types, expected usage. Typically 100mm depth (sealed or unsealed) x 1.5m to 2m width.</p>
P5	Rural Recreational Trails	Typically unformed tracks for use by hikers or equestrians. Opportunity for visitors to explore and discover relatively undisturbed natural environments along defined and distinct tracks with minimal (if any) facilities. Generally distinct without major modification to the ground. Encounters with fallen debris and other obstacles are likely.	Designed on a case by case basis depending on constraints such as native vegetation, soil types, expected usage.

# Attachment - Item 9.3.1(b)



Respondent	Feedback	Officer Response
<b>Submission 1 (no contact details provided)</b>	First of all, it's fantastic the strategy has gotten this far, so my commendations to the Council for the work done so far. I've printed off the strategy to have a good look at it, but so far I'm impressed. If we get some of the mooted improvements it will be most beneficial for the Shire community and for tourists. Good work, All.	Noted
<b>Submission 2 (no contact details provided)</b>	Would definitely like to see a shared walking/cycle path along the avenue of honour so that all can enjoy its beauty.	Avenue of honour shared path is recommended in the Draft Hike and Bike Strategy. A Feasibility study is also recommended
	Footpaths in streets that have none are also a priority.	The Hike and Bike Strategy addresses the broader recreational network rather than a specific footpath strategy, however footpaths not identified in this strategy can be considered under a special charge scheme
<b>Submission 3 (no contact details provided)</b>	The Links walk in Darley has now been closed for a number of years. The majority of this walk is still in good condition and is used daily by both walkers and cyclists even though it is closed. The only part of the track that needs repair is the Robinson Road entrance. This is one of the best walks in Bacchus Marsh/Darley and it is a shame that the council has done nothing to repair the damaged section.	Under the proposed network this is classified as a key recreational route. Plans are currently being finalised to possibly repair this section of path through the Flood Recovery Program.
	Darley is a neglected area of the shire and these facilities are required to attract tourists to this lovely spot	Several recreational and primary routes are recommended for the Darley area.
<b>Submission 4 (no contact details provided)</b>	Options to Address North South Access through Bacchus Marsh 1. Widening of Gisborne Road to ensure development of a designated continuous bike lane along Gisborne Road which is likely to require widening of the road (Gisborne Road is the responsibility of Vic Roads). Although bike lanes are already provided, feedback from users suggests they're inadequate and not wide enough. This should be strengthened as the current 'bike lanes' do not meet Vic Roads own standards.	1. A shared path is recommended in the Draft Hike and Bike Strategy for Gisborne Rd to help alleviate this issue

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	2. Development of pedestrian and cycle paths and pedestrian freeway crossing along Halletts Way. It should be noted this freeway crossing is a Vic roads responsibility. This should also state that any bike lanes provided to meet Vic Roads standard for bike lanes. Under the signage recommendations this should also include the latest adopted safety messaging of "A metre Matters" that is now being rolled out across the State & Country.	2. Infrastructure Standards are included in the Draft Strategy with reference to current requirements  A signage policy is a recommendation as part of the strategy
<b>J Maddox</b>	Emphasis on improving cycling conditions between Ballan and Gordon and Ballan and Daylesford.	Ballan-Gordon: A recommendation is provided in this strategy to improve the shoulders of the route from Ballan to Gordon.
	The Draft strategy will be undone by its emphasis on conforming to standards. The current state of footpaths and roads is wretched and the estimated cost of \$18million for new paths will prevent much overall improvement. Other cheaper ways must be found which protect Council against litigation while requiring minimal maintenance.	All paths are recommended to conform to Council's adopted Infrastructure Design Manual
	It would be good to provide a list of all such 'primary destinations' would be useful, so we can see the path does not just lead to Councillors homes. The plan for Gordon is very good and I believe will be endorsed by many residents of the town.	The list of primary destinations is provided under section 4.6 Pedestrian Path Network. Primary destinations include: schools, larger shopping centres, major parks and reserves, major public transport routes and community hubs.
	The plan for Gordon, in particular Paddock Creek, is a very good idea	Noted
<b>Submission 8 (no contact details provided)</b>	A pedestrian/cycle path needs to be considered in any plan for a path to be constructed under the bridge at the Werribee River at Simpson/Blackwood Street, Ballan, to eliminate the risk to the number of pedestrians currently crossing the road on a blind corner at the bottom of a hill to get to either the Caledonian Park or the pool.	A river trail extension is recommended in the draft strategy. A bridge section will be inserted into the strategy addressing road crossings
<b>Submission 6 (no contact details provided)</b>	Under Section 5.2 Priorities for Bacchus Marsh, I have concerns with the "Priority" system of ranking Projects Low, Medium and High. Probably the single biggest issue facing Bacchus Marsh and future development is traffic	The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to high, medium and low. Projects included in the final document will be

Respondent	Feedback	Officer Response
	congestion. This is already at "extreme" levels during the drop-off and pick-up times for schools. The primary reason for this is the town being divided by the Western Highway and there only being Gisborne Road and Halletts Way as north/south access routes. Whilst the Water Channel shared walking and cycling path is very high cost and difficult it manifestly is NOT a LOW priority. This Strategy Document is meant as a reference and placing this as a LOW priority fails completely to understand the issues facing the community and any future development. Whilst the costs are high, so are the benefits (on many levels) and it is far cheaper and more practical than building any further road crossings of the Freeway (not an option). It is felt that the Strategy should have some mechanism for review so that the priority of projects can be changed and new projects added. The methodology for determining priorities is flawed if it deems the Water Channel Route a LOW priority.	<p>included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.</p> <p>Under the new proposed classification the water channel will now be classified as a primary route. The project will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines</p> <p>Under the Capital Improvement Program prioritisation criteria the projects can be reviewed at any time</p>
P. Parrington	As the property owners at 1370 Ballan-Daylesford Road, Spargo Creek, we approve the proposal for the Korweinguboora Bike and Hike Path.	Noted. However feedback from the community and Council staff indicate that this path should no longer be recommended and as a result should be removed from the strategy. This is due to native vegetation restricting path works in Korweinguboora.
<b>B. Courtice</b>	North South route (Gisborne Rd) This should be the primary route as most of the towns primary infrastructure lies upon it and it could significantly reduce the traffic on the road if done correctly. A 2.5m shared path is not enough to accommodate large amounts of pedestrians and cyclists in peak times along this road.	All paths are recommended to conform to Council's adopted Infrastructure Design Manual
	Need to look at the joining of the Werribee River connection under the bridge rather than people having to cross the busy Gisborne Rd. If unfeasible then a pedestrian crossing is required	A section will be inserted into draft Strategy addressing road crossings
	Council need to reduce truck through-traffic. Fix the Eastern interchange so woolpack road can be used.	Proposal is outside the scope of the strategy and has been referred to Council's Infrastructure Services for

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		consideration.
	Need to reduce car traffic overall	Proposal is outside the scope of the strategy and has been referred to Council's Infrastructure Services for consideration.
	Halletts Way does need a walking/cycling path as well as some street lighting to make it safer but as Halletts Way is at the top of the hill many will not use it as it is too far from the middle of town.	Recommendation for Halletts Way included as a primary route in the Hike and Bike Strategy
	Need to look into reducing the speed limits along priority routes (40km/h)	Proposal is outside the scope of the strategy and has been referred to Council's Infrastructure Services for consideration.
	All future road works need to incorporate space for cyclists on road as a standard.	Proposal is outside the scope of the strategy and has been referred to Council's Infrastructure Services for consideration.
	Surrounding localities such as Parwon, Hopetoun, Coimadai, Merrimu and Long Forrest should have bike lane connections to Bacchus Marsh	There is a recommendation to improve signage alerting motorists of cyclists in the area to improve visibility
	Need more cycle parking at the towns common destinations. Other end of trip facilities such as showers and lockers should be installed in all new developments and upgrades.	End destination supporting infrastructure is recommended in this strategy to support cyclists. This includes bicycle parking facilities, access to water and toilet facilities. Shower facilities are not recommended in this Strategy. Council will advocate with housing developers the need for these facilities in new development areas.
	The path suggested along the Avenue of Honour should be supported	Noted
	Need to remove some roundabouts as these are very busy and are very dangerous for cyclists and pedestrians trying to cross them. Installing signals may be better	A section on road crossings to be inserted
<b>L Tinkler</b>	Requirements for footpaths in new developments are an important part of increasing walking and riding.	This recommendation is included in this strategy
	Should look at ways to promote paths e.g. a cycle race or work with VLine	This is a great idea and will be addressed as a promotional tool once the strategy is adopted
	Need to ensure facilities are accessible	All recommendations are to be consistent with Council's adopted Infrastructure Design Manual to

Respondent	Feedback	Officer Response
		ensure appropriate standards are adhered to
	Support the linking of Darley and BM linking routes	Noted
	Could the community help with maintenance of paths? E.g. Adopt a path	Great idea to build community pride and will be addressed once the strategy is adopted.
	Peppertree Park and Caledonian Park circuits are especially important and should be looked after	Agreed
	Agree with improving/maintaining/increasing the river walks in Bacchus Marsh	Noted
	Consider an App based on the paths including conditions etc.	Great idea. Apps to be examined post strategy development
	Another criteria for priority works should be routes that are especially used by impaired users – e.g. Nursing homes, parents with prams.	The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to high, medium and low. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.
	Need more seats and resting points	Recommendation included in strategy: That the Austroads and the Vic Roads CycleNotes standards are considered in the provision of bicycle infrastructure. Improving supporting infrastructure is also included in the strategy such as seating, bicycle parking facilities, access to water and toilet facilities
	'Socially connected' should be changed to 'safety'	The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to high, medium and low. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines
	Key organisations that support walking should be included in section 1.6 including Victoria Walks and the Heart Foundation	To be included as part of supporting documentation in section 1.6
	Need to work with the bus company to increase bus routes so they are more direct to the station.	Proposal is outside the scope of the strategy but Council will continue to advocate for increased bus routes and improved services.



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	Proximity to public transport routes should also be a criteria	Bus overlay to be incorporated in the recommended network to ensure links to public transport routes
	Buses should accommodate bikes on the front to help increase cycling	Proposal is outside the scope of the strategy but Council can continue advocate for the idea
<b>L. Mussett</b>	Map is hard to read and many tracks are too short or do not go anywhere in particular.	Bacchus Marsh and Darley map to be also provided in two (1 for Darley and 1 for Bacchus Marsh)  A circular network is being proposed to ensure that walks are longer and connect to key community infrastructure and alternate recreational links
	Tracks should not go through ovals – these are separate	Recreation Reserves pedestrian management are covered under their individual Master Plans. It is recommended to link all reserves with existing network outside the reserve boundary
	Hike and Bike tracks should not include roads – these are a separate identity	Roads are shown on the maps as a point of reference
	Instead of wasting money on new tracks they should focus on upgrading and maintaining the current paths	Maintenance is considered as an important part of this strategy
	Peppertree walk needs money spent on it to maintain and upgrade	Peppertree walk is identified as a recommended trail in the strategy
	Federation walk has a dead end and needs maintenance	Maintenance is considered as an important part of this strategy. This track is recommended to be linked to the Links trail and extended
	Links walk is off limits	Links walk is identified as a recommended trail in the strategy
	Stamford Hill is a dead end	Stamford Hill is recommended to link into Halletts Way and Holts Lane to create a circular route that accesses Bacchus Marsh, Darley and new housing developments
	Grey St/Links walk is 1km and goes nowhere	Links walk is recommended to be extended in the Strategy with shared paths also recommended for Halletts Way and Gisborne Rd
	Bike and walking tracks need to go somewhere and not end up a dead end	This is included in the strategy to complete the overall network

Respondent	Feedback	Officer Response
	The walks around Bacchus Marsh are a disgrace and should be upgraded first.	Maintenance is considered as an important part of the strategy
<b>Korweinguboorra (Committee of Management)</b>	Korweinguboorra (Committee of Management): question the regular use of the path as it is only short and within a small population area. It would be better used if it connected to the larger population centres and would be therefore used by cyclists and walkers. Due to the high cost the overall feeling is that the money could be put to better use in other community projects in the area	Feedback from the community and Council staff indicate that this path should no longer be recommended and as a result will be removed from the strategy. This is due to native vegetation restricting any path works in Korweinguboorra
<b>I Coutts</b>	Korweinguboorra: Concerns over local flora disruption of old trees – would be supportive if not too disruptive. Would be preferable on the Western side of the road as the recreation reserve is also on this side	Feedback from the community and Council staff indicate that this path should no longer be recommended and as a result will be removed from the strategy. This is due to native vegetation restricting any path works in Korweinguboorra
<b>M. Ritchie</b>	A bike path connecting Gordon and Ballan as there are keen cyclists out in the community by the Gordon-Ballan Road is a narrow, dangerous road to ride and there is definitely room for a bike path beneath the power lines.	A recommendation is included to provide upgraded shoulders to selected roads between Gordon and Ballan to increase safety.
	A bike path or lane connecting Gordon and Mt Egerton - its only 5 or 6 kms,	There is a recommendation to improve signage alerting motorists of cyclists in the area however to improve visibility of motorists
	Possibly a trail/bike/walk path from the extended Gordon township across the freeway - Moorabool West Road and surrounds. There are families over there with children at the local schools who would like to ride but find it too scary over the bridge - more signage and/or a dedicated lane would make this a more comfortable option for these people	There is a recommendation to improve signage alerting motorists of cyclists in the area however to improve visibility. Paths recommended for Gordon are included based on the Gordon Structure Plan
	An additional benefit of a Gordon-Ballan bike path is that it would link the township of Gordon with the Recreation Reserve, where parking can cause many headaches during the football season or the Gordon Spring Festival. There is a bit of a trail to the Rec Reserve at the moment, but it is really no good for bicycles and is not often utilised. If there was a bike path, kids and their families could ride to footy or netball training and any games which might be	A recommendation to upgrade the current path to a shared path from the Recreation Reserve to the township and schools will be included in the final report

Respondent	Feedback	Officer Response
	on, decreasing the pressure on the car park.	
	I think it's all very well and good the Bike & Hike Strategy talking about local footpaths, but there a several smaller towns in the area which could easily be connected by bike trails, which could also double as walking trails.	Ballan – Daylesford and Gordon – Ballan have been identified as key routes for improving shoulder infrastructure to support cyclists
	Ballan-Gordon path/lane linking the two towns	Gordon – Ballan have been identified as key routes for improving shoulder infrastructure to support cyclists
<b>J. Spain</b>	Evaluation criteria needs to be more robust and aligned with Councils Capital Improvement Program	The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to High, Medium and Low. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.
	Cost of projects should not override determinant priorities. Not clear how priorities are assigned	The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to High, Medium and Low. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.
	Danger in assigned priorities to a table of works as they can become locked in.	The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to High, Medium and Low. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.
	The role of BMDTATC in assigning priorities is downplayed. The Advisory Committee should be given ownership of the areas that relate to Bacchus Marsh. BMDTATC should deliver annual recommendations into the CIP process. In some instances the BMDTATC holds a	All feedback from the BMDTATC has been considered throughout the development of the Draft Strategy. The BMDTATC are an advisory Committee of Council. All recommended works included in the strategy will be included in the CIP process and

Respondent	Feedback	Officer Response
	different priority to those of the document authors	assessed in accordance with the adopted Capital Works Evaluations Guidelines.
	Dissatisfied with the map of Bacchus Marsh as it is too small a scale. Path colours differentiating types/status should also be considered	Maps to now feature one larger map and two smaller maps divided by the freeway. Path colours are chosen to identify the classification of path to be constructed
	Pedestrian crossings/overpasses seem to be ignored and require closer inspection e.g. Road crossing at Taverner St and road overpass at Masons Lane over Gisborne Rd	A section will be inserted into the Hike and Bike Strategy addressing road crossings
	Document overall is a bit conservative	Noted
<b>BMDTATC Submission:</b>	<ul style="list-style-type: none"> <li>Water channel link from Lerderderg &amp; Werribee Rivers</li> <li>Short term priorities <ol style="list-style-type: none"> <li>Signage for tracks and associated maps/brochures</li> <li>Pedestrian crossing of Grant St at the Werribee River.</li> <li>Pedestrian crossing at the Bond St extension via a foot bridge</li> <li>Establish a track alongside the Maddingley side of the Werribee river from bond St to Grant St</li> <li>A crossing of the Lerderderg River by a low lying bridge to reduce the need to use the Gisborne Rd bridge to cross the road and river</li> <li>Footpath on Fiskin St from the Werribee River to Simpson St</li> <li>Pedestrian paths and pedestrian freeway</li> </ol> </li> </ul>	<p>The classification of projects is to be changed to identify key projects under Primary, Secondary and Local routes as opposed to High, Medium and Low. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.</p> <p>Water channel is now classified as a primary route</p> <ol style="list-style-type: none"> <li>Recommendation included in the Strategy</li> <li>A section will be inserted into the Strategy addressing road crossings</li> <li>Has been completed</li> <li>Has been completed</li> <li>Due to recent flooding the Links walk has been rerouted both before the bridge and after which will eliminate the need to cross the bridge</li> <li>Has been completed</li> <li>Recommendation included in the Strategy</li> </ol>

Respondent	Feedback	Officer Response
	<p>crossing along Halletts Way</p> <ol style="list-style-type: none"> <li>8. Closure of vehicular access points to Peppertree Park circuit</li> <li>9. Establish a footpath alongside Holts Lane from the Lerderderg River to Gisborne Road</li> </ol> <ul style="list-style-type: none"> <li>• Medium term priorities               <ol style="list-style-type: none"> <li>1. Develop a track from the Railway station to Main St through Maddingley Park, over the pedestrian bridge.</li> <li>2. Extension of Lerderderg River track to connect to the existing track behind the Bacchus Marsh Golf Club to the water channel</li> <li>3. Link between Hillview Estate and Grant St/Peppertree Park to give safe pedestrian access to the town for this fast developing area</li> <li>4. Establish Long Forest Walking Trail adjacent to the road to connect Parks Victoria trails, including signage</li> <li>5. Establish Rowsley Valley Horse Riding Trail</li> <li>6. Establish a Lerderderg River crossing adjacent to Bacchus Marsh Golf Course to link to Lerderderg Gorge Rd</li> <li>7. Extension of the Lerderderg River Trail from Andrew's Way to Mackenzies Flat</li> </ol> </li> </ul>	<ol style="list-style-type: none"> <li>8. This has been completed</li> <li>9. To be included in this strategy</li> </ol> <ol style="list-style-type: none"> <li>1. Recommendation included in the Strategy</li> <li>2. Recommendation included in the Strategy</li> <li>3. Recommendation included in the Strategy</li> <li>4. Path currently exists however a signage policy is recommended in the draft strategy</li> <li>5. Whilst this is part of the overall philosophy of the Hike and Bike Strategy it is not specifically part of the original scope</li> <li>6. Lerderderg Gorge Rd under this strategy has not been considered as a primary linking destination.</li> <li>7. This to be included in the Strategy and reflected in maps</li> </ol>



Respondent	Feedback	Officer Response
	<ul style="list-style-type: none"> <li>• Long term priorities               <ol style="list-style-type: none"> <li>1. Create a circuit along the banks of the Werribee and Lerderderg Rivers with the Water Channel</li> <li>2. Establish a formal network of bike and walking tracks within the town to connect all residential estates with schools, parks and shops. This to include a review of the optimal route of the Great Dividing Trail through Bacchus Marsh</li> <li>3. Establish a formal network of bike and walking tracks to create links with outlying area and regional tracks including Lerderderg Gorge, Werribee Gorge, Melton West and the Brisbane Ranges</li> </ol> </li> <li>• Unallocated priorities               <ol style="list-style-type: none"> <li>1. Trail amenities to be established on key routes</li> <li>2. Connect new estate near Anthony's Cutting with the Avenue of Honour</li> <li>3. Recommend signage of shared paths</li> <li>4. Path from end of Halletts Way to Links Rd across Telford Park</li> <li>5. Path connecting the extension of Masons Lane to Lerderderg River and through to Main St</li> </ol> </li> </ul>	<ol style="list-style-type: none"> <li>1. Currently recommended in the Hike and Bike Strategy</li> <li>2. This is the overall philosophy of the Strategy. Bacchus Marsh Great Dividing Trail route through town will be covered by primary route recommendations in this strategy</li> <li>3. Whilst this a part of the overall philosophy of a Hike and Bike Strategy, it is not specifically part of the scope of this strategy Promotional material to be developed once Strategy is adopted to promote access to these regional tracks</li> </ol> <ol style="list-style-type: none"> <li>1. Currently recommended in the Hike and Bike Strategy</li> <li>2. Currently recommended in the Hike and Bike Strategy</li> <li>3. Currently recommended in the Hike and Bike Strategy</li> <li>4. Currently recommended in the Hike and Bike Strategy</li> <li>5. Lerderderg river extension is included in the Hike and Bike Strategy with a crossing point at Holts Lane. To negate multiple crossings it will be recommended for the extension of the trail to be developed on the western side of the river with exit points at Masons Lane and</li> </ol>

Respondent	Feedback	Officer Response
	6. Walking trail along Werribee River from Fiskin St to Avenue of Honour Circuit.	<p>linking in to Moon Reserve. Maps will be changed to reflect this</p> <p>6 Not included in the strategy. The primary recreational route recommended for this area is a shared path network from Werribee River to Main St via Fiskin St and the 'Greenway' to meet with and travel down the Avenue of Honour.</p>
<b>D. Marnie</b>	Whilst there has been some community consultation it has hardly been best practice and should move beyond seeking feedback from Councils Web portal and just one health expo	Feedback was sought from the Community through Council's Reserve and Hall Committees of Management, newspaper media release and individual meetings/phone conversation with tourism associations, BMDTATC and other stake holders
	I also note that it is unusual for hike and bike strategies to be combined.	Noted
	It would be useful to develop a Council advisory group to assist in the development, implementation and monitoring of the strategy.	Council has an Advisory Committee – Bacchus Marsh & District Tracks and Trail Advisory Committee which is always looking for interested community members The BMDTATC were a key stakeholder in the development of the Strategy and involved in the Project Control Group
	The Maps were a little unclear.	Maps for Bacchus Marsh and Darley will be presented as a whole and then divided into two larger scale maps of Bacchus Marsh and Darley
	A general comment is that there is little reference or emphasis on links between the townships. For example where is the link from Bacchus Marsh, Long Forest or Melton to Hopetoun Park?	Whilst this a part of the overall philosophy of a Hike and Bike Strategy, it is not specifically part of the scope of this strategy: However Ballan – Daylesford and Gordon – Ballan have been identified as key routes for improving shoulder infrastructure to support cyclists
	Moorabool does not exist in isolation. Whilst there is reference to neighbouring municipalities it would be great if the strategy were also part of a regional approach or even	Council will work in partnership with the affected neighbouring municipalities in the further scoping and implementation of projects identified in the draft

Respondent	Feedback	Officer Response
	in partnership with neighbouring Councils such as Melton Shire, Hepburn Shire or the City of Ballarat.	strategy to ensure a joint approach
	<p>Most Victorian Council cycling strategies explore the roles or reason why people cycle and align their implementation strategies to these roles Commuter transport to work, schools and railway stations</p> <ul style="list-style-type: none"> <li>• Transport to shops and community facilities</li> <li>• Recreation and healthy lifestyle</li> <li>• Environmental</li> <li>• Sport</li> <li>• Tourism</li> </ul> <p>This approach should be relevant to the Moorabool Strategy.</p>	This is identified under section 1.0 Introduction and section 4.0 Moorabool Hike and Bike Strategic Direction
	There is reference to safety issues and cycling standards. This can be built on. For example an analysis of bicycle incidents and crashes within Moorabool Shire is lacking. This is available from VicRoads.	Noted.
	Greater emphasis on the implementation of State wide programs such Ride 2 School and Ride to work programs in Moorabool.	This is part of the overall philosophy of the strategy and has been included under section 4 with promotion of walking groups, community events, and school walking buses through schools, neighbourhood houses and community health centres
	Ensure that standards are adhered to in construction of cycle paths, surface of gravel roads and the width of road shoulders on roads used as cycle routes.	<p>All paths are recommended to conform to Council's adopted Infrastructure Design Manual</p> <p>Ballan – Daylesford and Gordon – Ballan have been identified as key routes for improving shoulder infrastructure to support cyclists</p>
	Consider lower speed limits on shared routes	Proposal is outside the scope of the strategy however will be forwarded to Council's Infrastructure Services for consideration.
	Design roundabouts to be bike friendly or build alternative bike routes to Moorabool roundabouts.	All works are recommended to conform to Council's adopted Infrastructure Design Manual

Respondent	Feedback	Officer Response
	Have regular safety audits of bicycle routes and paths.	Maintenance is considered as an important part of the strategy
	<p>A strategy without costing is a just a wish list. Whilst there is reference to a few costing's in the strategy it would be appropriate for:</p> <ul style="list-style-type: none"> <li>Strategies and actions to have costing's and estimated expenditure.</li> <li>Benchmark Moorabool cycle expenditure with other Victorian Council's cycling expenditure</li> <li>Discussion of external income and funding opportunities</li> <li>Explore funding strategies such as developer contributions from new estates</li> <li>Integration cycle paths into future road works.</li> </ul>	<p>All works considered in the table of works are to include costing which will then be re-evaluated as part of Councils adopted Capital Improvement Program processes</p> <p>Noted</p> <p>Funding opportunities are addressed under <i>section 4 Funding Opportunities</i></p> <p>Whilst this a part of the overall philosophy of a Hike and Bike Strategy, it is not specifically part of the scope of this strategy. Proposal referred to Council's Infrastructure Services for future consideration.</p>
	<p>The strategy should develop and outline actions for:</p> <ul style="list-style-type: none"> <li>Safe and systemic cycle routes to Moorabool schools</li> <li>All new housing estates to provide off road cycle paths that connect to railway stations, schools and shopping centres.</li> <li>Paths and routes that link between townships and hamlets e.g. Parwan to Bacchus Marsh; Ballan to Bacchus Marsh.</li> <li>Rural gravel roads are coated with bike friendly gravel surface. The Ingliston Road through the Werribee State Park is an example of <b>what not</b> to</li> </ul>	<p>Included as recommendations in this strategy</p> <p>Included as recommendations in this strategy</p> <p>Ballan – Daylesford and Gordon – Ballan have been identified as key routes for improving shoulder infrastructure to support cyclists. Improving signage alerting motorist to cyclists is also a recommendation in the Strategy</p> <p>All works are recommended to conform to Council's adopted Infrastructure Design Manual</p>

Respondent	Feedback	Officer Response
	<p>surface the road with.</p> <ul style="list-style-type: none"> <li>• Develop off road cycle tourist routes linking Ballarat Daylesford, Ballan Bacchus Marsh and Melton and thence to Melbourne.</li> <li>• Consider the impact of hills and steep slopes in developing cycle routes....a negative when considering Halletts Way as an alternative north south route. It is still relevant to upgrade Halletts Way as a safe bicycle route but not as the sole north south route because of the hill.</li> <li>• Consider reduction of speed limits on shared cycle routes.</li> <li>• Encourage bike parking facilities in the Bacchus Marsh and Ballan Shopping strips.</li> <li>• Consider the danger that comes from heavy freight, cars and bicycles when sharing minor rural roads.</li> </ul>	<p>The Great Dividing Range currently links Ballarat to Daylesford through to Bacchus Marsh but is located on DEPI land and managed by volunteers</p> <p>This is considered in the costing of specific projects. Projects included in the final document will be included in Council's long term Capital Improvement Program and assessed in accordance with the adopted Capital Works Evaluations Guidelines.</p> <p>Proposal is outside the scope of the strategy and has been referred to Council's Infrastructure Services for consideration.</p> <p>End of route infrastructure is to be considered under Austroads and the Vic Roads CycleNotes standards in the provision of bicycle infrastructure. It is recommended however to install end destination supporting infrastructure to support cyclists. This includes seating, bicycle parking facilities, access to water and toilet facilities</p> <p>Improved signage is recommended for secondary roads regularly used by cyclists to improve safety</p>
R. Marnie	Many of the traffic problems we encounter in our towns could be alleviated if more children could cycle safely to schools. Safe, wide bike-paths should feed into our schools.	Recommendations are included to link community infrastructure including schools. It is also recommended to work with community groups, schools and neighbourhood houses to promote the



Respondent	Feedback	Officer Response
		growth of walking groups and ride to school programs
	I feel that the projects have fallen far too short with towns looked at in isolation without much consideration being made to create links.	Ballan – Daylesford and Gordon – Ballan have been identified as key routes for improving shoulder infrastructure to support cyclists
	I found some of the maps, especially for Bacchus Marsh, almost indecipherable	Bacchus Marsh Map is to be provided as an overall map and then presented as a Darley specific and Bacchus Marsh specific map to allow for easier identification
	I regret that I was unable to comment on this strategy and feel that not enough public consultation was sought. Part of the council process should have contacted schools seeking feedback	Noted and is accepted as a missed opportunity
	My experience in riding to Bacchus Marsh from Parwan is that the road surfaces on the secondary roads I choose for safety reasons are often not cycle friendly gravel. When using the more major roads, such as Geelong Road, the shoulder often suddenly disappears and the cyclist is forced out onto the busy road or to cross a narrow bridge. Many drivers of buses, trucks and cars drive far too close. Public awareness of cyclists needs to be a priority.	There is a recommendation to improve signage on secondary routes used by cyclists alerting motorists of cyclists in the area however to improve visibility
R. Marnie	Safer cycle routes with signage that include a rating of their difficulty and length in kilometres, needs to be obvious. Documentation in the form of a directory to plan cycle-trips, would be ideal for both the local as well as visitors to our region. If this were done well, much could be gained by local business.	Signage policy is recommended for development as part of this Strategy.  Maps and promotional material are also recommended as part of this Strategy
	Already many cyclists favour the use Parwan-Exford Rd every week-end and weekday and make a café stop in Bacchus Marsh before heading back to Melton and elsewhere. This study did not recognise existing use of this secondary road.  Were local and neighbouring cycle clubs consulted	Noted. Unsure as to the specific issue raised in this feedback. However there is a recommendation to improve signage alerting motorists of cyclists in the area to improve visibility  Feedback was sought from the Community through Council's Reserve and Hall Committees of Management, newspaper media releases and individual meetings/phone conversation with tourism

Respondent	Feedback	Officer Response
		associations, BMDTATC and other stake holders
	Future planning and new developments must be made to incorporate safe bike routes, free of cars, as they are in many parts of Europe. People should be able to do their shopping and know there will be a safe place to lock their bike outside the shops. There should be bike paths to sporting facilities and parks. People should be able to live a car- free life if they choose to.	Shared path networks are recommended to link all new developments into the current network to enable easy access through town. Primary routes are recommended to link the community with key community infrastructure.

## 9.4 INFRASTRUCTURE SERVICES

### 9.4.1 Draft Waste Management and Resource Recovery Strategy

#### Introduction

File No.: 16/02/010  
Author: Glenn Townsend  
General Manager: Phil Jeffrey

#### Background

The purpose of the report is to recommend that the Council endorse the Draft Moorabool Waste Management and Resource Recovery Strategy for the purposes of public exhibition for a period of four weeks.

Moorabool Council has a Waste Policy (2007) that has been reviewed and revised however has never documented a Waste Management Strategy.

Moorabool is a rapidly growing municipality and the Moorabool Waste Management and Resource Recovery Strategy is a document that reviews management options and sets possible directions that could be taken to improve waste management outcomes by Council over the next 5 -10 years. Presently, Council provides waste management and resource recovery services via kerbside collection, transfer stations and litter and cleaning operations.

State legislation and policies are the main strategic drivers to implement this strategy document. Legislation governing waste management (Environment Protection and Sustainability Victoria Amendment Bill 2014) was passed in March 2014. This legislation is designed to implement the State Government Strategies such as *Getting full value - Victorian Waste and Resource Recovery Policy 2013* and the draft *State-wide Waste and resource recovery infrastructure Plan 2013 – 2043*.

The State Government has recently amalgamated the smaller Regional Waste Management Groups into 7 large Waste and Resource Recovery Groups across the state. Moorabool has become part of the Grampians Central West Waste and Resource Recovery Group. Therefore it is important that the documents feed into and reflect state, regional and local priorities.

The Shire's has always had a user pays ideology when it comes to setting policy for waste management. This means that any waste services undertaken are done so on a full cost recovery basis through fees and charges and rate levies. It is intended that this ideology remain therefore the introduction of any new services considered in the strategy would need to be done so in light of the additional cost to ratepayers.

## Proposal

The Draft Moorabool Waste Management and Resource Recovery Policy and Strategy encourage Council to focus on the following key principles:

- Waste minimisation
- Cost effectiveness and Best value
- Access to services
- Equity
- Innovation
- Continual Improvement
- Community engagement and communications.

The documents outline the key waste services provided by Council discussing the existing services, waste quantities and profile along with future waste projections and considerations. The key items are outlined below:

### Kerbside Service

Moorabool Shire will continue to deliver kerbside garbage and recycling services to existing and new households in established collection areas. It is proposed to amend the criteria for compulsory and non-compulsory areas to match the land zonings rather than rely on percentage. Residential, Low Density Residential, Township and Rural Living Zones would be automatically compulsory. This ensures the higher density areas are serviced by waste collection when certificate of occupancy for the land has been issued. Any areas in the Farm Zone that are currently compulsory or non-compulsory will remain the same.

Further, it is proposed that Residential and Low Density Residential zoned properties receive a 120ltr bin collected weekly and the all other zones a 240ltr bin collected fortnightly. Recycling will remain 240ltr collected fortnightly regardless of the zoning.

The impact of this is that the LDRZ land at Greendale, surrounding Ballan, Gordon and Mt Egerton as well as Pykes Creek estate and Myrniong would become compulsory. These areas are already non-compulsory and have a high take up rate so the impact is not significant. In addition, Hopetoun Park would change to a weekly collection which will incur some additional cost. The contractors have been consulted and can accommodate the change within existing contracts.

### Schools, Emergency Services and Community Groups

Council provides 4 recycling bins which are collected fortnightly from schools, emergency services and community groups. They must agree to commit for a minimum period of twelve months. There is no proposed change to this provision.

### Recreation Reserves and Halls

Council provide a free waste service to Committees of Management for recreation reserves and halls within the municipality. The proposed allocation is:

- Category 1 reserves having 6 x 240ltr bins collected weekly
- Other reserves having 4 x 240ltr bins collected weekly (urban) and fortnightly (rural)
- Additional bins to be charged at a set rate.
- This is over and above litter bins placed at various reserves.

There is a proposed increase to the number of bins allocated at reserves in the policy to address frequent requests in recent years.

### Commercial / Industrial Waste Service

Council provides a 240ltr waste collection service across the municipality. The service is user pays as set in the annual fees and charges schedule for waste i.e. number of bins x number of collections = \$cost. There is currently no recycling service provided for commercial premises. Transfer stations provide drop off of recyclables free of charge. There is no proposed change to this provision.

### Transfer Stations

Council operate 3 transfer stations at Bacchus Marsh, Ballan and Mt Egerton that provide for the disposal of general waste, green waste, timber, mattresses and tyres for a cost recovery charge. The transfer stations also provide for resource recovery such as recyclables, metals, whitegoods, e-waste, automotive oil and chemical containers at no cost.

The strategy highlights some inequity to the gate fees at transfer stations whereby large loads are charged at a lower volume rate than small loads. The draft policy looks to correct this over time as part of the annual budget process.

### Hard Waste

Council does not currently offer a hard waste collection other than access to transfer stations. Hard waste is accepted at the transfer stations for general disposal at the recovery cost. The policy proposes no change to hard waste but the strategy discusses available options and broad costs. It is not currently recommended to introduce hard waste however if it was considered into the future, the strategy could be used as a tool to engage with the community regarding whether there is sufficient demand from community members willing to pay for the service. The introduction of such a service would need to be considered in light of the user pays principle.



### Green Waste and Organics

Council does not currently offer a green waste collection other than access to transfer stations. Green waste is accepted at the transfer stations for general disposal and is subsidised at half the standard gate fee. The policy proposes no change to green waste but the strategy discusses available options and models costs. It is not currently recommended to introduce green waste however if it was considered into the future, the strategy could be used as a tool to engage with the community regarding whether there is sufficient demand from community members willing to pay for the service. The introduction of such a service would need to be considered in light of the user pays principle.

### **Policy Implications**

The 2013-2017 Council Plan provides as follows:

<b>Key Result Area</b>	Enhanced infrastructure and Natural and Built Environment
<b>Objective</b>	Effective management of municipal waste and recycling
<b>Strategy</b>	Implement the waste management policy and strategy. Promote recycling, reuse and minimisation of waste.

The proposal is consistent with the 2013-2017 Council Plan.

### **Financial Implications**

Waste Management is based on cost recovery. It is a user pays system so the implementation of extra service will need to be on a cost recovery basis.

There are no financial implications associated with undertaking the public consultation process.

### **Risk & Occupational Health & Safety Issues**

There are no risk or Occupational Health & Safety Issues associated with this report.

### **Communications and Consultation Strategy**

The review of the Draft Moorabool Waste Management and Resource Recovery Strategy includes a proposed public consultation process, as outlined below:

- Advertising in local newspapers and other communication processes (Council's website) and how the community can make submissions to the draft version.
- Advertising on 'Have Your Say Moorabool' also as above.

- Public exhibition period would allow for community comments for a period of 28 days.
- All correspondence received would be documented and carefully considered prior to a final draft version being presented to Council for consideration.

### **Victorian Charter of Human Rights and Responsibilities Act 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

### **Officer's Declaration of Conflict of Interests**

Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Phil Jeffrey*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Glenn Townsend*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

### **Conclusion**

The provision of waste management is an important service and is one of the largest financial commitments of the Shire. Good planning allows the Shire to anticipate and manage costs and find the most cost-effective ways to more sustainably manage waste. It represents significant environmental challenges and provides an opportunity through waste reduction and, resource recovery to improve environmental outcomes.

### **Recommendation:**

#### **That Council:**

1. **Endorses “in principle” the Draft Moorabool Waste Management and Resource Recovery Strategy for the purposes of public exhibition for a period of four (4) weeks; and**
2. **Receives a further report at the conclusion of the exhibition period seeking adoption of the Moorabool Waste Management and Resource recovery Strategy.**

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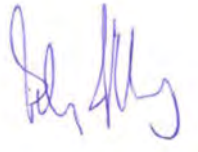
**Report Authorisation**

**Authorised by:**

**Name:** Phil Jeffrey

**Title:** General Manager Infrastructure

**Date:** Tuesday, 20 May 2014



# Attachment - Item 9.4.1(a)

<b>Policy No.:</b>	IS002	<b>IS002 – Waste Management Policy and Strategic Framework</b>
<b>Review Date:</b>	May 2017	
<b>Revision No.:</b>	002	
<b>Policy Manual Version No.:</b>	002	
<b>Adopted by:</b>		

## 1. Purpose and Scope of the Policy

- To state Moorabool Shire Council's intention to improve the management and delivery of waste management services for the community.
- To work with the community and businesses to cost-effectively protect and enhance Moorabool's environmental and social attributes through the reduction, recovery and improved management of waste resources.
- To provide well executed and cost effective best practice waste management services to the community using a 'user pays' and 'best value' approach.
- To ensure that all waste management services to the community are financially sustainable.
- To actively participate in regional groups to improve waste management services for the community.

## 2. Policy

### Background

Moorabool is a rapidly growing municipality containing areas of urban development, land used for farming and horticulture, lifestyle farm and bush properties and state and national parks and reserves. The municipality has a growing population of people attracted to the area for the quality of the natural, social and built environment and its proximity to Melbourne, Ballarat and surrounding areas. Council provides waste management and resource recovery services via kerbside collection services, transfer stations and litter and cleaning operations. The council does not operate a landfill, sending residual waste to landfills inside and outside of the region.

### Key Policy Principles

The policy and strategy will adhere to the following key principles:

- Waste Minimisation  
The Shire will promote the waste minimisation hierarchy of 'Avoid, Reduce, Reuse, Recycle, Recover Energy and Safe Disposal', working to promote avoidance and reduction of waste and higher forms of resource recovery where practicable.
- Cost-effectiveness and Best Value  
In keeping with the Victorian government's Getting Best Value: The Victorian Waste and Resource Recovery Policy, the Shire will promote waste management and resource recovery options that are cost-effective, enhance prosperity and are financially sustainable. The Shire will work to minimise future costs of waste management by promoting innovation, efficiency and competition.



c) Access to Services

The Shire will create appropriate opportunities for the community and businesses to reduce, recover and/or safely dispose of waste. These will be provided by kerbside services and/or transfer station drop-off services as well as information about waste reduction and the correct use of waste and resource recovery systems within the Shire.

d) Equity

The Shire will price waste disposal and resource recovery services to reflect the full costs and benefits of services, with appropriate charging for services at points of disposal and through council rates notices.

e) Triple Bottom Line Accounting/Reporting

The Shire will consider the performance of resource recovery and waste disposal activities against financial, social and environmental 'bottom lines' and seek to optimise and improve performance against each of these.

f) Innovation

Moorabool Shire Council will continue to investigate the latest innovations in waste management, mindful of our obligations to the environment.

g) Continual Improvement

The Shire will collect appropriate statistics and annually review progress against the Moorabool Waste Minimisation and Resource Recovery Strategy (MWMRRS). This review will consider whether objectives are being met and appropriate modifications/updates to the strategy.

h) Community engagement and communications

The Shire will provide the community with opportunities to contribute to the development of the MWMRRS, and ensure the objectives, action and deliverables of the strategy are widely communicated and understood.

### Key Policy and Council Deliverables

a) Kerbside Services

Moorabool Shire Council will continue to deliver kerbside garbage and recyclable services to existing and new households in the established collection areas that have certificates of occupancy. Services may also be extended to areas if there is sufficient demand for services by community members willing to pay for the services.

Bins will continue to be standardised as follows:

- Garbage bins (120L weekly or 240L fortnightly). These bins will have green body and red lids. This service will be charged as part of the general waste rates.
- Recycling bins (240L fortnightly). These bins will have green body and yellow lids. This service will be charged as part of general rates.

Residents are required to purchase their own waste bins and can purchase them through Council. Residents are allowed a 120L MGB for Residential and Low Density Residential zoned land and 240L MGB for all other land zones. Waste bins will have a green body with a red lid in accordance with industry standard. Bins not purchased through Council will be required to be inspected prior to coming onto the service. If they do not have a red lid on

the garbage bin, residents will have to purchase a red lid from Council at a fee set by Council. Households will be able to order and pay for additional bins at cost and pay for the extra services separate to rates payment.

Council will provide every property within the waste/recycling area with a recycling bin free of charge. The recycling bins remain the property of Council and are registered to the property they are issued to. Any replacement bins due to damage, being stolen etc. will be free of charge.

Only properties that have a Certificate of Occupancy can come onto the kerbside service. (A case for the exception to this may be sought from sites that do not have a certificate of occupancy, but can guarantee security of bins against theft and not leave bins set out on roadsides for more than 24 hours.)

Council will replace broken lids, wheels, pins etc., on waste bins free of charge to residents but take no responsibility for waste bins that are over 5 years of age and become brittle. Industry only guarantees mobile bins for a period of 5 years life span. It is the responsibility of the resident to ensure the bins, both recycling and garbage, are kept in good condition and sanitised.

For Occupational Health and Safety (OH&S) reasons, bins found to be overfull will not be emptied. Overfull bins can cause waste/recycling to dislodge and injure pedestrians or damage the garbage/recycling collection vehicles or the Contractor's staff.

Bins that are too heavy for the mechanical arm to lift will be left uncollected and stickered by the Contractors. Bins that have foreign objects in them i.e. motors, metal wheels etc., will be left uncollected and stickered.

The Contractor will not return to collect bins that are only partly emptied. This only occurs when something in the bin is stopping rubbish coming out, or the rubbish has been squashed down preventing rubbish from coming out.

Compulsory waste collection areas will include all residences within the zoning of Residential and Low Density Residential, Township and Rural Living. Residential and Low Density Residential will be serviced by a 120L weekly garbage collection and 240L fortnightly recycling collection. Township, Rural Living and all other zoned land in compulsory and non-compulsory will be serviced by a 240L fortnightly garbage collection and 240L fortnightly recycling collection. Decisions regarding transition from non-compulsory service to compulsory service in all other areas will be based on factors such as costs to service, housing and occupied housing densities and local community demand for services.

Council recognises that many farm or more remote properties have access to commercial garbage collection services or make other arrangements for waste disposal. The council provided kerbside service is made available to most households within the shire provided they are located on roads in a collection area. Households located on roads that are not in a compulsory or non-compulsory area have the option of placing an MGB on an appropriate point on accessible roads. In this way, council offers kerbside services to virtually all domestic premises within the shire.

Residents who wish to cancel their non-compulsory service are required to leave Councils recycling bin out for the Contractor to take it away. The garbage/recycling charge will not be taken off the property until the recycling bin has been retrieved.

### b) School, Emergency Services and Community Groups Recycling

Council provides schools, emergency services and community groups with a recycling program and a maximum of 4 recycling bins will be collected fortnightly from any individual school, emergency service, or community group. Council provides the recycling bins to schools, emergency services and community groups and if they choose to withdraw from the service, the bins are returned to Council.

Schools, emergency services and community groups must agree to commit for a minimum period of twelve months. (The rate for school, emergency services and community groups recycling will be adjusted annually in the budget process).

### c) Recreation Reserves and Halls

Council provides a free waste service to Committees of Management for Recreation Reserves and Halls within the municipality. This is funded by the waste management charge and is limited to a maximum of 6 x 240L bins category 1 reserves, 4 x 240L for other reserves and 2 x 240L bins for Halls. The frequency of collection will match the collection area that it sits in. Additional bins requested by reserves and halls will be charged at the set rate. This allocation is over and above litter bins that are placed at some reserves.

MGB recycling service is not automatically provided to recreation reserves and halls. Where it is justified and can be demonstrated that contamination can be controlled, a maximum of 2 x 240L bins will be supplied to these facilities.

### d) Commercial / Industrial Waste Collection

Council operates a 240L commercial waste collection service across the municipality. This service is non-compulsory and businesses can pull out of the service at any time by writing to Council. Businesses in established collection areas will continue to have access to a weekly MGB garbage collection service offered as part of the regular weekly or fortnightly garbage collection service provided to rateable premises in designated collection areas.

The service is user pays i.e. number of bins x number of days collection = \$ cost. There is currently no recycling collection provided for Commercial premises. Transfer stations will continue to provide areas for dropping off of conventional 'dry' recyclables (cardboard, paper, metals, glass cullet, and rigid plastic containers) and garbage.

### e) Transfer Stations and Drop-off Resource Recovery Facilities

Moorabool Shire Council will continue to operate transfer station and resource recovery facilities at:

- Bacchus Marsh
- Ballan
- Mt Egerton

Operating days and hours of the transfer stations will be:

Bacchus Marsh	Open:	Friday to Monday, 10am to 4pm
	Closed:	Tuesday to Thursday
Ballan	Open:	Wednesday to Monday, 1pm to 4pm
	Closed:	Tuesday

Mt Egerton

Open:  
Closed:

Saturday and Sunday, 12noon to 5pm  
Weekdays

These facilities allow drop off of up to 5 cubic metre loads of general waste for consolidation and landfill or recycling. Charges for garbage disposal will be set annually as part of the fees and charges schedule in the budget and will reflect the cost of transfer, transport and disposal.

Resource recovery opportunities provided at transfer stations will include:

- Free drop off for:
  - Cardboard and paper
  - Metals and e-waste
  - Commingled 'dry' recyclables (metal, glass, and plastics beverage and food packaging containers)
  - Whitegoods (with certain conditions)
  - Automotive oil
  - Cooking oil
  - Empty chemical containers through the ChemClear/DrumMuster programs.
- Garden organics and untreated timber at half the price for an equivalent volume of landfilled waste.
- Mattresses can be dropped off for recycling at a fee reflecting recovery cost.
- Tyres can be dropped off for recycling at a price reflecting the costs of management. These fees will be set annually depending on the size and nature of the tyres.

The costs of transfer station operations and different materials will be distributed to volumes, materials and waste streams with consideration of the following:

- The costs of general operation, depreciation and maintenance of transfer station facilities will be distributed to different landfilled and recycled items on the basis of proportional volume of materials.
- Costs specific to the management of particular wastes and recovered resources such as gate fees, collection costs, payment of resources, or handling or processing costs significantly different to other materials.
- The net costs of management, calculated as the costs of recovering a resource minus the avoided landfill disposal costs.
- Other factors such as environmental benefits of recovery, equity, or prevalence of illegal dumping.

Waste and recycling charges at transfer stations will be made available via the Council website and on signage at transfer station facilities. These will be revised annually or in response to significant changes to costs of operation. Gate charges will be set as per the fees and charges schedule set in the annual budget.

Opportunities will be investigated for expanding resource recovery to include items such as:

- Soil
- Building rubble
- Plasterboard
- Film plastics, including silage wrap and other horticultural films
- Furniture
- Books and magazines
- Bric-a-brac

Hazardous waste recovery is provided for items including:

- Oil and automotive fluids
- Automotive batteries

f) Litter, Dumping and Public Place Recycling

In order to protect and improve the local environment the Council encourages residents and visitors to help keep our Shire clean by disposing of all litter, waste and rubbish thoughtfully. Council has the authority to issue infringement notices and enforce fines for offences under Council by-laws and under the Litter Act to ensure the environmental health of Moorabool. Council provides public place litter bins in high traffic areas. Council will develop strategies to reduce and improve the management of litter and dumping. Options for the expansion of public place litter and recycling systems will be considered where warranted.

g) Waste from other Council Operations

The Shire currently generates and either disposes of or recovers wastes from council operations. Details of such materials are not always well recorded, and are sometimes the responsibility of contractors providing services to the Shire. The Shire has informal systems for the management of surplus items. In some instances, a high degree of resource recovery occurs from council operations. The Strategy development process will seek to formalise systems to ensure opportunities for cost-effective resource recovery are favoured over landfill disposal.

h) Purchasing of Recycled Content Products

The Shire will consider the availability, relative costs, quality and environmental and social performance of recycled content products. Where practicable the Shire will adopt preferential purchasing policies favouring recycled content products that are competitive in cost and quality and are Australian made.

i) Hard Waste

The Shire does not currently operate a hard waste service however the community has access to the three transfer stations to dispose of hard waste at the gate fee. The Shire will look at various options for the service but it must be a full cost recovery system for the Shire to introduce such a service. Prior to consideration of a hard waste service, a survey to property owners would be undertaken to gauge support for the service and willingness to pay.

j) Greenwaste/Organics

The Shire does not operate a kerbside collection for greenwaste/organics however the community has access to the three transfer stations to dispose clean greenwaste/organics at a subsidised gate fee. The Shire will look at various options of greenwaste/organics but it must be a full cost recovery system for the Shire to introduce such a service. Prior to consideration of a greenwaste service, a survey to property owners would be undertaken to gauge support for the service and willingness to pay.

### Key Action Areas



The waste minimisation and resource recovery will have objectives and actions for the following key action areas:

- Kerbside garbage/general waste
- Kerbside recyclables
- Hard waste collection service
- Transfer station operations
- Greenwaste/Organics recovery
- Litter and dumping
- Street sweeping
- Other municipal
- Commercial and Industrial waste
- Construction and Demolition waste
- Managing council surplus items
- 'Safe'/secure landfilling, disposing of wastes to landfills with high levels of environmental protection
- Procurement of services
- Community engagement
- Strategy reporting, review and continual improvement

### 3. Related Legislation/policies/Guidelines

- Council Plan 2013-2017
- Local Government Act 1989
- Environmental Protection Act 1997
- Getting Full Value - Victorian Waste and Resource Recovery Policy 2013

### 4. Review

The waste minimisation and resource recovery policy will be periodically reviewed at least every three years. The strategy will be an active document, with annual review and updating of action items as required. Fees will need to be reviewed on an annual basis and updated as part of the budget process.

### 5. References

Department	Infrastructure
MSC	Moorabool Shire Council

# Attachment - Item 9.4.1(b)



# Moorabool Waste Management & Resource Recovery Strategy

Prepared for Moorabool Shire Council  
May 2014



# Moorabool Waste Management & Resource Recovery Strategy

**Draft report: P475 v2  
May 2014**

## **Disclaimer**

This report has been prepared for Moorabool Shire Council in accordance with the terms and conditions of appointment, dated 9 February 2014, and is based on the assumptions and exclusions set out in our scope of work. Information in this document is current as of May 2014. This report has been compiled based on secondary information and data provided by other parties; as such it relies on the accuracy of the provided material. Although the data has been reviewed, the information provided was assumed to be correct unless otherwise stated.

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## GLOSSARY OF TERMS

ABS	Australian Bureau of Statistics
C&I	Commercial and Industrial
C&D	Construction and Demolition
MGB	Mobile Garbage Bin – commonly called a ‘wheelie bin’
MSC	Moorabool Shire Council
MSW	Municipal Solid Waste – typically waste generated from households and council operations
MRF	Materials Recovery Facility – where kerbside and other commingled recyclables are sorted
MWMRRS	Moorabool Waste Minimisation and Resource Recovery Strategy also referred to as ‘the Strategy’
OH&S	Occupational Health and Safety
RRC	Resource Recovery Centre – operations at transfer stations recovering materials
SV	Sustainability Victoria
TBL	Triple bottom line – assessment of the financial, social/economic and environmental performance of different management options
Tpa	Tonnes per annum
TS	Transfer station

## 1 INTRODUCTION

### 1.1 Moorabool Shire

Located between Ballarat, Geelong and metropolitan Melbourne along the western freeway, Moorabool is rapidly growing in population and new housing development. This presents challenges and opportunities for future waste minimisation and management within the Shire.

Figure 1 shows Moorabool Shire and the main population areas and townships, as well as neighbouring municipalities.

**Figure 1: Moorabool Shire**



*Source: Provided by MSC*

Projected housing numbers and are shown in Tables 1 and 2. The majority of growth during this period will come from the new estates in the eastern part of the Shire around Bacchus Marsh and Ballan, where population is currently forecast to increase at an average annual rate of 5.21% through to 2031, although actual increases may be higher. Growth in other areas of the Shire is expected to continue at similar rates to as present. The rate of growth in the Shire is above state and the metropolitan area, and reflects the challenges facing the shire in providing waste management services.

**Table 1: Projected demographic change in Moorabool**

	2011	2016	2021	2026	2031	2036
Population	28,620	32,620	37,083	41,142	45,210	48,987
Change in population (5yrs)	--	4,000	4,463	4,059	4,068	3,777
Average annual change	--	2.65%	2.60%	2.10%	1.90%	1.62%
Households	10,708	12,224	14,016	15,677	17,332	18,900
Average household size	2.66	2.64	2.62	2.60	2.58	2.57
Population in non private dwellings	174	319	369	394	408	421
Dwellings	11,702	13,270	15,063	16,701	18,337	19,866
Dwelling occupancy rate	91.5%	92.1%	93.1%	93.9%	94.5%	95.1%

Source: <http://profile.id.com.au/moorabool>

**Table 2: Projected growth in households in Shire compared to metropolitan area and Victoria as a whole (2011-2031)**

		2011	2016	2021	2026	2031
Moorabool	House number	10,708	12,224	14,016	15,677	17,332
	% growth in period		14.7%	12.7%	11.2%	10.0%
	% growth from 2011		15%	29%	44%	58%
Metro Melbourne	House number	1,552,152	1,699,132	1,841,512	1,977,219	2,108,485
	% growth in period		9.5%	8.4%	7.4%	6.6%
	% growth from 2011		9%	19%	27%	36%
Victoria	House number	2,138,574	2,335,105	2,531,437	2,722,084	2,906,124
	% growth in period		9.2%	8.4%	7.5%	6.8%
	% growth from 2011		9%	18%	27%	36%

Source: ABS *National Regional Profile - Moorabool*

**Table 3: Projected increases in population in different parts of the Shire (2011-31)**

		2011	2016	2021	2026	2031
Bacchus Marsh	Population	18,953	21,893	24,819	27,704	30,528
	growth in period		16%	13%	12%	10%
	growth since 2011		16%	31%	46%	61%
Ballan	Population	6,708	7,272	7,788	8,307	8,817
	growth in period		8%	7%	7%	6%
	growth since 2011		8%	16%	24%	31%
West	Population	3,748	3,842	3,924	4,008	4,092
	growth in period		3%	2%	2%	2%
	growth since 2011		3%	5%	7%	9%

TOTAL	Population	29,409	33,007	36,532	40,019	43,438
	growth in period		12%	11%	10%	9%
	growth since 2011		12%	24%	36%	48%

Source: ABS *National Regional Profile - Moorabool*

The Shire also has significant primary industry, including horticulture and viticulture, extractive industries, intensive animal production and broadacre agriculture. A profile of industries in the shire is shown in Table 3. The significance of these sectors' solid waste are also shown, and the sectors most likely to generate the most waste due to business numbers, size and typical waste generations rates are highlighted.

**Table 4: Business number in the shire and significant source of wastes**

Number of Businesses by Industry - at 30 June in year	2003	2004	2005	2006	Implications for solid landfilled waste managed by council services
Agriculture, forestry and fishing	420	447	474	480	Mainly household waste. Chemical containers (to DrumMuster/ Chemclear sites) Clean-up waste (fencing, silage wrap, etc) Mortalities
Mining	15	18	18	15	Little significance
Manufacturing	111	99	117	108	Cardboard/paper Plastics Timber (pallets and packaging) Product-specific waste (e.g. food)
Electricity, gas and water supply	0	3	3	3	Little directly significance, but lines cleaning services can generate high volumes of organics typically managed outside of the municipal management system
Construction	423	447	441	447	A significant source by weight. C&D waste – timber, masonry, plasterboard, electrical wiring, plastics, and soil. Larger vehicles are likely to go to Calleja or other landfills rather than through council transfer stations.
Wholesale trade	72	78	78	75	Packaging (cardboard, timber, plastics)
Retail trade	216	207	198	165	Packaging (Cardboard. Timber, plastics)
Accommodation, cafes and restaurants	45	45	66	69	Food organics Packaging (cardboard, paper, beverage containers)



Transport and storage	192	189	210	222	Tyres Vehicle maintenance waste Timber and cardboard packaging
Communication services	18	18	24	24	Office waste
Finance and insurance	75	78	87	90	Office waste
Property and business services	390	387	396	435	Office waste Garden waste (property maintenance businesses)
Education	9	9	15	15	General waste
Health and community services	36	36	42	48	Packaging (cardboard, beverage containers) Food organics Office waste
Cultural and recreational services	39	39	33	36	Office waste
Personal and other services	66	75	81	72	Office waste
<b>Total businesses</b>	<b>2,127</b>	<b>2,175</b>	<b>2,283</b>	<b>2,304</b>	

Source: ABS *National Regional Profile - Moorabool*

## 1.2 The Purpose of the Strategy

The Waste Management and Resource Recovery Strategy is designed as an action document that reviews management options and sets directions for future management of wastes by council over the next 5-10 years. In particular, the strategy considers growth within the Shire and actions that will be taken to improve waste management outcomes.

## 1.3 Why is Waste Important?

Solid waste generated by the community and managed by council is important for two main reasons:

1. It is expensive financially to manage, and costs over the past 10-20 years have risen significantly and well above the rate of inflation or the Consumer Price Index (CPI). Councils are obliged under the *Public Health and Wellbeing Act (2008)* to provide services for the management of solid waste from domestic households, and ensuring that the municipal district is maintained in a clean and sanitary condition. Provision of these services is one of the largest single financial commitments of the Shire. Good planning allows the Shire to anticipate and manage costs and find the most cost-effective ways to more sustainably manage waste.
2. Solid waste presents significant environmental challenges, and there is opportunity to improve environmental outcomes through waste reduction, resource recovery and more responsible management of wastes that cannot currently be recovered. Planning allows the identification of opportunities for more sustainable waste and resource management.

## 1.4 Strategic Drivers

### 1.4.1 State and Regional Legislation, Policies and Plans

State waste minimisation policies exist under the *Environment Protection Act (1970)*

Revised legislation governing waste management, the *Environment Protection and Sustainability Victoria Amendment Bill 2014*, was passed in March 2014, and this will have implications for management of management of waste in Moorabool Shire. The legislation is designed to implement the *Getting full value: the Victorian Waste and Resource Recovery Policy* and *Draft State-wide Waste and Resource Recovery Infrastructure Plan 2013-43* which were released in 2013.

The most significant elements of the state-wide policy and legislative changes for local government are:

- The objectives of waste policy have moved away from numeric waste diversion or resource recovery goals that have commonly been in place since the early 1990s. The focus is now on optimising environmental, economic and social outcomes.
- The Department of Environment and Primary Industries (DEPI) have assumed greater responsibility for strategic planning of solid waste management, with Sustainability Victoria
- From July 1 2014, Moorabool Shire will become a member of the Grampians Central West Waste and Resource Recovery Group, an amalgamation of the previous Highlands, Grampians and Desert Fringe groups. This group will be required to develop a Regional Waste Management Plan detailing the future scheduling of waste disposal and resource recovery infrastructure for the next 10-20 years. It is recommended council play an active role in the formation of this plan, which may give them opportunity to development resource recovery options with other councils including Ballarat.

Moorabool Shire is located such that disposal and resource recovery in the metropolitan Melbourne area are likely to continue to be competitive, although the difference between the landfill levy in metropolitan and non-metropolitan areas (see boxed text 1) may make disposal to regional landfills outside of the metropolitan area more competitive.

---

#### 1.4.2 National Waste Management Policy

The *National Waste Management Policy: Less Waste, More Resources* was introduced by the previous federal government in 2009. The main practical implication of this policy for local government in Victoria is the development of national product stewardship schemes for greater recovery of items such as E-waste (implemented), tyres (pending) and paint (proposed).

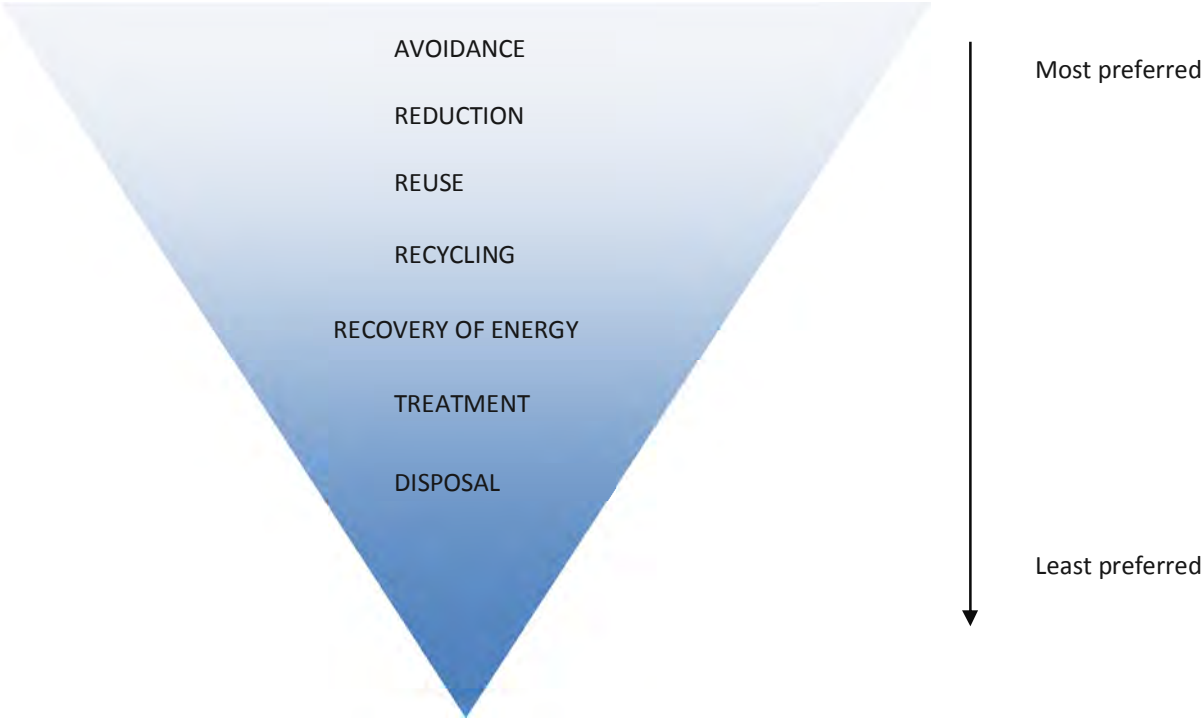
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#### 1.4.3 Waste Minimisation Hierarchy

The waste minimisation hierarchy is shown in Figure 3. This hierarchy promotes the concept that it is most sustainable to avoid and reduce waste, and where waste cannot be avoided it is best to reuse it, then recycle, then recover energy and finally to treat or securely dispose of waste. Although this a useful guide when considering how service delivery options may impact waste generation and management, it is best not to be rigid in the application of the hierarchy. In some instances, the environment and financial benefits of options 'lower' on the hierarchy may actually be equivalent to or even higher than options 'higher' up the hierarchy. Figure 4 shows a modified hierarchy showing how some options may result in better outcomes. The greatest environmental benefits typically result if management:

- reduces demand for first use materials and products, particularly those made from non-renewable resources
- reduces emissions of pollution
- 'sequesters' carbon or otherwise abates pollution, and/or
- generates renewable energy that reduces demand for fossil fuel energy.

Figure 2: The waste minimisation hierarchy



**Text Box 1: Landfill levies, carbon pricing and future landfill costs**

Scheduled increases to the Victorian government landfill levy are shown in Table 5. These show how the levy has increased over the past three years, with a final scheduled increase in 2014-15. The current government has pledged to not increase the levy further other than CPI increase for ten years, so it is expected the levy will remain at the level shown. Moorabool's putrescible waste is disposed to metropolitan landfills, incurring the higher metropolitan landfill levy. Transfer station and other council waste is considered to be 'non-putrescible' and can be disposed to Calleja's Maddingley Brown landfill, which is classified as a 'rural' landfill, incurring the lower levy.

**Table 5: Landfill levies in Victoria – recent and future increases (\$/tonne)**

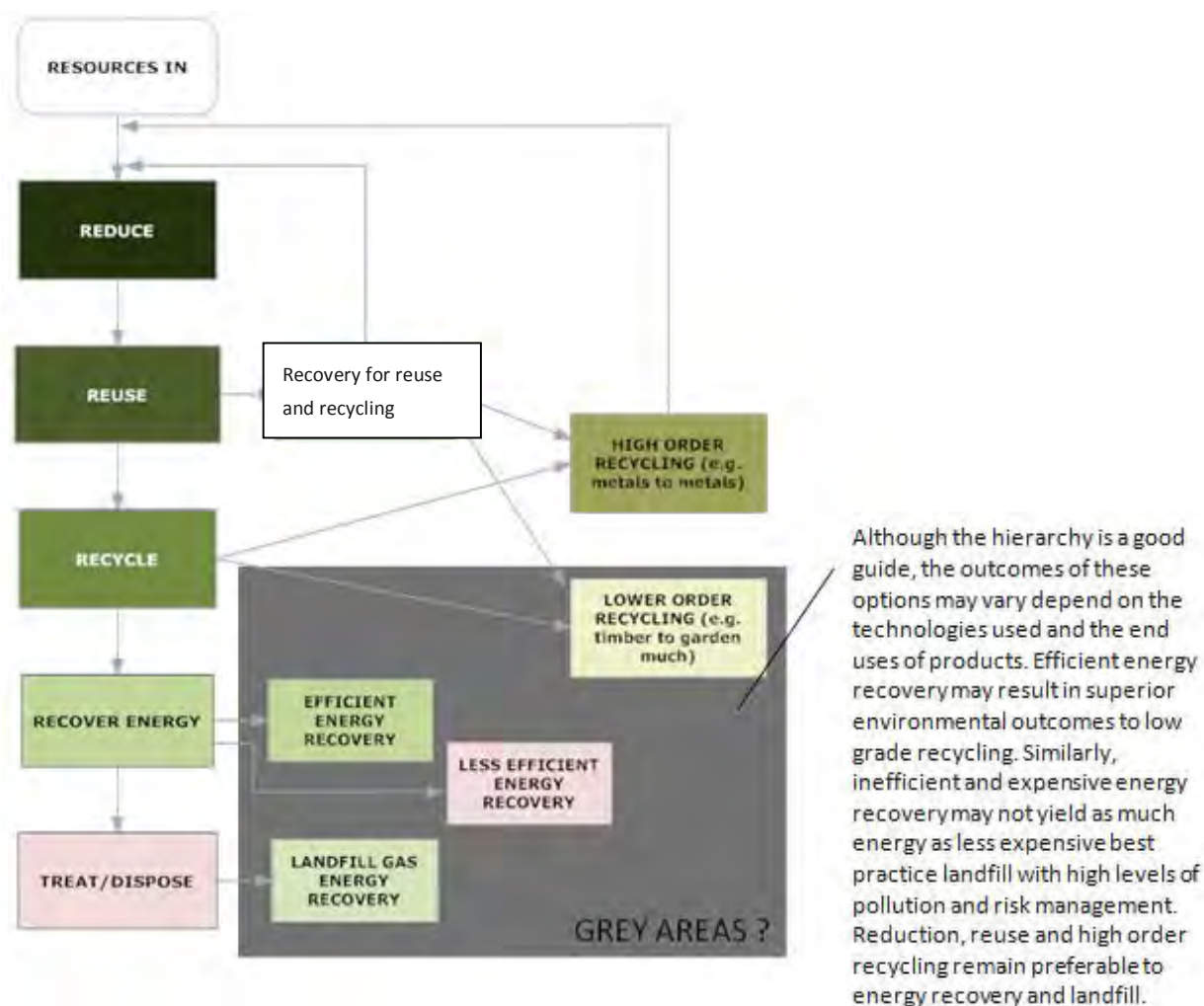
Year	'Rural'		Metropolitan & 'provincial'	
	Municipal	Industrial	Municipal	Industrial
2011–12	22	38.5	44	44
2012–13	24.2	42.4	48.4	48.4
2013–14	26.6	46.6	53.2	53.2
2014–15	29.3	51.3	58.5	58.5
Beyond 2015	CPI increases only			

The metropolitan landfills receiving Moorabool's putrescible waste are currently required to pay the federal government's carbon price for greenhouse gas emissions. Without gas capture, liability could be as great as \$25-35/tonne of Municipal Solid Waste (MSW); but with gas capture this can be reduced to less than \$8-10/tonne of waste due to reduced emissions and income from landfill gas power sales. If the federal carbon price is abolished, landfills could potentially attract payments for abatement, but in Victoria this is unlikely as EPA requires high levels of landfill gas control. It is reasonable to expect landfill prices may fall or fail to rise for a period should the carbon price legislation be repealed.

For the purposes of modelling future costs it has been assumed landfill fees will remain at current prices in real term because the proposed levy increase will likely be matched by a reduction due to the removal of carbon pricing. A figure of \$105-100/tonne of MSW has been assumed for putrescible waste, and a fee of \$90-95/tonne for transfer station wastes disposed to Maddingley Brown landfill.

Under the proposed Emissions Reduction Fund, greenhouse abatement 'credits' may be able to be claimed by councils or contractors for organics recovery initiatives. The value of such a rebate is uncertain because credits will be claimed through a 'reverse auction', with the government buying the cheapest abatement offered. Previously the government has estimated these rebates would be valued at between \$6-12/tonne CO<sub>2</sub>-equivalent. Given the high rates of landfill gas capture from the landfills from which Moorabool could divert organics, the value of such credits are currently unlikely to exceed more than a few dollars per tonne of garden or food organics diverted from landfill. Modelling of organics scenarios undertaken in the development of this strategy do not include such a rebate.

Figure 3: A modified waste minimisation hierarchy showing 'grey areas' between energy recovery and some 'recycling' activities



### Triple Bottom Line Assessment

It is proposed a triple bottom line (TBL) approach is used to assess options and reporting of strategy outcomes. The TBL concept considers the traditional financial 'bottom line', but also environmental and wider economic/social benefits. An example of a triple bottom line assessment of common solid wastes is shown in table 5, which can be used to set priorities for waste management resource recovery. On this basis, priorities for waste reduction and greater resource recovery are:

- garden and food organics
- paper and cardboard
- timber
- e-waste
- plasterboard
- metals
- plastics

The strategy considers how outcomes could be 'pushed up the waste minimisation hierarchy' to improve environmental and social/economic performance.



**Table 6: Triple bottom line (TBL) assessment of common waste items**

Material	Triple Bottom Line Issues	Priority for Reduction and Recovery
<b>Garden organics</b>	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>• Contributes in the order of 15-20% of household garbage, contributing significantly to landfill disposal charges</li> <li>• Potentially adds to 'carbon liability' associated with carbon pricing as it applies to landfilled waste</li> <li>• Diversion from transfer stations to kerbside services can reduce revenue streams</li> </ul> <p><b>Economic &amp; social</b></p> <ul style="list-style-type: none"> <li>• Potential odour risk associated with waste in landfill or composting facility</li> <li>• Some employment creation opportunities with the production and sales of recycled organics products</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>• Organics in landfill have greenhouse and leachate pollution risks. Diverting materials from landfill reduces this risk.</li> <li>• Recovered organics can be converted to soil conditioning composts, water conserving mulches or bio-energy.</li> </ul>	High.
<b>Food organics</b>	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>• Contributes in the order of 30-40% by weight of household garbage, contributing significantly to landfill disposal charges</li> <li>• Potentially adds to 'carbon liability' associated with carbon pricing as it applies to landfilled waste</li> <li>• Diversion from transfer stations to kerbside services can reduce revenue streams</li> </ul> <p><b>Economic &amp; social</b></p> <ul style="list-style-type: none"> <li>• Potential odour risk associated with waste in landfill or composting facility</li> <li>• Some employment creation opportunities with the production and sales of recycled organics products</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>• Organics in landfill have greenhouse and leachate pollution risks. Diverting materials from landfill reduces this risk.</li> <li>• Recovered food organics can be converted to soil conditioning composts, or bio-energy.</li> </ul>	High. Note the costs of recovered food may be higher than those for recovering garden organics.
<b>Cardboard and paper</b>	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>▪ Cardboard and paper recycling is generally better than cost neutral compared to landfilling. Although there have been 'paper gluts' in the past, demand for recycled paper and cardboard has remained fairly strong with both local and export markets.</li> </ul> <p><b>Economic and social</b></p> <ul style="list-style-type: none"> <li>▪ Systems for recovery are established</li> <li>▪ Paper and cardboard recycling creates jobs and is a significant part of Victoria's manufacturing sector and commodities export.</li> </ul>	High. Paper and cardboard are a large proportion of waste, and existing recycling systems are in place for their recovery. Paper and cardboard recycling has significant

Material	Triple Bottom Line Issues	Priority for Reduction and Recovery
	<b>Environmental</b> <ul style="list-style-type: none"> <li>Recycling paper and cardboard reduces demand on forests, and has some reductions in water and energy use per tonne. This is improved where the paper recycling facilities have energy recovery for waste paper fibre.</li> <li>Diversion of paper and cardboard from landfill reduces methane generation from landfills.</li> </ul>	environmental benefit.
Plastics	<b>Financial</b> <ul style="list-style-type: none"> <li>Markets for most plastics are currently reasonably good, but low density/high volumes can make transport costs prohibitive.</li> <li>Recovery of plastics that have markets is generally cost-neutral due to greater mechanisation of sorting recycling streams and the high volume of these materials in landfill.</li> </ul> <b>Economic and social</b> <ul style="list-style-type: none"> <li>Systems for recovery are established</li> <li>Recycling plastics creates some jobs and supply local and export markets.</li> </ul> <b>Environmental</b> <ul style="list-style-type: none"> <li>Plastic recycling typically uses less energy and water and produces less pollution than the production of first use plastics.</li> <li>Plastics are typically derived from fossil carbon</li> </ul>	Mod-High. Increased recycling of plastics that can be managed through kerbside recycling should be promoted. Opportunities for film plastics should be further investigated.
Metals	<b>Financial</b> <ul style="list-style-type: none"> <li>Metals traditionally have constant demand for recycling and are better than cost neutral to recovery</li> </ul> <b>Economic and social</b> <ul style="list-style-type: none"> <li>Systems for recovery are established</li> <li>Recycling metals creates jobs and supplied local and export markets</li> </ul> <b>Environmental</b> <ul style="list-style-type: none"> <li>Metals recycling uses high quantities of energy, but this is a fraction of the energy required to produce first use metals and generates less pollution.</li> </ul>	High. These materials are readily recycled and systems are well established
Glass	<b>Financial</b> <ul style="list-style-type: none"> <li>The market for glass is not very competitive within Australia, and prices received are generally low. However, it is typically better than cost neutral to recycle rather than to landfill.</li> </ul> <b>Economic and social</b> <ul style="list-style-type: none"> <li>Glass recycling creates jobs and meets local demand</li> </ul> <b>Environmental</b> <ul style="list-style-type: none"> <li>Glass recycling is energy intensive, but less so than the production from first use materials</li> <li>First use production requires sand mining</li> </ul>	Moderate. Systems are established for recovery.

Material	Triple Bottom Line Issues	Priority for Reduction and Recovery
Timber	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>Timber can be costly to recover, but source separated timber can typically be converted to mulch cheaper than landfilling. There are markets for mulched and recycled timber.</li> </ul> <p><b>Economic and social</b></p> <ul style="list-style-type: none"> <li>Timber recovery creates some jobs and could supply mulches for council and community projects</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>Diversion of timber from landfill reduced higher per tonne methane generations.</li> <li>If timber can be diverted to recycling markets (e.g. into particle board manufacture) it reduces pressure on forests and plantations</li> <li>Timber mulches can help water conservation and weed control</li> </ul>	Moderate -High. Untreated timber could be diverted with garden organics.
Masonry / rubble	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>As a high density waste, masonry adds to landfill costs</li> <li>Masonry recycling into crushed aggregates is typically cheaper than landfilling. Scrap metal is typically recovered from 're-o' in reinforce concrete.</li> </ul> <p><b>Economic and social</b></p> <ul style="list-style-type: none"> <li>Masonry recycling creates some jobs and supplied local markets with aggregate products.</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>Masonry recycling producing aggregates reduced demand for mined aggregates.</li> </ul>	Low-Moderate. Council's facilities do not receive large amounts of demolition waste. These could be stockpiled for periodic crushing.
Soils and cleanfill	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>As a high density waste, these materials can increase landfill costs charged on a per tonne basis</li> </ul> <p><b>Economic and social</b></p> <ul style="list-style-type: none"> <li>There are limited benefits. Recovered soils and clean fill could be screened and blended with composts to provide soils for council operations.</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>There are limited benefits in diverting this material from landfill.</li> </ul>	Low-Moderate. Council facilities do not receive a large amount of soil and clean fill. These materials could be stockpiled screened using trommels to produce soils and clean fill for council operations.
E-waste	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>Industry recovery programs and recovery through metals recycling services makes recovery of e-waste better than cost neutral compared to landfilling in most situations.</li> </ul>	High. Although e-waste is a low volume of the total waste stream, it

Material	Triple Bottom Line Issues	Priority for Reduction and Recovery
	<p><b>Economic and social</b></p> <ul style="list-style-type: none"> <li>▪ E-waste recycling creates jobs in dis-assembly of items, and yields materials for local and export recycling markets</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>▪ Recycling e-waste has high environmental benefits due to: <ul style="list-style-type: none"> <li>– Reduced heavy metal and plastic fire retardant pollution risks from material in landfills</li> <li>– Reduced energy use and pollution from recycling compared to first use production of many metal and plastic components</li> <li>– Many of the minerals used on electronic goods have finite reserves of 20-100 years of known recoverable reserved.</li> </ul> </li> </ul>	has high pollution risk in landfill and high environmental benefits associated with recycling
Plaster-board	<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>▪ Although there are industry schemes for the recovery of plasterboard, and a number of recycling companies will provide a skip for plasterboard, it is likely to cost more than landfilling.</li> </ul> <p><b>Economic and social</b></p> <ul style="list-style-type: none"> <li>▪ Plasterboard recycling has limited scope to create new jobs.</li> </ul> <p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>▪ In landfill, plasterboard produces sulphuric acid which can damage synthetic liners and calcium which damages clay liners.</li> <li>▪ Plasterboard can be recycled into new plasterboard products or converted to a gypsum soil conditioner.</li> </ul>	Moderate –High. Transfer stations do not receive large amounts of plasterboard, but council could create recycling points for source separated plasterboard at transfer station.

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#### 1.4.4 Draft Moorabool Waste Management and Resource Recovery Policy

As part of the strategy development, a draft Waste management and Resource Policy has been developed (see Appendix A). Key elements of this policy that have been adopted as the framework of the draft strategy are now outlined.

##### Overall Purpose and Objective

The draft Policy has the stated overall purpose and objective:

- To state Moorabool Shire Council's intention to improve the management of solid waste and delivery of waste management services for the community.
- To work with the community and businesses to cost-effectively protect and enhance Moorabool's environmental and social attributes through the reduction, recovery and improved management of wasted resources.
- To provide well executed and cost effective best practice waste management services to the community using a 'user pays' and 'best value' approach.

##### General Principles

The policy and strategy will adhere to the following key principles:

- **Waste minimisation.** The Shire will promote the waste minimisation hierarchy of 'Avoid, Reduce, Reuse, Recycle, Recover Energy and Safe Disposal', working to promote avoidance and reduction of waste and higher forms of resource recovery where practicable.
- **Cost-effectiveness and Best Value.** In keeping with the Victorian *government's Getting Best Value: The Victorian Waste and Resource Recovery Policy*, the Shire will promote waste management and resource recovery options that are cost-effective and enhance prosperity. The Shire will work to minimise future costs of waste management by promoting innovation, efficiency and competition.
- **Access to services.** The Shire will create appropriate opportunities for the community and businesses to reduce, recover and/or safely dispose of waste. These will be provided by kerbside services and/or transfer station drop-off services as well as information about waste reduction and the correct use of waste and resource recovery systems within the Shire.
- **Equity.** The Shire will price waste disposal and resource recovery services to reflect the full costs and benefits of services, with appropriate charging for services at points of disposal and through council rates notices.
- **Triple bottom line accounting/reporting.** The Shire will consider the performance of resource recovery and waste disposal activities against financial, social and environmental 'bottom lines' and seek to optimise and improve performance against each of these.
- **Innovation.** Moorabool Shire Council will continue to investigate the latest innovations in waste management, mindful of our obligations to the environment.
- **Continual improvement.** The Shire will collect appropriate metrics and annually review progress against the Moorabool Waste Minimisation and Resource Recovery Strategy (MWMRRS). This review will consider whether objectives are being met and appropriate modifications/updates to the strategy.
- **Community engagement and communications.** The Shire will provide the community with opportunities to contribute to the development of the MWMRRS, and ensure the objectives, actions and deliverables of the strategy are widely communicated and understood.

##### Key Action Areas

The policy state policies and identifies actions under the following key action areas:



- Kerbside garbage/general waste
- Kerbside recyclables
- Hard waste collection service
- Transfer station operations
- Organics recovery
- Litter and dumping
- Street sweeping
- Other municipal
- Commercial and Industrial waste
- Construction and Demolition waste
- Managing council surplus items
- 'Safe'/secure landfilling, disposing of wastes to landfills with high levels of environmental protection
- Procurement of services
- Community engagement
- Strategy reporting, review and continual improvement

These form the basis of the waste management strategy.

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#### 1.4.5 Annual Council Plan

The annual plan sets out directions for the Shire over the next five years. It currently sets an objective of effective and integrated planning to create sustainable communities. Policies and strategies contribute to the development and delivery council department annual service plans and are reported on annually. In the area of waste, the Plan commits council to supporting federal and state programs and to continue to raise community awareness regarding waste minimisation and recycling. The plan commits council to the development and adoption of the waste minimisation policy and strategy.



served roads if they have appropriate areas for storage of the bins at other times– bins cannot be left at kerb throughout the week.

Options for the expansion of collection areas and the nature of the services provided to them are discussed in section 4.

The Shire does not currently provide kerbside hard waste collection or organics recovery services. Options and implications for introducing such systems are discussed in section 4.

## 2.2 Waste Generation, Trends and Management

### 2.2.1 Kerbside Services

Table 7 shows trends in the quantities of garbage and recyclables collected at kerbside within the shire. This shows a decline in landfilled garbage following the introduction of recycling MGBs in 2006, and an increase in both recyclables recovered and total waste per household. Recovery rates at kerbside have stalled at about 38-39% by weight recovery of total waste at kerbside. This increase in total waste and recycling reflects increased consumption.

**Table 7: Trends in kerbside garbage and recyclables**

Year	Garbage (kg/hh/yr)	Recyclables (kg/hh/yr)	Total (kg/hh/yr)	% recovery at kerb
2002	502	138	640	22%
2003	n.d.	138	n/a	n/a
2004	466	149	615	24%
2005	470	177	647	27%
2006	408	257	665	39%
2007	401	261	662	39%
2008	463	266	729	36%
2009	427	270	697	39%
2010	n/a	280	n/a	n/a
2011	456	283	739	38%
av 2006-2011	431	267.4	698	38%

*Source: EcoRecycle and Sustainability Victoria annual surveys of local government  
Prior to 2006 (shaded), recycling crates rather than MGBs were provided to premises.  
n.d. = no data; n/a = not applicable – 2010 had aberrantly low reported garbage.*

### 2.2.2 Typical Composition of Waste and Recyclables

The typical composition of garbage within the Shire is shown in Table 8 and Figure 5. This shows:

- In the order of 10-15% by weight of garbage could be recycled through existing kerbside systems. This represents considerable scope to increase recycling using existing systems.

- In the order of 44% of kerbside garbage is compostable organics, with 17% of garden organics and 28% food organics.

The audit information available does not provide a break-down of items such as disposable nappies or 'non-recyclable' plastics. However, audits in other areas have found disposable nappies in areas with a proportionally high number of younger families (as can be expected in Moorabool as new housing estates are established) can contribute 5-15% by weight. 'Non-recyclable' plastics such as film plastics typically make up a small percentage by weight (e.g. 1-5%) but are significant contributors to the volume of residual waste. Market opportunities for the recovery of film and other previously 'non-recyclable' plastics are emerging and there may be capacity for council to seek to include bundled film plastics in future recycling contracts. This is discussed in section 4.

The garbage composition waste suggests there is considerable capacity to:

- Reduce some waste items through promotion of on-site composting – a 10% increase in food and garden organics diversion would potentially reduce landfilled kerbside waste by in the order of 4-5%.
- Increase recycling using existing recycling systems. If 10% of recyclables currently in garbage were instead placed in recycling bins, landfilled waste would be reduced by 1.5-2%

Other waste reduction measures such as the promotion of food waste reduction, low waste gardening, and paper waste reduction measures could also reduce landfilled waste and reduce waste management costs. The cost of landfilling kerbside garbage is currently \$100-110 per tonne, and this would be avoided if waste is avoided or diverted. Each 10% reduction in landfilled garbage is worth in the order of \$4.50-5.00 per household per year. Waste reduction and recycling options and the effectiveness of behaviour change programs and initiatives are discussed further in section 4.

The introduction of a kerbside organics service has significant potential to reduce landfilled waste. Depending on the nature of the systems introduced, a 50-80% diversion of garden organics is possible (translating to a reduction in landfilled garbage by 8-14%) and food and other organics by at least 20-40% (resulting in a reduction in landfilled waste by a further 5-10%).

The implications of increase recycling and organics diversion are discussed in section 4.

**Table 8: Composition of Moorabool's kerbside garbage compared to regional and state-wide waste**

Material type	Moorabool	Highlands region	Regional Victoria	All Victoria
Garden organics	16.8%	17.6%	20.4%	13.9%
Food organics	27.6%	26.2%	28.2%	33.3%
Other organics	-	-	-	5.0%
Total organics <sup>1</sup>	44.4%	43.8%	48.6%	52.2%
Cardboard/paper	8.9%	10.9%	8.0%	9.0%
Recyclable Plastics	1.8%		6.0%	6.0%
Glass bottles and jars	2.7%	7.5%	2.0%	2.0%
Metals	1.5%		1.0%	1.0%
Other recyclables	-		5.0%	3.0%
Total recyclables in	14.9%	18.4%	22.0%	21.0%

garbage				
Other/non-recoverable	40.7%	37.8%	29.4%	26.8%

Sources: <http://hrwmq.vic.gov.au/research-reports/kerbside-garbage-bin-audit>  
*Blue Environment 2013 Kerbside Materials Audit Review, Sustainability Victoria.*  
 1. 'Other organics' includes items such as soiled and unrecyclable paper, textiles and animal excreta

**Figure 5: Typical composition of kerbside garbage in Moorabool (% by weight)**

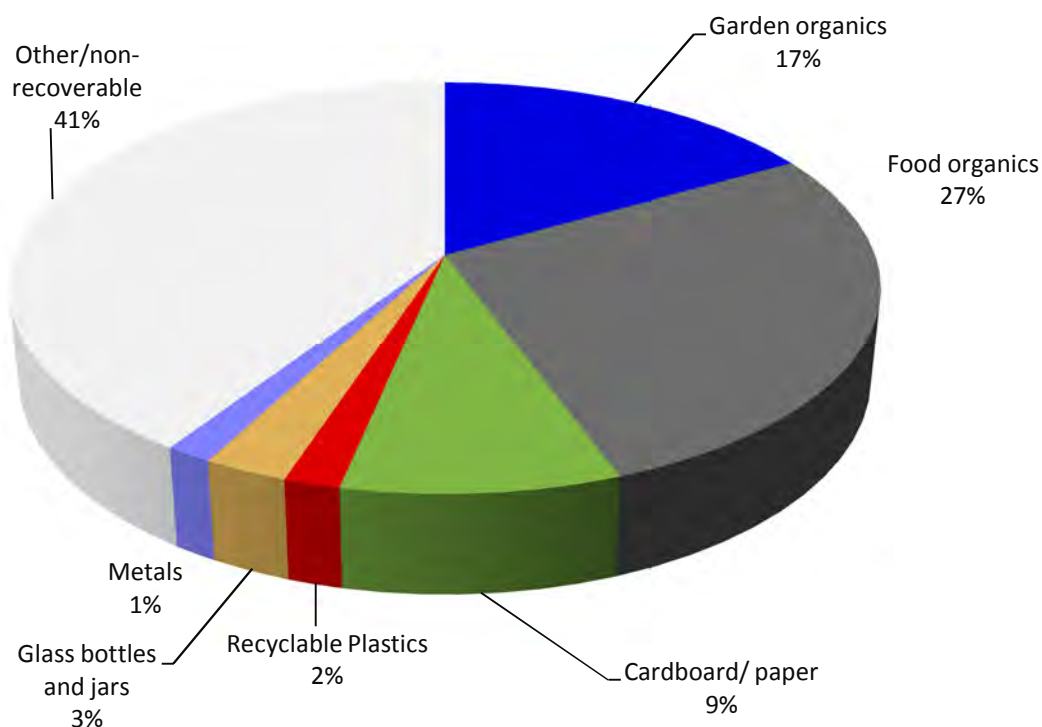


Table 9 and Figure 6 show the main items by weight in the recycling stream are cardboard and glass, followed by plastics and metals. The contractor collecting and processing recyclables reports that contamination rates of collected recyclables is typically clean with less than 2-5% by weight contamination. This is cleaner than state-wide results collated from other audits.

There may be opportunity to reduce recyclables by promoting:

- purchase of items with less packaging
- purchase of electronic rather than paper publications (this trend is already happening, with print editions of newspapers falling in both size and circulation)
- 'No junk mail' signs on letter boxes.

The weight (but not volume) of recyclables collected could be reduced by promoting purchase of lighter packaging (e.g. plastics instead of metal or glass). Plastics typically use less energy in production and recycling per packaging item compared to similar sized glass, metal or paper packaging items, resulting in life cycle environmental benefits provided the plastic items do not become litter.

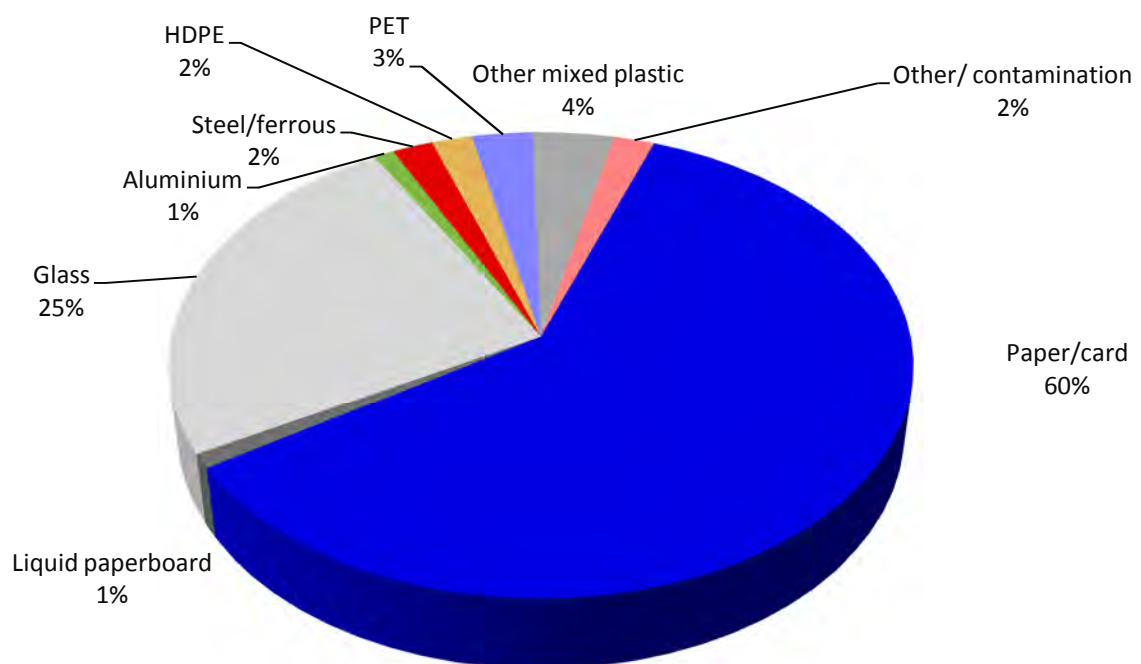


**Table 9: Composition of Moorabool's kerbside recyclables compared to regional and state-wide recyclables (2012/13)**

Material Type	Moorabool	Regional Victoria	Victoria
Paper/card	61%	42%	53%
Liquid paperboard	1%		
Glass	25%	26.4%	24%
Aluminium	1%	1.9%	0.8%
Steel/ferrous	2%	3.5%	2.5%
HDPE	2%		
PET	3%	9%	8.5%
Other mixed plastic	4%		
Other mixed recyclables	-	3.6%	4.1%
Other/contamination	<2-5%	15.5%	7%

Sources: Data from recycling MRF contractor and previous composition studies

**Figure 6: Typical composition of kerbside recycling in Moorabool (% by weight)**



### 2.2.3 Service Costs

Available data has been used to estimate the costs per household and per tonne of different kerbside services.

Kerbside garbage services costs are:

- The per lift rate charged by the contractor for different collection areas. These translate to costs of in the order of \$ 57-70 per serviced household per year or \$ 125-155 per tonne per year
- The landfill disposal costs, currently in the order of \$107 per tonne. This includes landfill levy costs which are paid by the landfill operator.
- Combined collection and disposal costs in the order of \$232-261 per tonne or \$106-120 per serviced household per year.

Commercial premises using the kerbside service are included in these cost estimates.

In the order of 11,600 households and 240 businesses premises currently use the kerbside garbage service and 11,600 households and fewer than 30 businesses use the kerbside recycling service.

The services are paid for through a waste (garbage and recycling) service charge in rates. In 2013, the income through the garbage/recycling service charge was slightly above the actual cost of the service. This was due to less waste per household being collected than budgeted for and a lower than expected carbon price charge from landfill operators, but the difference was within the range of variations that occur in waste generation from year to year. The garbage/recycling service charge is set at an appropriate level and it is suggested this rate will be maintained in real terms and with adjustment if collection and disposal contract prices vary in real terms.

The recycling services are currently provided by an operator who charges a fee for collection and processing of commingled recyclables. In the order of 3030 tonnes are collected and received by the contractor each year.

Both kerbside garbage and recyclables can be expected to increase in tonnage and costs proportionally to growth in population and housing.

Street sweeping services currently cost in the order of \$170,000 per year. This can be expected to rise almost proportionally to population and housing development. These costs are mainly associated with the operation and staffing of equipment rather than the disposal of collected materials. Street sweepings consist mainly of dirt/gravel, leaves and litter items and could potentially be stockpiled to allow the organic component to break down or and then screened of physical contaminants to produce a soil. Street sweepings will typically contain hydrocarbons from rubber and oil on roads and bitumen which will partially degrade through a composting process, as well as potentially harmful litter items such as glass and visual contaminants such as broken automotive plastics. Soils resulting from screening may be suited for low grade use, such as landfill rehabilitation or clean fill in council works.

The cost of dealing with illegally dumped waste cost in the order of \$35,000-40,000 per year. This may be a conservative estimate as some cleaning up operations are not fully included in these costings.

Collection of public place litter bins in main shopping strip and at reserves costs in the order of \$25,000 per year.

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#### 2.2.4 Key Opportunities and Options for Kerbside Garbage

Table 10 summarises options for reducing and increasing resource recovery of household garbage.

**Table 10: Strategic options for reducing waste and increasing resource recovery for household waste**

Option	Likely Effectiveness and Issues	Priority for Action
Promote reduction of recyclable packaging and newspaper items.	There may be limited potential for individual local governments to achieve significant reduction in such waste. Council could target waste reduction as part of the Sustainable Suburbs and other waste and environmental education programs. Regional and state-wide programs may have more effect, but overall the potential for reduction is modest. Promotion of the benefits of on-line media over newspapers could reduce paper waste. Provision of a 'no junk mail' sticker to all households with council newsletters could greatly reduce junk mail (which cannot legally be placed in a letter box displaying such a sticker). Although this approach has been trialled by some NSW councils and overseas, this is a new idea that might be eligible for a trial and attract support from an external funding agency. Local traders might not be supportive of this approach because junk mail is a relatively cheap way of advertising locally.	Low-moderate, but support regional and state-wide action.  Consider trial of distributing 'no junk mail' stickers, seeking external funding for the trial
Promote greater recycling of cardboard, paper and other 'dry recyclables'	There is considerable potential to get more recyclables out of kerbside garbage. Typically, most people use recycling and garbage services well, and the residual 15% of unrecycled recyclables in garbage is most likely caused by a still significant (e.g. 10-20%) minority of households not using the system correctly due to lack of awareness, laziness, or antipathy to recycling/ environmental programs. Strategies and messages to reach 'recalcitrant' recyclers need to be designed. This may include messages about the fact that most Victorians recycle well and the cost benefits to the community of recycling right. Visual reminders such as "Please do not put recyclables in this bin" stickers on garbage bins may be effective, but this would need to be trialled.	High. Tailor programs for recalcitrant recyclers
Promote reduction of garden organics.	Low waste gardening could be promoted as part of the Sustainable Suburbs program, as well as waste, environmental and water efficiency education programs. Low waste strategies include reducing lawn areas, planting fewer deciduous trees, and backyard composting and mulching. It has significant potential to reduce current and future garden organic waste, and is also compatible with water conservation and urban bio-diversity and waterway health objectives. It will not eliminate garden organics, which typically contribute 15-25% by weight to household garbage in areas that do not provide a kerbside organics recovery service. An average 50% reduction in garden organics by 10% of the population would reduce kerbside garbage by less than 2%, but potentially have more significant impact on the costs of future kerbside organics collection services.	Low-Moderate. The effectiveness of such programs may be low, but is compatible with broader sustainability objectives.
Promote reduction of food organics.	Programs such as <i>Love food, Hate Waste</i> are designed to promote a reduction in food organics waste through more conscious food purchasing, preparation and storage, as well as home composting. The effectiveness of such programs are not well documented. Food organics typically contribute 30-40% by weight to household waste. An average 50% reduction in food organics by 10% of the population would reduce kerbside garbage by 6-8% and is worth promoting.	Moderate to high.
Introduce a kerbside organics recovery service	Typically the introduction of fortnightly MGB-based organics recovery services reduce garden organics from 15-25% of kerbside garbage to 2-10% by weight, and reduce kerbside garbage by about 5-15%. Inclusion of food organics will also reduce the proportion of food present, but data from trials and recent introductions of systems	Moderate to High. Gauge community demand for a service and options for processing garden and

Option	Likely Effectiveness and Issues	Priority for Action
	suggests many households do not use the organics service for food. An average 50% diversion of in food organics by 40-80% of the population could reduce kerbside waste by in the order of 5-20%. Options for and implication of kerbside organics recovery services are detailed in section 3.	food organics.
Reduce the size of the standard garbage MGB to promote more recycling and waste reduction	Reducing the size of the garbage MGB reduces the ability to fit recyclable items in it, and promotes recycling. Households requiring additional bin capacity can pay for an extra bin. However, smaller bins may also promote higher contamination rates in recyclables and any future organics recovery service. It will also likely increase the average rate of bin set out,	Low. Although smaller bins might be offered at a discount to those who want it, it is recommended the standard bin configuration is maintained unless a regular kerbside organics service is introduced.
Introduce incentives to reduce and recycling waste	Rather than reduce the size of garbage bins, council could offer financial incentives for setting out garbage less frequently as means to promote waste reduction and more recycling. A pay-by-lift service could be used, with electronic tagging and logging of MGBs, and changes being applied per lift or for all lifts above a base rate (e.g. 26 or 30 'free' lifts per year with a per lift fee for any bin lifts over this annual limit). This has not been widely tried in Victoria or Australia, and a trial may attract external funding.	Low-moderate. Although pay-by-lift should reduce garbage and improve the efficiency of collection services (due to fewer part filled bins being collected), there are limited data about how effective this approach is. It is suggested this option might be trialled.

## 2.3 Transfer station and resource recovery facilities

Council operates transfer station and resource recovery facilities at:

- Bacchus Marsh
- Ballan
- Mount Egerton

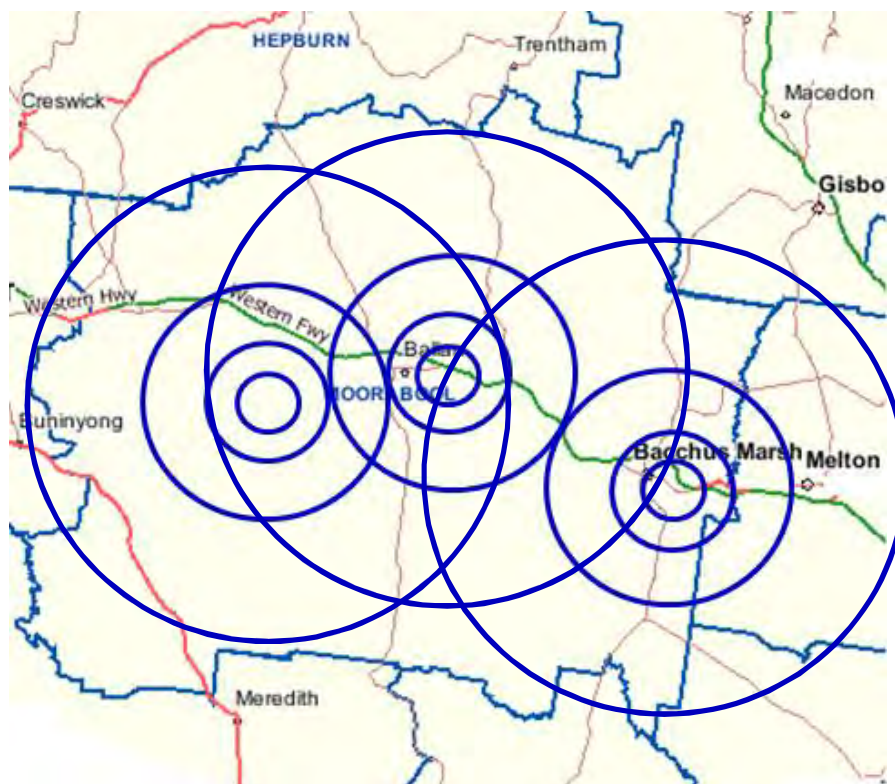
The location of these facilities with 2, 5, 10 and 20km radius circles from each are shown in Figure 5. This suggests residents in higher population areas, and with kerbside services, have good access to transfer stations. Locating transfer stations near major population centres is sensible waste management planning. However, areas to the North and South and east are left with less immediate access to TS sites. Most of the Shire is located within the 20 km radii of the Transfer stations. Options for increasing community access to recycling facilities are considered in section 4.

The TS facilities are operated by contractor (currently SITA) that collects gate fees on behalf of the council and manages traffic and materials on site. Council retains gate fees and pays for disposal costs. The contractor retains income from the sale of recycled items and diverts a range of materials according to contract requirements. Residents can purchase 'tipping' tickets/vouchers from council redeemable

when materials are delivered to the transfer stations. This option is mainly available for regular and commercial users of sites to make it easier for them to account for and manage their waste disposal costs.

At present, there are consistent resource recovery opportunities and charges for disposal of different items at each facility. Current fees are shown in table 11. This also shows a conversion of the average size and densities of loads to estimate an effective per tonne rate for the different vehicle sizes.

**Figure 7: Transfer stations showing circles of 2, 5, 10 and 20 km radius around each**



This assessment suggests that the effective per tonne varies according to vehicle types, and smaller vehicles and large trucks effectively subsidise larger (and possibly commercial loads). A standard rate of \$45 per cubic m may be a reasonable across-the-board measure to use. This may mean that fees for larger loads could be increased and charges for smaller loads reduced or kept the same to cover administrative and other overheads associated with the management of vehicle flows regardless of their size.

Higher rate for loads may provide greater incentives to separate loads – for example an unsorted 4 cubic m load on a trailer would cost \$180, but if it were sorted, each cubic m recycled would save the hauler \$45.

A sharp increase in fees would likely be unpopular and may result in dumping and community/political backlash. It is recommended standard a per cubic metre rate should be adopted, and proposed changes communicated to the public at least 6 months in advance, along with an expansion of materials recovery opportunities. If the adopted increase in fees for different load sizes is to be large, it is recommended this is phased in over a number of years to avoid ‘shocks’ which may result in complaints and increases illegal dumping.



**Table 11: Costs per load to use the Transfer Stations (2013/14)**

Vehicle type	Cost per load (2013/14)	av volume of load (cubic m)	av density of load (tonnes/cubic m)	Estimated average tonnes per load	Estimated average effective cost per tonne
Car or station wagon	\$17.00	0.5	0.12	0.06	\$283
Small trailer (1.8 x 1.2 x 0.3) or utility	\$25.00	0.65	0.3	0.19	\$129
Small trailer (heaped)	\$35.00	1.5	0.3	0.45	\$78
Small trailer (high sides)	\$45.00	2	0.3	0.60	\$75
Large trailer	\$35.00	3	0.3	0.90	\$39
Large trailer (heaped)	\$55.00	4	0.3	1.20	\$46
Large trailer (high sides)	\$64.00	5	0.3	1.50	\$43
Trucks cost (per m3)	\$45.00	1	0.3-1.0	0.30-1.0	\$45- 150
Mattresses (per item)	\$26.00 per item	n/a	n/a	n/a	n/a

*Source: Provided by MSC*

Materials that can currently be recovered at sites for free include:

- Cardboard
- Metals, with e-waste items included
- Commingled recyclables ('kerbside recyclables')
- Refrigerators
- Oils (automotive and cooking)

At present, recovery of these items is either at least cost neutral or simply a requirement to keep oils and refrigerators out of the landfilled waste stream.

Items that can be recycled for a fee are:

- Garden organics
- Mattresses
- Tyres

These fees are set on a cost-recovery basis, and are appropriate for mattresses and tyres.

In the case of garden organics the current fee for recycling organics is set at half the price of landfilled waste (typically \$12-20 per trailer, or \$15-20/cubic m). . The operator of the Bacchus Marsh facility reports that the half price incentive is not sufficient to get many with mixed loads to separate organics, and a higher cost differential may be needed. The net cost of garden organics management is the cost of

recovery (including haulage to processing site and the gate fee at the processing site) less the avoided landfill costs. Assuming a density of garden organics of 200-300kg/cubic m, the current transfer station gate fee for garden organics is effectively \$50-100 per tonne, which reflects current recycling costs. The avoided landfill costs for these materials are likely in excess of \$110-120/tonne inclusive of transport and landfilling (assuming waste containing the large amounts of garden organics would require disposal to a putrescible landfill). The net costs of organics recovery are therefore close to cost-neutral and there may be capacity to reduce gate fees for receipt of these if current cost structures remain the same. However, the current gate fees are not unreasonable and both provide an incentive for waste reduction as well as ensure there is contingency to absorb future cost increases.

Although it is recommended a fee continues to be charged for recycling garden organics (in order to promote waste reduction), it is also recommended that a greater price differential between landfilled/mixed loads containing recoverable garden organics and source separated garden organics is adopted.

It is recommended council consider increase fees for mixed loads containing more than 30% garden organics by volume and decrease the rate charged for source separated garden organics.

### 2.3.1 Landfilled Tonnes from Transfer Stations

Figures for the quantities of landfilled waste from transfer stations are shown in Table 12.

**Table 12: Tonnes of landfilled waste recovered by Moorabool's transfer stations**

Transfer station	2011	2012	2013	Average	% of total
Bacchus Marsh	1,857	2,805	2,084	2,249	68%
Ballan	841	691	770	767	23%
Mt Egerton	311	361	278	317	8%
TOTAL	3,009	3,857	3,132	3,333	100%

*Source: Provided by MSC*

Accurate information about the quantities of different materials recovered at facilities is not available. However, records indicate about 50% by weight recovery of materials dropped at the transfer stations, mainly as garden organics, cardboard and metals.

The differences in operating costs and income to council from the sites is shown in Table 13. The transfer stations do not currently operate on a cost-recovery basis, with income from gate fees only recouping 34% of the cost of operating the sites. The shortfall is met through the waste and recycling charge in general rates. An increase in gate fees for waste disposal to more fully cover the costs could be considered.

**Table 13: Comparison of TS facility costs with gate income (2013/14)**

Transfer station	Costs per year	Cost per landfilled tonne (\$/t)	Income to council per year	Income per tonne (\$/t)	% cost recovery
Bacchus Marsh	\$495,255	\$238	\$199,067	\$96	40%
Ballan	\$230,530	\$299	\$66,604	\$86	29%
Mt Egerton	\$108,140	\$389	\$20,417	\$73	19%
<b>TOTAL</b>	<b>\$833,925</b>	<b>\$266</b>	<b>\$286,088</b>	<b>\$91</b>	<b>34%</b>

*Source: Provided by MSC*

Operators of the sites report:

- More than half (50-90%) of site users do not bother to separate loads fully. At best metals and some cardboard and garden organics will be separated from such loads. Reasons for this include:
  - Apathy by many users – they only want to back their trailer once, and few separate loads for easy unloading.
  - Relatively low prices differentials for recycling – a full small trailer costs \$25 and a half trailer will cost \$12.50-17 depending what is in it.

Note that this observation by operators does not tally with the reported 50% by weight of materials delivered to the site, and likely excludes the large number of businesses and residents delivering source separated loads of cardboard/paper and garden organics, as well as ‘traditional’ metals recycling.
- Most metals are recycled – people see value in this and it is ‘traditional’
- About 40-50% of cardboard coming onto the sites is recycled, mainly because it is delivered by local traders in large loads. This may be an underestimation by the site operators, given that 50% by weight of all materials are recycled. Blue Environment observed high volumes of recycled cardboard and small amounts in the general/landfilled waste bins.
- About 30-50% of garden organics is recycled, again because it is delivered by garden maintenance companies and people who regularly load lawn-clippings for disposal at the sites. Again, given that 50% of all materials delivered to sites are recycled this may be an underestimation.
- Little/no timber is recovered, and there is a large amount of this present that could be recycled for reuse or mulching. This is a considerable opportunity.
- No demolition waste (rubble, soil, plasterboard, PVC plastics) are recycled. This is a significant and growing part of the waste stream.
- Little/no furniture is recycled or reclaimed where it potentially could be.
- Film plastics and polystyrene are not recycled. All sites receive some silage wrap, bale netting and other agricultural/horticultural film plastics.
- The range of chemical wastes recovered at sites (such as paint, flouro tubes, and batteries) could be expanded if sites became participants in the ‘Detox you home’ or ‘Toxfree’ program. Council could support application for funding through this program. Paint is a problem because people attempt to hide it in other wastes. However, current planning permits limit the capacity for sites to collect and store dangerous goods.
- E-waste is currently managed with metals, but would be better managed through industry e-waste schemes. This scheme provides storage equipment and collection services for eligible items and could be adopted at little cost to council (other than providing space for the collection point)
- Tyres are a problem – many users object to paying the high per tyre price and some try to hide them in other waste, or drive away with the tyres, presumably to dump them elsewhere.

- Residual wastes are currently disposed to Calleja landfill.
- Organics are either used by SITA for their own composting operations or sent to an organics recovery service at Calleja.

The current TS facilities have replaced previous landfill sites, and are located such that the more densely populated areas have easy access to disposal sites, and virtually all residents are within a 20-25km drive of a site.

The Transfer Station sites are well designed with drop walls over large hook-bins, as well as secure drop areas for recyclables, allowing efficient separation and transport of self-haul materials delivered to sites. The Bacchus Marsh site has covered drop areas. Ballan and Mt Egerton are more basic, but well-designed facilities, with drop walls and covered bins.

The Bacchus Marsh facility has been operating since 2002, and there are no pressing needs for facility upgrades or equipment replacement at the site. There is room at the site to expand the facility to allow a wider range of recyclables to be recovered. Possible improvements in operation could include:

- Drop off areas for 'dry' building and demolition waste, including rubble, soil, plasterboard, timber, metals and plastics.
- Re-design/reconfiguration of the site to allow easier 'drive through' drop off of recyclables before vehicles come to the landfilled waste drop area. The site already allows this to an extent, and redesign would require consideration of OH&S restrictions on having heavy vehicles working on site in the same area as small vehicles. This limits the access of small vehicles to areas where drop-areas might conceivably be sited.
- Education of the community/site users of the order in which to stack loads for recycling as they drive through.
- Greater direction by operators for those delivering materials to separate items for recycling.
- Potentially greater differentiation of prices for waste disposal and recycling. The operators were not supportive of this, feeling it will lead to greater dumping as many users already complain what are relatively modest prices compared to many other transfer station

The Ballan TS was built in 2007, and has no pressing needed for upgrades of existing facilities. The site has significant room, and may have capacity to stockpile items such as demolition waste from this and other TS sites until stockpiles were large enough to engage a reprocessing contractor. The site previously had windrow composting facility operated by private contractors, but these had ongoing odour issues from neighbours in rural residential land.

The Mt Egerton landfill was also built in 2007 to replace a former landfill. It appears to have capacity appropriate to its level of use. Again, the main opportunities appear to be greater recovery of 'conventional' recyclables, and expansion of recovery of C&I and C&D wastes.

Key opportunities for improving the performance of TS sites are shown in Table 14.

**Table 14: Key opportunities for improving the performance of transfer stations**

Option	Likely Effectiveness and Issues	Priority for Action
Educate community/TS users to better separate loads for recycling.	<p>There is significant capacity for improvement. The effectiveness will depend on how well TS users respond to messages about separating loads. Possible measures to promote this include:</p> <ul style="list-style-type: none"> <li>- General information about how to separate loads for easy unloading to be included on council web-site and in mailed information about waste and recycling. The Regional Waste and Resource Recovery Group and SV have ready-made information that could be adapted.</li> <li>- Pamphlets/post cards asking people to separate their loads the next time they come to the facility to be distributed to users who have not separated their loads.</li> <li>- Price incentives to promote separation and recycling of loads.</li> </ul>	High
Expand the capacity of facilities to recover other items.	<p>The sites could recover additional items including:</p> <ul style="list-style-type: none"> <li>- Timber</li> <li>- Masonry/rubble</li> <li>- Soil</li> <li>- Plasterboard</li> <li>- Reusable furniture</li> <li>- Reusable fittings</li> <li>- "Detox your home" items (paint, fluorescent tubes, batteries, Gas bottles) (NB: Current planning permits limit the capacity for hazardous materials to be received and stored on sites)</li> </ul>	High. Facilities for recovery of timber, masonry/rubble, soil and plasterboard should be given priority
Consider re-design of traffic flow at sites to make uploading of separated loads more efficient.	<p>It may be difficult to do this using existing drop walls because trailers and utes/tray trucks should be backed up to drop-walls. Significant redesign of sites would likely be needed, and this may not be cost effective. If the range of recyclables to be recovered is expanded, items such as timber, builders' rubble, soil and plasterboard might be stockpiled separate to the drop-wall areas, allowing the creation of drive through drop areas for these items. The flow through of traffic could be designed to require vehicles to pass recycling drop-walls before getting to the landfilled waste drop-wall. This has largely been done at Mt Egerton, and partially at Ballan, but is a challenge at Bacchus Marsh due to space and the OH&amp;S need to keep heavy vehicles working on site separate from small vehicle traffic.</p>	Moderate
Consider introducing higher prices for unseparated loads with high recyclable content.	<p>The current fee of \$45/trailer 1.5-2 cubic m load is relatively cheap. The transfer stations operate well below costs, with the shortfall being made up through general rates revenues waste charges. The issue of increased illegal dumping would need to be considered.</p>	Moderate
Investigate options for industry e-waste collection systems	<p>Some of these materials are recovered with recycled metals, but items are not secure and more liable to breakage (including TV and computer monitors).</p>	Moderate. Current arrangements of managing e-waste via metals recycling service may be adequate



Option	Likely Effectiveness and Issues	Priority for Action
Improve use of available data to report materials recovery at the TS sites	Facility operators now provide monthly statistics reports regarding quantities of metals, cardboard/paper, commingled recyclables and garden organics recovered at the sites. This data can be used to track progress in resource recovery, particularly as results from previous years become available over time and performance compared to previous years as well as months can be monitored.	Moderate
Provide more incentive for the TS contractor to promote recycling	At present, council pays for any landfilled waste from the site, and the operator receives income from the sales of recyclables. This means the contractor only has financial incentive to recover items that return a revenue stream and not any item where the avoided cost of landfill is greater than the net cost of recovering the item. Future contracts could make the operator responsible for the costs of landfilling residual waste. This would give the contractor incentive to recovery any item when this would be cheaper than landfilling it and could increase recycling rates. This could result in a sharp increase contract rates for operating the sites because the contractor would be exposed to high risk. This cost might be reduced by allowing the operator to keep all or some income from gate fees and the sale of recyclables, or risk sharing arrangements where council and the contractor share both the risk of cost blow outs due a collapse in prices paid for recyclables and the income from the operation.	High

## 2.4 Public Place Rubbish Bins

Council provides public place litter bins at some open space areas, sports reserves and community buildings, as well as street bins in town retail centres. These are regularly collected using a smaller collection vehicle, at a cost of in the order of \$25,000 per year. Materials are disposed as putrescible waste. Street litter is managed mainly through street sweeping. Retail centres, and particular areas with fast food outlets, and public transport hubs are often litter hot spots. Council already has a program for identifying litter hot spots and responding to these through clean up and enforcement, as well as considering infrastructure and service needs in the identified areas.

There is potential to introduce additional litter bins and potentially public place recycling bins in areas in the Shire. Sustainability Victoria (SV) provide guidelines for the design, placement and signage of public place recycling (PPR) bins and they as well as industry group, the Australian Food and Grocery Council, periodically provide funding for the implementation of PPR systems.

The first stages in developing a PPR system are:

- To measure/assess the litter stream for quantities and levels of recyclables in different areas. Logically, PPR bins should be first placed where public litter bins fill most rapidly and have high recyclables content.
- Consider the placement of litter and recycling bins to be located and visible in high traffic and high litter areas.
- Engage stakeholders – for example local shop keepers and users of public areas – about the proposed placement of bins.
- Negotiate for the collection and processing of PPR bin contents.
- Design and install bins, and promote this.

- Monitor performance of systems in recovering recyclables and reducing littering in the areas in which they are placed.

It is recommended an assessment of littering 'hot spots' and a plan for installing PPR in high traffic and high litter areas is developed. This should include costings for the establishment and collection and maintenance of all PPR bins. This can be used to apply for external funding should funding become available.

## 2.5 Street-sweeping and clean-up of dumping

Street sweeping occurs according to a schedule, with the frequency of sweeping determined by levels of street 'litter' (including leaves and dirt). Most built up areas are serviced according to a schedule designed to keep areas clean and satisfy community expectations. This currently costs in the order of \$172,000 per year, with collected materials disposed as non-putrescible waste. These costs may increase as new housing developments are established. There are limited opportunities to reduce these costs or recover collected materials, which have risk of physical and chemical contamination. Materials could potentially be stockpiled and 'composted', before fine screening to produce a clean 'top soil' suited to lower grade uses in council operations, so a rehabilitation of former landfill sites. This material is likely to contain some plastic and glass contaminants.

### 3 PROJECTED FUTURE WASTE AND RECYCLABLES GENERATION AND COSTS

Available waste generation, resource recovery and demographic information have been used to model future waste generation and likely costs. These estimates and factors effecting outcomes are now discussed.

The key factors that will determine future waste generation and resource recovery quantities and costs are:

- Population growth and new housing development. ABS, Victorian state government and Moorabool Shire demographic information have been used to estimate projected increases in population and housing within the Shire.
- Total waste (landfilled and recycled) per capita and per household. Historic waste data has been used to project future waste generation. This has largely considered 'business as usual' per capita and per household waste generation, but factors that may affect this are discussed.
- The proportion of the total waste stream that is recycled. Once again, historic data has been used, with discussion of how different initiatives could impact on recovery rates.
- The extent to which materials are managed through council-provided services. Once again, historic data has been used.

#### 3.1 Projected increases in waste and resource recovery

Modelling of waste generation per household and capita has been conducted. Figure 8 shows the projected increase in landfilled garbage and recyclables collected through the Shire's kerbside services and transfer station under a 'business as usual' scenario. This reflects population growth and assumes waste generation per capita and per household remain the same as recent years. This shows total waste (landfilled and recycled) managed through council services and facilities rising from the current (2014) figure of around 14,000 tonnes per year (approximately 8,000 tpa landfilled and 6,000 tonnes recycled) to in the order of 17,500 tpa (9,900 tpa landfilled; 7,600 tpa recycled) by 2024 and 21,000 tpa (12,000 tpa landfilled; 9,000 tpa recycled) by 2034.

**Figure 8: Projected increases in landfilled and recycled waste under 'business-as-usual' per capita and per household waste generation rates**

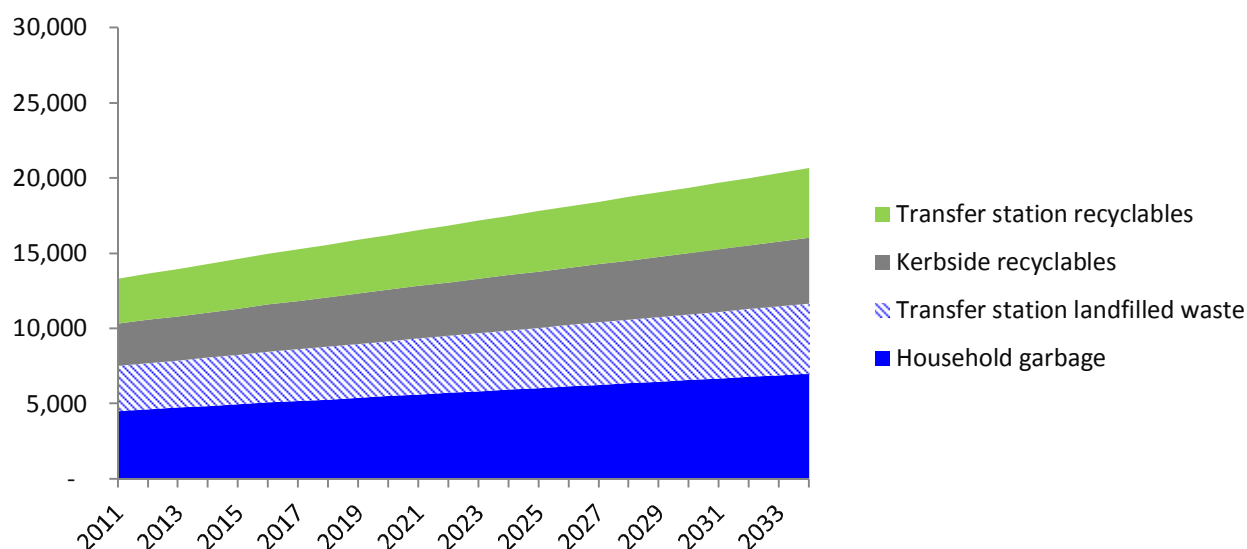
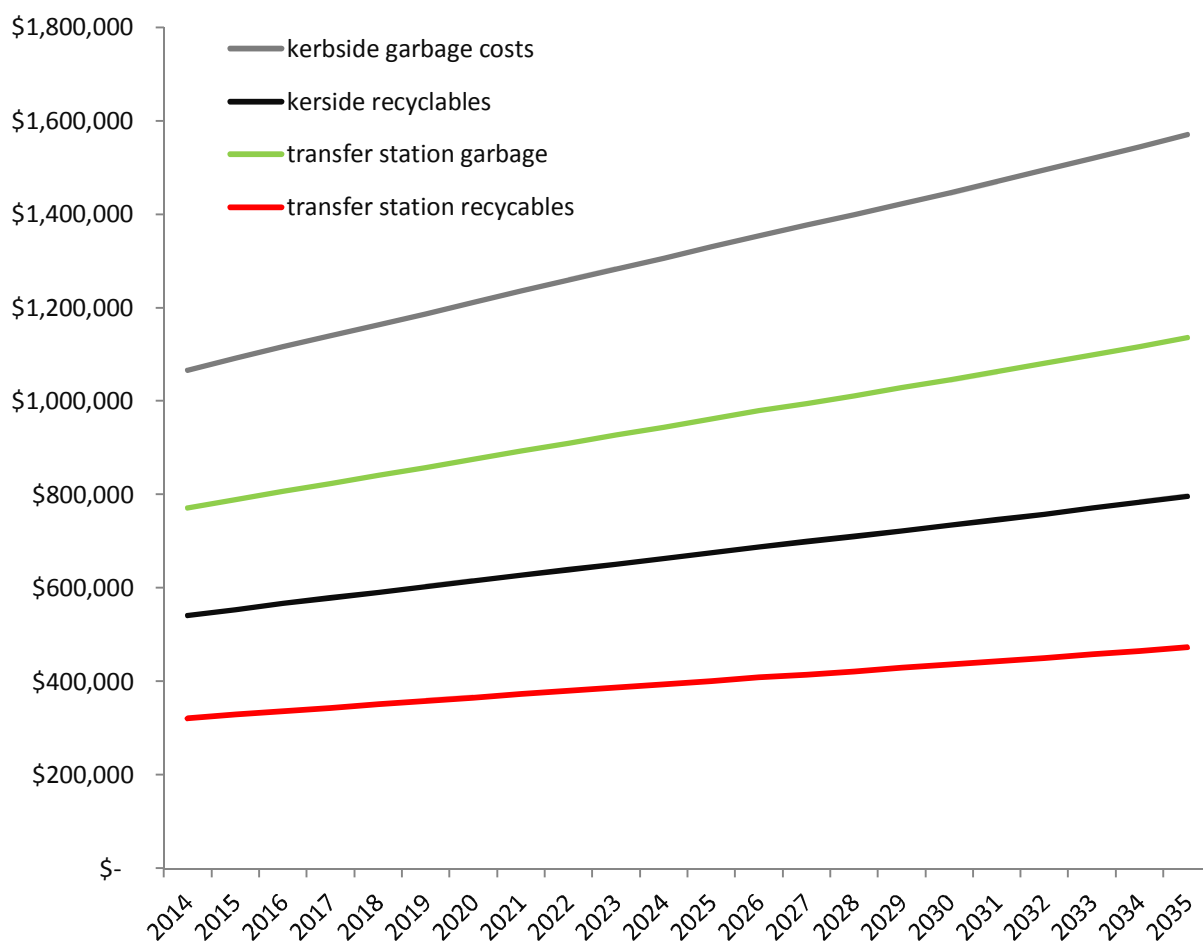


Figure 9 shows anticipated increases in waste and recyclables managed through the shire's transfer station. Unless there is a change in the location of new housing developments, most of this increase is expected to occur at the Bacchus Marsh and Ballan facilities in line with population, and with Egerton remaining fairly constant.

The cost implications of these waste generation scenarios have been modelled. This considers expected increases in landfill costs due to the landfill levy, but assumes all other costs will remain the same in real terms (i.e. only increase with CPI). The expected longer term landfill disposal costs are the order of \$220 per tonne for collection, transfer and disposal. A summary of projected increases in waste management costs assuming similar waste generation per capita and management pathways is shown in Figure 9. This shows potentially very significant increases in costs, mainly associated with population and housing growth. These are based on current costs and per capita and per household waste generation rates.

**Figure 9: Projected increases in waste management costs with increasing population**



This suggests costs will increase in real terms for:

- Kerbside garbage from less than \$1.1 million per year in 2014 to \$1.33 million in 2025 and \$1.57 million in 2035. This reflects current collection contract and landfill costs and is expected to remain about the same or even slightly increase due to greater than CPI increases in transport costs.

- Kerbside recycling from \$0.54 million in 2014 to \$0.68 million by 2025 and \$0.80 million by 2035. This reflects current collection and materials recovery centre (MRF) contract costs, and does not include avoided landfill benefits. MRF costs are likely to be reduced as demand for recyclable commodities increases as expected.
- Landfilled waste managed through transfer stations from \$0.77 million in 2014 to \$0.96 million in 2025 and \$1.1 million in 2035.
- Recyclables through transfer stations with a cost of \$0.32 million in 2014 (this does not include income from the sales of materials or avoided landfill costs, and reflects contractor operation costs for resource recovery), rising to \$0.40 million on 2025 and \$0.47 million by 2035. This is expected to fall over time due to increased demand for commodities.

These scenarios assume 'business as usual' per capita and per household waste generation and recycling rates. A key observation is that the cost per tonne for current recycling is lower than the cost per tonne to landfill materials. This means that increased recycling of materials through existing recovery systems offers 'low hanging fruit' in terms of resource recovery and diversion from landfill.

In the scenarios discussed above it has been assumed waste generation per capita and per household, as well as management pathways, will remain the same as recent historic levels (i.e. a 'business as usual' scenario). State-wide data suggests that waste generation per capita and per \$ Gross State Product has remained fairly constant over the past decade. Figure 10 shows Sustainability Victoria estimates of waste and recyclables generation per capita and per unit GSP. The increase in total waste is largely attributed to the introduction by most Victorian councils of third bin kerbside organics collection services which have brought additional garden organics into the total 'waste' stream. The breaking of the 'Millennial Drought' and two unseasonably wet summers are likely responsible for the increase in waste observed in 2009-10 and 2010-11.

**Figure 10: Sustainability Victoria estimates of total and recovered waste per capita and per \$Million Gross State Product (GSP) for period 2002-03 to 2010-11.**



Source: *Towards Zero Waste Strategy 2010-11 progress report*



The following factors could impact on the quantities of waste and recyclables managed through council services and facilities:

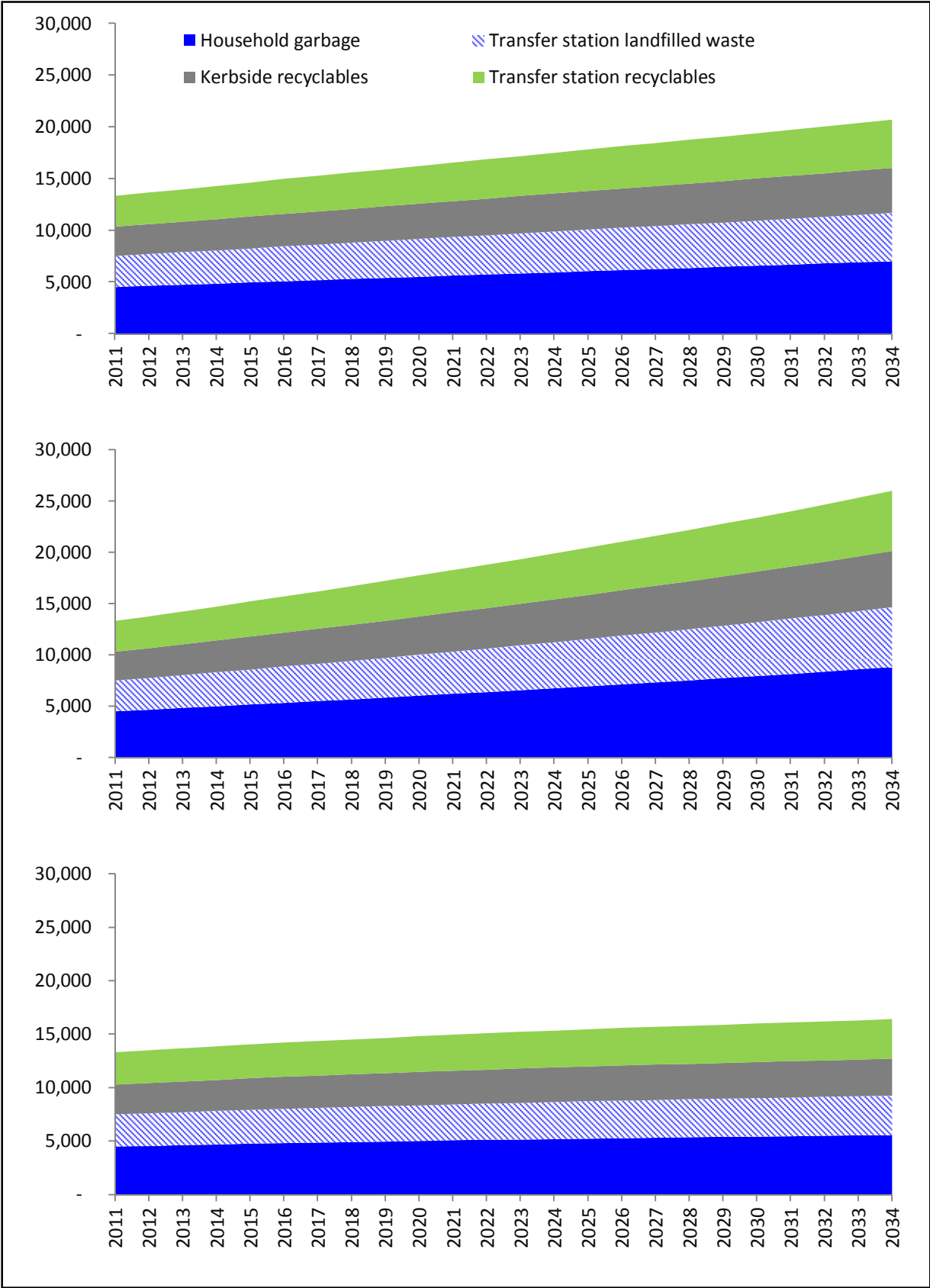
- Building activity and new housing estates. Anecdotally, relatively little building waste is disposed through council service or facilities. Most building sites have skips or other waste disposal systems. However, there is potential for some 'tradies' doing the finishing jobs on constructed houses such as landscapers, plasters and painters, fencers, and joinery carpenters will have small vehicle loads of waste once the main skips have been removed from sites. 'Handiperson' wastes are also likely to increase as new house owners further develop their properties.
- Maturity of housing estates. Gardens are likely to generate more organic wastes after they have been established for 5-10 years. The quantities of garden organics are there likely to increase proportionally and potentially significantly over time.
- Provision of an organics service. Depending on the nature of the service provided, a kerbside organics service could reduce kerbside garbage by in the order of at least 8-25% by weight. This would result in savings in disposal costs in real terms of \$ 7,200 to \$23,300 in 2014, rising to \$9,000 to \$29,000 by 2025, and \$10,600 to \$34,300 by 2035. However the costs of providing an organics service (providing a collection service and processing additional organics diverted because of the convenience of the service) need to be considered. This is discussed in detail in section 4.
- Increased consumption or changes in behaviours or waste management services results in more waste through council facilities.
- Waste reduction messages or other changes in the ways in which the general population consumes reduces the quantities of garbage and recyclable generated.

Figure 12 compares the effect of a 1% per capita per year annual increase in waste generation, a 1% decrease, and business-as-usual waste generation. Business as usual waste generation and recycling and expected population and housing growth will see growth in waste by 25% by 2025 and 47% by 2035. A 1% per capita per annum would result in an increase in total waste by 39% over 10 years and 81% over 20 years. Conversely, a 1% per capita per year decrease in waste will decrease waste generation by 12% over 10 years and 19% over 20 years.

Initial savings from a 1% per capita per year waste reduction across all services would be in the order of \$110,000 per year, but this would increase over time with population growth and the cumulative benefit Net Present Value costings of avoided costs over the next 10 years suggests a 1% per capita per annum reduction in waste generation is worth more than \$1.8 million in 'today's dollars' or on average \$180,000 per year. This cost saving will be higher if the waste reduction is achieved more rapidly and maintained. Councils adopting aggressive waste reduction community engagement programs through 'Halve your waste' and 'Love food. Hate Waste' programs claim to have reduced total waste by 10-20% and household garbage by up to 50%.

It is recommended council considers investing in waste reduction programs that promote 'conserver' behaviour and increased recycling. This could be coupled with providing greater opportunities for resource recovery.

**Figure 11: Comparison of ‘business as usual’ waste generation per capita and waste management methods (top graph); a 1% per annum per capita increase (model graph), and 1% per annum per capita decrease (bottom graph).**



## 4 OPTIONS FOR FUTURE MANAGEMENT

### 4.1 Collection Areas

As the population of the Shire grows and new housing and other subdivisions are developed, demand for kerbside services will also grow. At present, new households within compulsory designated collection areas receive bins and the service is charged via rates whether they use the service or not. In designated voluntary collection areas households receive a fortnightly 240L MGB for garbage and a fortnightly 240L recycling service.

It is proposed to amend the criteria for compulsory and non-compulsory areas to match the zoning of the land rather than rely on percentage. Residential, Low Density Residential, Township and Rural Living Zones would be automatically compulsory. This ensures the higher density areas are serviced by waste collection when certificate of occupancy for the land has been issued. Any areas in the Farm Zone that are currently compulsory will remain the same.

Further, it is proposed that RZ and LDRZ properties receive a 120lt bin collected weekly and all other zones a 240lt bin collected fortnightly. Recycling will remain 240lt collected fortnightly regardless of the zoning.

The impact of this is that the LDRZ land at Greendale, surrounding Ballan, Gordon and Mt Egerton as well as Pykes Creek estate and Myrniong would become compulsory. These areas are already non-compulsory and have a high take up rate anyway so the impact is not significant. In addition, Hopetoun Park would change to a weekly collection which will incur some additional cost. The contractors have been consulted and can accommodate the change within existing contracts.

The current service model provides most residentially zoned (Town Residential) land access to kerbside services, and the waste policy extends the services to new residentially zoned premises. Most houses in rural/landscape residential zoned areas have access to the services if they choose to. This policy is considered adequate to the needs of the majority of the community in Town residential zoned areas and the demands of a growing municipality.

Collection services in non-compulsory areas can be inefficient where only a single or few premises in an area take up the service, but this is not common. Estimated average costs per premises are:

- Urban areas = \$2.05 per week (lift costs and landfill disposal costs) for a weekly 120L service
- Landscape zoned areas in central and eastern = \$4.10 per fortnight for a fortnightly 240L garbage services
- Landscape zoned areas in northern and western areas = \$4.60 per fortnight for a 240L garbage service

These levels of service costs per list are likely to apply to any additional premises added to collection areas whether a compulsory or non-compulsory service is provided.

Most Farming zone premises on roads that can be accessed by collection vehicles have access to the kerbside services, although not all use it. Some residents in these areas make their own arrangements for waste management, typically either taking their waste to transfer stations or using private waste companies.

Properties that are not accessible by collection vehicles have the option of placing bins on serviced roads.

This means most premises in the Shire have access to council services.

## 4.2 Commercial Waste Services

The Council offers both kerbside collection and transfer station drop off services to commercial and industrial (C&I) and construction and demolition (C&D) businesses. The extent to which businesses use council kerbside and transfer stations to manage their wastestreams will largely depend on the sizes and locations of the businesses. Major businesses and large sources of waste (for example supermarkets, hospitals, etc.) will almost universally use private waste contractors who haul waste directly to landfills or recycling facilities. Conversely, farms in areas not receiving collection services will often use private haulage companies, but may make use of transfer stations for self-haul loads of waste.

### 4.2.1 Kerbside services

MSC currently offers the regular kerbside garbage collection services to some commercial businesses in collection areas where the service is provided on a user-pays basis. They are entitled to as many MGB collection services they pay for each week. The quantities collected from businesses are not differentiated from the general collected garbage stream, and are charged at the same rate per pick up as domestic properties in the same areas. The fee is current \$224 per year per 240L MGB. No similar commercial recycling service is currently offered.

There is potential to expand the kerbside recycling service to commercial premises for commingled containers, paper and cardboard. Other councils providing similar services have found this to be effective; although it will not replace the need for many businesses to manage most of their cardboard separately (this is the case for many businesses at present, because the volumes of cardboard produced do not fit in the garbage MGB. Some Councils have had problems with traders over-filling and over-compacting cardboard into recycling bins resulting in litter and difficulties in emptying bins, as well as demands for some traders for additional MGBs (which could be provided at full cost of collection and management). There have also been issues associated with traders using recycling bins as a second garbage bin, contaminating the recycling stream.

Advantages of providing the regular kerbside service to businesses include:

- Increased recovery of containers, paper and some cardboard from smaller workplaces. Larger business typically make their own arrangements and MGBs are not suited to recycling of large volumes of cardboard.
- Providing opportunities for businesses to promote recycling to their employees and customers. This reinforces recycling behaviour as 'the norm' and is compatible with state/regional and industry programs promoting resource efficiency in workplaces. Recycling systems put in place within businesses may result in other waste minimisation and resource efficiency behaviours that could be promoted by council.
- It would be compatible with provision of public place recycling systems in the main shopping area (in some councils, public place recycling bins are overused by some traders to dispose of recyclables, and providing a recycling MGB to businesses will reduce that risk)

Potential disadvantages include:

- increased costs
- increased set out of bins in commercial areas and footpath 'clutter'
- some businesses may not have room for more than one MGB, so will not be willing to take up the service
- potentially increased contamination of the recycling stream.

It is recommended council considers offering the recycling MGB to businesses within collection areas, concentrating on main shopping strips and couple this with an engagement program designed to promote business waste reduction. Funding could be sought for such a program through the *Smarter Resources, Smarter Business Program*. In the past there has been funding support available to councils to provide MGBs to C&I premises, but no such support is currently available.

The recycling contractor suggested council could consider providing more regular collection and larger front lift cardboard recycling services, but most businesses have established systems for managing cardboard (such as hauling it to the transfer stations) and such a council service would be an entirely new service and compete with private recycling contractors. It is not recommended council pursue this unless there is demand from businesses for such a service and there are no viable commercial recycling services/options.

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#### 4.2.2 Transfer Station Services for C&I and C&D Waste

Transfer stations are open to C&I/C&D sources of waste and many small and medium-sized enterprises (SME) frequently use the facilities for recycling and waste disposal. Loads of up to 5 cubic metres can be delivered to the sites. This excludes most commercial collectors of waste and recyclables. According to transfer station operators, the main sources of C&I waste managed at council facilities are:

- small and medium sized retailers (including restaurants/hospitality businesses) hauling cardboard for recycling.
- garden maintenance firms delivering either clean garden organics for recycling or mixed 'clean up' loads to general waste
- 'tradies' delivering loads of mixed building and other waste
- farmers using DrumMuster/ChemCollect services and to drop household waste
- SME businesses doing clean-ups or re-fits.

The transfer operators report that retailers delivering cardboard are among the best recyclers using the sites and contribute most of the recycled cardboard collected. Similarly, garden maintenance companies are a major source of clean garden organics for recycling.

The main opportunities to increase C&I and C&D waste recovery are:

- Working to get more cardboard, paper and other commingled container recyclables out of the general waste stream. This requires education and potentially pricing incentives penalising those with a high proportion of recyclables in mixed loads dropped into the landfill bins.
- Untreated timber recovery from both C&I (mainly single use and un-owned shipping pallets) and C&D waste. Such materials can either be stockpiled for shredding or loaded into hook-bins for delivery to timber recyclers. Reusable pallets could be stacked and stored for collection by pallet recycling businesses. This would need to be conducted regularly as 'waste' cannot be stockpiled and held at TS sites for extended periods.



- Masonry and rubble, which can be stockpiled for crushing into aggregate. There is limited room at TS sites to do with without significant re-development of available land within the sites.
- Soils and clean fill, which can be stockpiled for reuse or blending with composts.
- Plasterboard, which can be stockpiled for recycling or crushing for reuse as a gypsum soil conditioner.

Bacchus Marsh transfer station has a salvage 'tip-shop' operation for reselling recovered materials or items. Such operations tend to be labour-intensive for the quantities and value of materials they might divert above the current recovery of metals, cardboard, commingled recyclables and garden organics. The establishment of such facilities at other sites is considered a low priority compared to the potential to increase resource recovery through better use of existing systems and expansion of recovery options to include materials such as timber, plasterboard, rubble, soils and clean fill.

### 4.3 Community Buildings, Schools and Reserves

Council provides schools, emergency services & community groups with a recycling program and a maximum of 4 recycling bins will be collected fortnightly from any individual school or community group. Council provides the recycling bins to schools, emergency services & community groups and if they choose to withdraw from the service, the bins are returned to Council. Schools, emergency services & community groups must agree to commit for a minimum period of twelve months.

These services are provided as part of the domestic garbage and recycling collection services and charged at a cost of \$160/annum per MGB.

Council provides a free waste service to Committees of Management for Recreation Reserves and Halls within the municipality. This is limited to two 240 litre bin per week and is funded by the waste management charge in rates. This excludes larger sites Maddingley Park, Darley Park and Masons Lane Recreational Reserve which are serviced under separate arrangements. These sites have more numerous litter bins at different locations that require servicing by council contractors.

Currently a recycling service is not provided to recreation reserves, partly because sporting clubs traditionally collect cans for income. Such reserves could potentially be addressed as part of public place litter and recycling schemes in consultation with sporting clubs using the facilities.

### 4.4 Organics Recovery

Transfer stations currently divert an estimated 1,000 tonnes of garden organics per year. There is some potential to increase this by more actively promoting separation of loads for easier unloading for recycling.

The main opportunity for diverting organics from landfill is the introduction of a kerbside organics service. It is estimated in the order of 45% of kerbside garbage is garden and food organics, representing in the order of 1,800-1,900 tonnes of landfilled waste each year. As the population grows and new gardens mature, there will be more organics available.

Modelling has been conducted of likely diversion of garden and food organics under different scenarios and the implications of this for net costs and waste to landfill and organics to recovery. The key assumptions and results of this modelling are summarised in Tables 15 and 16.

**Table 15: Summary of key assumptions of modelling of kerbside organics management options**

	No organics service	Voluntary garden organics only service	Voluntary garden and food organics	Universal garden organics only	Universal garden and food organics only
<b>Assumptions</b>					
Regular participation rate	0%	40%	40%	80%	80%
Diversion of garden organics	0%	90%	90%	80%	80%
Diversion of food organics	0%	0%	60%	0%	40%
Landfilled Garbage per household without service (kg/hh/year)	430	-	-	-	-
% garden organics in garbage without service	17%	0%	0%	0%	0%
% food organics in garbage without service	28%	0%	0%	0%	0%
'Additional' garden organics collected per participating household (kg/hh/yr)	-	200	200	150	150
'Additional' food organics collected per participating household (kg/hh/yr)	-	-	12	-	12
Costs per organics bin lift (includes bin purchase and collection costs)	-	\$1.20	\$1.20	\$1.20	\$1.20
Transport costs (\$/t/km)	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40
Organics processing costs (\$/t)	\$-	\$55	\$95	\$55	\$95
Landfill costs for MSW (\$/t)	\$107.00	\$107.00	\$107.00	\$107.00	\$107.00
Frequency of organics collection (services per year)	-	26	26	26	26
Frequency of garbage service (services per year)	52	52	52	52	52

**Table 16: Organics model outputs**

	No organics service	Voluntary garden organics only service	Voluntary garden and food organics	Universal garden organics only	Universal garden and food organics only
<b>Households using organics the service</b>	0	3,840	3,840	7,680	7,680
Average landfilled garbage per participating household (kg/hh/yr)	430	364	292	372	323
Garden organics diverted per participating household (kg/hh/yr)	0	66	66	58	58
Food organics diverted per participating household (kg/hh/yr)	0	-	72	-	48
Garden organics recovered per participating household (kg/hh/yr)	0	266	266	208	208
Food organics recovered per participating household (kg/hh/yr)	0	-	84	-	60
Total organics recovery per participating household (kg/hh/yr)	0	266	350	208	269
Quantity of compost product per participating household (kg/hh/yr)	0	159	175	125	134
Total organics to landfill (t/yr)	4,128	3,875	3,598	3,679	3,309
Total organics diverted (t/yr)	0	253	530	449	819
Total organics recovered (t/yr)	0	1,021	1,344	1,601	2,063
<b>Estimated costs</b>					
Landfill costs for MSW (\$/yr)	\$441,696	\$414,664	\$384,982	\$393,639	\$354,064
Reduced landfill costs for MSW (\$/year)	\$-	\$27,032	\$56,714	\$48,057	\$87,632
Reduced garbage collection costs (\$/year)	\$-	\$-	\$-	\$-	\$-
Organics collection costs \$/year	\$-	\$119,808	\$119,808	\$239,616	\$239,616
Organics processing costs (\$/yr)	\$-	\$56,135	\$127,706	\$88,062	\$196,029
Total organics collection and processing costs		\$175,943	\$247,514	\$327,678	\$435,645
Financial cost of service per participating household		\$46	\$64	\$43	\$57
Total garbage collection and organics collection and processing costs sub-total (\$/yr)	\$441,696	\$563,575	\$632,496	\$721,317	\$789,708
Average cost per all households (\$/hh/yr)	\$46.01	\$58.71	\$65.88	\$75.14	\$82.26
Average net costs per all households (\$/hh/yr)	\$-	\$12.70	\$19.87	\$29.13	\$36.25
Average net costs per participating household (\$/hh/yr)	\$0.00	\$31.74	\$49.69	\$36.41	\$45.31

Average net cost per tonne of organics diverted from landfill (\$/tonne)	n/a	\$482	\$360	\$623	\$425
Average net cost per tonne of organics collected and processed	n/a	\$119	\$142	\$175	\$169
Net organics collection costs per participating households (\$/hh/year) if distance to organics processing site is:					
10km	n/a	\$32.80	\$50.75	\$37.24	\$46.15
20km	n/a	\$33.87	\$51.81	\$38.08	\$46.98
40km	n/a	\$35.99	\$53.94	\$39.74	\$48.65
60km	n/a	\$38.12	\$56.07	\$41.41	\$50.32

The modelling of organics options suggests:

- The introduction of such a service will be at a net cost. This is mainly because of the additional garden organics that providing such a service brings to the kerb – the actual quantity of garden organics present in kerbside garbage is relatively small compared to the quantities that households can fit in an organics bin. The organics service is an additional service and it is not unreasonable for households to pay for the convenience of the additional bin volume to dispose of garden organics for recycling.
- The direct additional financial costs of providing the service will vary depending on whether the service is voluntary (opt-in) or universal. Costs vary from \$43-46 per participating household per year for a fortnightly garden organics service to \$57-64 per participating household per year for a fortnightly garden and food organics service.
- The net costs of providing the service (i.e. the financial costs of collecting and processing organics less the avoided landfill costs) are estimated to be in the order of \$ 32-36 per participating household per year for a fortnightly garden organics service and \$ 45-50 per participating household for a fortnightly garden and food organics service.
- The costs per tonne of organics diverted from landfill are high – in the order of \$ 482-623 per tonne for garden organics services and \$360-425 per tonne for garden and food services.
- A voluntary garden and food organics service has the lowest net cost, and could divert more organics than a universal garden organics service.
- Transport costs, if not covered in the per bin pick up rate (it has not been in this modelling) will add to costs the most distant composting facilities are. Moorabool has a number of relatively close organics processing options including Calleja at Maddingley and Pinegro at Deer Park. Net costs increase by in the order of \$0.80-\$1.20 per household per year for every additional 10km that collection vehicles need to travel.

Consideration will need to be given to the demand and need for services in particular sub-divisions. Some developments and properties have relatively small blocks and limited area for an additional MGB. Provision and promotion of a voluntary organics service would help to target services to those with greatest need for, and willingness to use, the service. Well-promoted voluntary services seem to attract 40-50% participation over time in most municipalities. This could be coupled with promotion of organics waste reduction and on-site management for households who do not feel they have a need for the voluntary service. The costs of servicing different areas may vary considerably, and services should only be considered in areas where organics collection costs are viable – areas with few residents likely to use the service will be less efficient and more costly per household and per tonne.

Council could reduce the cost of an organics service by offering a monthly collection service. However, councils that have attempted this have been pressured by communities to move to fortnightly service

which is increasingly seen as the 'standard' service level in Victoria. A monthly service will reduce collection costs and reduce the amounts of additional garden organics disposed at kerb, but is also likely to divert significantly less organics from garbage. Biobags for food may allow monthly collection of garden and food organics (Goulburn council in NSW have done this for five year), but fewer people are likely to use the service for food. A fortnightly organics service is recommended as the preferred system.

On the basis of this assessment, it is recommended the Council:

- Further consults collection and organics processing service providers regarding the likely costs of different systems
- Consults the community regarding the level of demand for an organics recovery systems, presenting possible annual prices for the services. This consultation could gauge the willingness of households to pay for the service.
- Trials the collection of garden organics and garden and food organics systems in areas with more established gardens to determine how effective the collection systems will be in diverting organics from garbage and how much additional garden organics a kerbside service is likely to attract. These trials may also involve investigation of how providing kitchen caddies and caddies and compostable liners influences levels of food recovery. Some trials suggest these measures are effective in promoting on-going high diversion rates and allow for less frequent organics recovery.
- Gives greatest consideration to a voluntary garden organics service into which food can be added either immediately once the service is introduced or after a period of time when the garden organics systems is working well. Typically such voluntary services attract in the order of 40% of households over time although this varies depending on how systems are promoted to the community. The capacity of organics processors (currently Maddingley Brown/Calleja for organics recovered at the transfer station) to receive kerbside materials containing food needs to be considered. Alternative processing options may be required, and the cost implications of this will need to be factored into service costings and assessments of community willingness to pay.
- Consider making the organics service universal in the future if the voluntary service has high uptake and there is wide community demand for the service. This will have the greatest impact on organics to landfill, but at a higher cost due to greater volumes of 'additional' garden organics and higher contamination rates.
- Actively engage the community to promote waste reduction strategies for garden and food organics and correct use of the organics recovery system. Systems for monitoring contamination are required, and provision made for drivers to refuse to collect grossly contaminated loads and confiscation of the bins of repeat offenders.

It is also recommended councils consider demand management and behaviour change initiatives such as:

- Providing information about good practice home composting and on-site organics management.
- Pay-per-lift charging for the organics service. Under such a system, bins are electronically 'readable' by collection vehicles which log when bins are collected. Households are then charged according to how frequently they have set the bin out for collection. This should provide a disincentive to using the bin for garden and other organics that can be managed on-site.
- Labelling garbage bins with 'No garden organics please' or even (if a food organics recovery option is provided) 'No food or garden organics please'. These stickers could either placed on bins by council contractors or given to households provided with organics bins for the householders to place on their rubbish bin, along with promotional materials about the benefits of keeping organics out of landfill.



#### 4.4.1 Organics diversion at transfer stations

There appears to be potential to recover more garden and timber organics at transfer stations by educating the community about (and potentially requiring) greater separation of loads for recycling.

**Table 17: Strategic objectives and actions for organics recovery**

<b>Strategy objective: Increase recovery of garden, food and other organics</b>		
<b>Actions</b>	<b>Priority</b>	<b>Proposed timing</b>
<b>Strategic action: Investigate, and if viable, introduce a kerbside organics recovery service</b>	High	2014-2017
Further investigate options for the collection and processing of kerbside organics	High	2014/15
Consult the community of the townships of Bacchus Marsh and Ballan regarding their likely level of uptake of a fee for service voluntary fortnightly garden and food organics kerbside recovery service.	High	2014/15
Conduct trials of collection systems to determine likely recovery, diversion and contamination rates.	Moderate (results from other municipalities might be used to design a service)	2015
If a decision is made to proceed with the service:		
Undertake procurement process for provision of bins, collection and processing service		2015/16
Roll out the service		2016
Monitor system's performance		On-going
<b>Strategic action: Develop and deliver programs to promote reduction of garden and food organics waste</b>		
As part of the wider community engagement program, prepare and actively promote information materials that assist the community and businesses to reduce organics to landfill through: <ul style="list-style-type: none"> <li>▪ Better use of existing garden organics drop off facilities at transfer stations</li> <li>▪ Promotion of low waste and water efficient gardens</li> <li>▪ Promotion of retention of organics on site as mulch and compost</li> <li>▪ Low-waste shopping and food preparation and storage</li> </ul>	High	2014/15 and on-going
Annual conduct an on-line or other community survey to determine whether people have changed behaviour, and whether this has been as a result of council programs and initiatives	Moderate	On-going

## 4.5 Recommended Strategic Actions for Kerbside Collection Services

There are opportunities to reduce waste and increase resource recovery through kerbside services, as well as streamline service provision. Strategy objectives for kerbside services are summarised in Table 18.

**Table 18: Strategy objectives for kerbside garbage and recycling services**

<b>Strategy objective: Ensure kerbside garbage and recycling services are provided to areas that can viably be collected and where residents demand/express a demand for a service</b>		
<b>Action</b>	<b>Priority</b>	<b>Proposed timing</b>
Maintain existing service levels and policies for introducing compulsory or non-compulsory garbage and recycling services.	High	Immediate and on-going
Conduct an annual internal review to consider extension of compulsory collection services in new higher density housing areas	Moderate	2014/15 and on-going
Further investigate the establishment of recycling drop-off 'depot' at community facilities (halls, sporting clubs/reserves) in areas where transfer stations are more than 10-20km away, by: <ul style="list-style-type: none"> <li>Surveying residents and businesses in these areas about how they current manage recyclables and whether they would likely make use of such a depot in their area.</li> <li>Liaise with clubs and community groups about the potential to establish and maintain such drop-point at community facilities within the region.</li> <li>Trial the establishment of such a drop-point, potentially seeking external state government or packaging industry funding support</li> </ul>	Moderate	2014/15
Improve data gathering regarding the number of premises participating in kerbside garbage and recycling services and the quantities of materials collected and levels of contamination in recyclables. Liaise with collection contractors about the potential to collect data according to collection areas to allow development of benchmarks and identification of high and low performing areas. Data gathering is expected to improve through requirements in more recent waste services contracts.	Moderate	2014/15

## 4.6 Transfer Station/Dropoff Facility Provision

The current transfer stations are largely adequate. However, there is scope for upgrade of facilities to promote greater resource recovery and make the operations more financially viable. Options are outlined in Table 19.

**Table 19: Transfer station options**

<b>Strategic objective: Maintain and improve the performance of Transfer stations in the efficient recovery of materials and secure disposal of residual wastes</b>		
<b>Actions</b>	<b>Priority/likely effectiveness</b>	<b>Timing</b>
Promote better use of existing resource recovery systems	High	2014/15
Consider reconfiguration of TS layout to allow easier separation of an expanded range of recyclables such as timber, plasterboard, masonry/rubble, soil and cleanfill	High	2014/15 (planning)
Consider options for expanding recovery of household hazardous items such as paint, solvents, fluoro tubes, batteries and e-waste	High	2014/15 (planning)
Consider options for recovery of items for reuse and value-adding such as dimensional timber, furniture, house fittings, etc.	Low-moderate	2014/2015 (planning)

## 4.7 Organics Recovery

Organics (predominantly food organics, garden organics, timber and cardboard, with some textiles) contribute in the order of 40-50% of kerbside garbage, and 25-30% of C&I and C&D waste. Options are outlined in Table 20.

**Table 20: Organics recovery options**

<b>Action area: Promote greater organics recovery</b>		
<b>Strategic objective: To increase recovery of organics, and ensure residual organics are managed securely with reduced risk of pollution.</b>		
<b>Strategic actions:</b>	<b>Priority/likely effectiveness</b>	<b>Timing</b>
Promote greater separation of loads entering the TSs to make unloading of recyclables easier.	High	2014/15
Consider options for reconfiguring TS layouts to make it easier to recycle, and expand the range of materials they separate for recycling	Mod	2014/15 (planning)
Identify significant sources of organics not currently diverting organics, and work with the sources to promote greater diversion of organics.	Mod	2014/15 (planning)
Consider higher differentials in transfer station gate fees for mixed loads with a significant recoverable organics component compared to the costs of recovery.	Mod	2014/15

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Ensure the net rate than gross costs of recovering organics are considered in setting gate fees for separated green organics. The current fees of effectively \$12-20 per trailer for garden organics compared to \$35-45 for general waste is not always sufficient motivation for facility users to separate loads for recycling.

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2014/15

#### 4.8 Hard Waste Recovery

Moorabool Shire Council does not currently operate a hard waste service. Such services are offered by many Councils to provide residents with a convenient way to dispose of waste items that do not fit on garbage and recycling services such as obsolete furniture and fitting, building materials, appliances and large branches.

Some key advantages and disadvantages of different approaches are shown in Table 21. The options considered are:

1. 'Do nothing'/business as usual – this is maintaining the status quo of no hard waste services. This may not meet the expectations of the community, and does not meet the needs of those with restricted access to transfer station services due to lack of mobility. It may result in higher levels of illegal dumping, although this is uncertain.
2. General precinct collection service. This is the traditional system of designating a collection period within collection precincts and allowing set out of waste during this period. This system could be used with limited periods for set out to reduce litter, scavenging and public health issues. Materials are generally set out during the collection period, and may be on nature strips for more than a week before collection.
3. On-call systems, where households book a pick-up service. These systems vary in their degree of sophistication from a simple call/email to book, through to on-line survey bookings where users describe the items to be collected prior to booking. Materials are typically set out inside front yards or on nature strips the day the collection is due. These systems generally have lower uptake, but can have very uneven demand over the year, with high demand in spring leading up to Christmas making them harder to resource.
4. Hybrid precinct-on-call system. Under these systems, people within a designated precinct are notified for the period of collection in which they can book a service. This concentrates and confines the area and time of each collection and provides incentives for people to clean-up materials for collection
5. Limited access services. Under such as service, the hard waste service might only be offered to those holding valid social service cards such as pensioners and unemployed people who may have difficulty in hauling waste and affording transfer station fees or private collection company services. On-call systems could be used to service areas. The advantage of this approach is that it meets the needs of people who will find it hard to use other services. Costs per serviced household may be higher, but overall costs will likely be considerably lower. A nominal service fee might be considered to partially recover costs and manage demand.
6. Tip vouchers. Under such an approach, all or some eligible (e.g. pensioners, unemployed) ratepayers will receive annual free hard waste vouchers. Advantages of this approach is avoids any public safety issues associated with kerbside set out, and that conditions could be placed on use of the vouchers (for example, only loads separated for recycling are free of charge). Disadvantage of such an approach are: users still have to have access to a trailer to take materials to the transfer stations; the vouchers will reduce revenue from those who are currently willing to use and pay at the transfer stations; provision of vouchers may 'create' demand and increase the quantities of waste managed

through council facilities because people using mini-skip services may use council facilities instead; and there could potentially be 'black market' trading of vouchers by those who do not need them to those who currently pay to use transfer station services - higher administration costs will be incurred if users have to provide identification to ensure the voucher they use is the one allocated to them and not one from another resident.

Information provided by Sustainability Victoria suggests that the costs of providing kerbside services vary considerably, and there is not a clear distinction between the costs of the different models. The most cost-effective kerbside collection model is a hybrid precinct on call system used in Latrobe, and this is possibly an example of a system that could work in Moorabool which has similarities in the mix of urban, semi-rural and rural aspects. On average:

- About 20-25% of households offered the services use them per year. This varied across councils from 3% to 45%.
- Collection costs per household serviced averaged \$41 per service (varying from \$25-235), with costs across all households (users and non-users) of \$ 9.40 per households (varying from \$4.70-19.20).
- Collection cost per tonne averaged \$261/tonne, varying between \$171-803 per tonne.

Contractors who provide hard waste services report no strong preference for any of the options for providing the hard waste service, saying each has pros and cons.

The hybrid precinct/on-call model appears to have the benefits of the precinct system in terms of economies of scale and uptake/yield, and overcomes issues associated with litter/mess, scavenging and public health risk. It is suggested a trial of the hybrid system is considered to test its likely effectiveness.

An issue for Moorabool Shire may be to find a collection contractor that is willing to service small townships and more remote rural areas. This has been an issue in the past. However, the Latrobe example suggests there is at least one collection company willing to service such an area. It may be the case that it is only practicable to offer a collection service in prescribed township areas, with alternatives such as providing annual free transfer station vouchers to residents in other areas in the Shire.

If a system is introduced it might get very high levels of use in the first years (as people clean out sheds and yards to take advantage of the new service they have been charged in their rates for), but this is likely to fall over time. Costs may therefore be higher initially than they will be in the long term.

It is recommended the Council:

- Considers kerbside collection and hard waste voucher options, and consults the community about demand and willingness to pay directly or through rates for such services.
- Considers conducting a trial of a precinct-based on-call system in townships. It is recommended that if such a trial is conducted it is made very clear to the public that it is a trial, and does not commit council to on-going services. The trial could involve: measurements of: the quantities of wastes and recyclables managed through the service; the number of households participating; administrative costs; collection costs; and surveys of users and non-users of the service to determine reasons for use/non-use and willingness to pay for the service. Hard waste vouchers may also be trialled in different areas to observe differences in the cost-effectiveness of the options.
- Uses the results of community consultation and potentially trials to decide whether to provide such a service. It is recommended that if a service is provided, it continues to be promoted as a 'one-off' service in order to manage community expectations for an on-going service.

- If a collections service is to be provided, investigate opportunities to work with other councils in the area to 'pool' resources and tender for a regional or sub-regional hard waste collection contractor.



**Table 21: Advantages and disadvantages of hard waste collection service options**

Collection system model	Advantages	Disadvantages	Comment
Do nothing/ business as usual	<ul style="list-style-type: none"> <li>Lowest/no cost</li> </ul>	<ul style="list-style-type: none"> <li>Does not meet a possible need or expectations for such a service</li> <li>May result in more dumping of goods as people moving from other areas expect a service and simply set materials out</li> </ul>	<ul style="list-style-type: none"> <li>Council needs to determine the level of community demand for a service before moving away from the business as usual model</li> </ul>
General precinct collection areas	<ul style="list-style-type: none"> <li>Generally high rate of use, reducing per tonne and per service costs</li> <li>More scope for a dual 'recycling' and 'landfill' runs to pick over set out items for recyclables before disposal</li> </ul>	<ul style="list-style-type: none"> <li>Greater potential for litter and 'messiness'/'unsightliness'</li> <li>Some public health risks</li> <li>Can get 'area creep' where streets neighbouring precinct set out materials even though they are not due for the service</li> <li>Can create a 'culture of dumping' /placing materials on nature strips in the expectation they will be collected</li> <li>Can get opportunistic dumpers from outside of collection areas</li> <li>Can get scavenging disputes over ownership of items, and also traffic hazards from scavengers</li> <li>Creates expectations of on-going service (hard to take the service away once it has been introduced)</li> <li>All streets in the collection area need to be inspected, and there is a chance households will set out materials immediately after collection and claimed they have been 'missed'.</li> <li>Not well suited to rural or lower density rural residential living properties</li> </ul>	<ul style="list-style-type: none"> <li>This is the 'traditional' service used in other areas.</li> <li>It can be an efficient way to service many premises, but has inherent inefficiencies.</li> </ul>
On-call booking	<ul style="list-style-type: none"> <li>Generally lower costs overall, but due to lower participation and yields</li> <li>Jobs can be scoped/scaled for efficiency</li> </ul>	<ul style="list-style-type: none"> <li>Can have high per service and per tonne unless efficient collection runs can be developed</li> <li>More administratively complex</li> </ul>	<ul style="list-style-type: none"> <li>Levels of participation in such services vary widely from council to council, and depend</li> </ul>

Collection system model	Advantages	Disadvantages	Comment
	<ul style="list-style-type: none"> <li>▪ Recyclable items can be identified</li> <li>▪ Households could be directed to 'Freebay' and other re-sale and charity options for reusable items so they do not have to use the council service</li> <li>▪ Compatible with user pays service model</li> <li>▪ Avoids public health and scavenging issues</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide less certainty regarding annual cost – if there are many users costs could blow out</li> <li>▪ Demand can be seasonal and uneven, making it hard to resource and meet community expectations of a reasonably prompt service</li> </ul>	<p>on how well the availability of services is promoted.</p> <ul style="list-style-type: none"> <li>▪ Some councils have on-line booking services that allow users to detail the nature of materials (volume, type of items, etc.) that allow a tailored service and targeted recycling/salvage.</li> </ul>
Hybrid precinct-booking service	<ul style="list-style-type: none"> <li>▪ Avoids/reduces risks associated with seasonal demand, mess, scavenging and public health issues</li> <li>▪ Concentrates period during which particular areas can use the service</li> <li>▪ Limits the period of set out to no more than a few days</li> <li>▪ Allows users to detail items they have for collection so collection can be tailored to their needs</li> <li>▪ Economies of scale are better, with lower costs per service and tonne</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can be administratively difficult to identify when those booking systems are eligible for collection</li> <li>▪ May still get 'edge' effect with people seeing set out materials and setting out materials without a booking.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This option allows for targeted service provision.</li> <li>▪ On-line booking could be used.</li> </ul>

**Table 22: Options for hard waste services**

<b>Strategic objective: To determine whether there is sufficient community demand for a hard waste service, and if so develop a program for delivering this service</b>		
<b>Strategic actions</b>	<b>Priority</b>	<b>Timing</b>
Gauge the level of support for a hard waste service in township areas, citing possible rates increases of \$20 per year for a general service or a fee-for-service of \$ 30 for an on-call service.	Moderate	2014/15
If there is support to proceed, conduct trials of collection systems.	Moderate (the experience of other councils may be sufficient, so trials may not be needed)	2014/15
If the trials or other data gathering support the introduction of the system, develop RFQ documentation and call for RFQs to provide the service. The RFQ documents should include requirements for recycling and reporting.	Moderate	2015/16
Appoint contractors and implement the system	Moderate	2015/16
Monitor performance of system	Moderate	On-going

**Conclusions:**

- A universal kerbside hard waste service is likely to be expensive and has associated OH&S, public safety and litter concerns
- A limited service made available to those with demonstrated limited access to transfer stations (such as the elderly or low income families) could be made available as an 'on-call' service
- The option of providing free or discounted hard waste vouchers to all residents could be considered. However, this will likely result in revenue loss and may result in households and businesses already using transfer station or using other disposal options to use transfer stations for 'free'.

## 4.9 Litter Management and Public Place Recycling

Litter clean up current costs council in the order of \$25,000 per year. Street sweeping and the cleaning up of illegally dumped waste costs in the order of \$210,000 per year. Also, the collection of public place waste from street bins and reserves costs over \$70,000 per year.

Public place recycling can be introduced to provide the community with opportunities to recycle away from home and both re-enforces and promotes awareness of recycling as 'the norm'. It is also shows council leading by example.

External funding, information resources and designs for public place recycling (PPR) bins and systems are available through state government and industry funded programs and these organisations should be consulted in the design and implementation of PPR systems (see: <http://www.sustainability.vic.gov.au/services-and-advice/community/public-place-recycling>; and <http://www.afgc.org.au/packaging-stewardship-forum.html> )

The composition of commonly litter items is shown in Figure 12. This shows that by count, cigarette butts are the most common type of litter, followed by beverage containers, paper products, organics/food, film plastic, and wrappers. Many of these items are not readily recyclable, so the provision of public place recycling bins will not significantly reduce litter measure by count of items. Strategic placement of bins as well as education and prosecution/finding of litterers can be effective in reducing litter and promoting public place recycling.

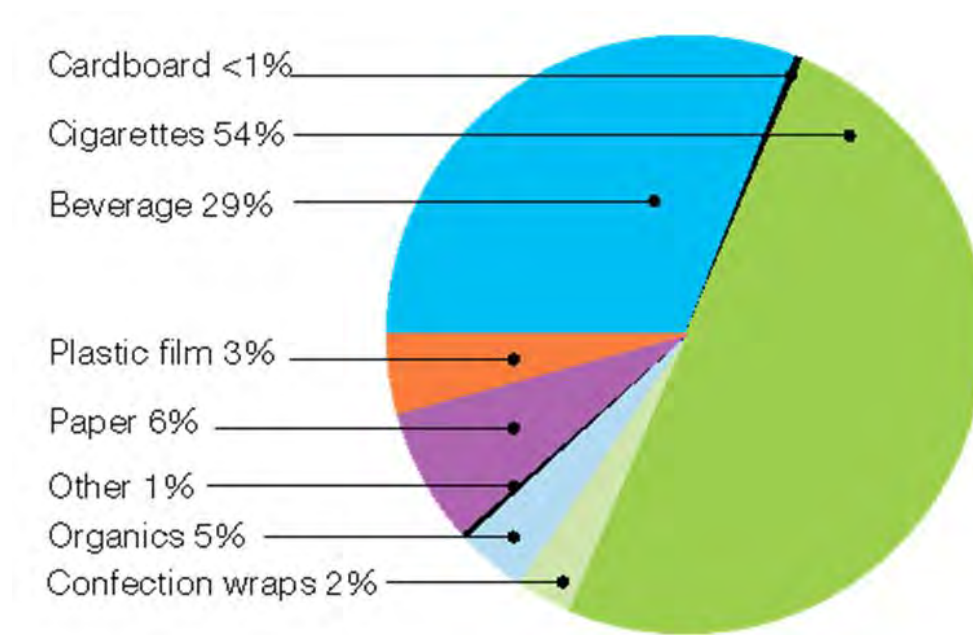
Tool kits are available for planning litter management strategies (see: <http://www.sustainability.vic.gov.au/services-and-advice/community/public-place-recycling>)

Strategy options for litter, dumping and public place waste and recycling are shown in table 23.

**Table 23: Strategic options for litter, dumping and public place recycling**

<b>Promote reduction in litter, dumping and public place recycling</b>		
<b>Strategic action area: Reduce litter and dumping through education, enforcement and where, cost-effective to do so, strategic placement of public place waste and recycling bins</b>		
<b>Actions:</b>	<b>Priority/ likely effectiveness</b>	<b>Timing</b>
Work with the Regional Waste Management Group's Regional Education officer and participate in regional programs promoting litter reduction and reporting	Mod	2014/15
Develop educational materials and programs promoting litter reduction	Mod	2014/15
Promote the EPA litter reporting hotline for the community to report litterers	Mod	2014/15
Work to identify litter hotspots in retail and other areas in townships	High	2014/15
Review current placement of public place garbage bins, and develop options for placement of additional or better placed litter and PPR bins.	High	2014/15
Develop or adapt existing SV guidelines for litter measurement and reporting to set benchmarks for levels of litter across the Shires. Develop an on-going program for monitoring litter levels and littering behaviours.	Mod	2014/15
Seek external funding support for the installation of public place bins, education and initiative reporting. (If councils decides to install additional bins).	High	2014/15 - 2015/16
Implement PPR and waste infrastructure and education programs	Mod (subject to funding)	2014/15- 2015/16
Monitor performance of the system	High	On-going

**Figure 12: Victorian litter 'composition' by items counted during litter audits (counted items)**



Source: Victorian Litter Strategy 2012-24

#### 4.9.1 Litter and Dumping Strategy

It is recommended council develop a litter management strategy considering the following elements.

1. Identification of litter and dumping hotspots. These will typically include:
  - Retail areas and particularly those with take away food stores. General food and beverage packaging as well as cigarette butts are common.
  - Public buildings and venues. Cigarette butts are common outside of such venues.
  - Sporting venues and public reserves/parks.
  - Charity bins and stores.
  - Building sites.
  - Creeks and waterways fed by stormwater drains from built up areas.
  - Rented apartments and student housing.
  - Near current and historic waste disposal sites.
  - High traffic roadsides, and particularly those within a few kilometres of service stations, roadhouses or drive through takeaway food venues.
  - Remote roadsides and reserves.
  - Stations and other public transport hubs.
  - Schools.
2. A coordinated approach using a combination of:
  - Infrastructure including bins, as well as stormwater traps and engineered wetlands for capture of litter.
  - Education, stakeholder engagement and partnerships. This might include general education using state government and regional waste management group materials and programs. It may also include liaising with stakeholders such as users of sporting venues and reserves, builders, charities,

real estate agents and shop-owners about programs to reduce litter incidents emanating from their sites and activities. Service clubs, landcare groups and other community groups may be engaged in 'partnerships' to assist clean up and promote litter reduction.

- Enforcement. This includes identifying and monitoring litter and dumping hotspots and the prosecution of offenders. Council could promote use of EPA's litter watch hotline (a reporting system where witness of litter incidents can report these for EPA to fine offenders) by council staff and the general public. The Victorian government has recently announced a 'Litter Strikeforce' and offers council officer training in litter enforcement.
- Advocacy. Council has a role in promoting the interests of the shire regarding litter management, and may include seeking external resources for infrastructure, education and enforcement, as well as forming and expressing a position on issues such as container deposit legislation or other measures to require producer responsibility for products that commonly become litter.

The Victorian government has resources available for the development of litter management plans, and also periodically for public place recycling infrastructure.

#### 4.10 Community engagement and education

The effectiveness of most resource recovery activities is heavily dependent on people using systems correctly. It only takes a few households in one hundred to contaminate recycling or organics streams by misusing recycling or organics bins as rubbish bins. A proposed approach to a community engagement programs and key objectives of such programs are outlined in Table 24. It should be noted that there are regional and state-wide educational and information programs and resources available that can be used to reduce the cost burden to councils. It is also suggested future waste management and resource recovery contracts should include requirements for the provision of effective community engagement, with clearly stated responsibilities and performance indicators.

**Table 24: Strategic options for community engagement**

<b>Strategic objective: An engaged community that knows how to use minimise waste and use waste and recycling systems correctly</b>		
Strategic actions	Priority/likely effectiveness	Timing
<p>Conduct education programs aimed at improving the performance of existing kerbside garbage and recycling systems. In particular, key messages and approaches could include:</p> <ul style="list-style-type: none"> <li>• The opportunity to divert more cardboard, paper, glass, plastics from garbage to recycling.</li> <li>• The availability of other recycling and industry take back schemes</li> <li>• Information about what recyclables are turned into and the importance of keeping recycling bins contamination-free.</li> <li>• 'Bans' /stickers on garbage bins saying "No recyclables in garbage bin, please".</li> <li>• Distribution of "No junk mail" stickers to residents in council waste minimisation educational materials.</li> </ul>	Moderate to High	2014/15 and on-going as part of shore and regional education activities
<p>Promote waste reduction behaviours, in particular:</p> <ul style="list-style-type: none"> <li>• Low waste and water-efficient gardens</li> <li>• On-site management of garden and food organics through mulching, composting and worm farms</li> </ul>	Moderate. Such programs can be effective,	On-going as part of general education



	but other initiatives are likely to result in more diversion from landfill.	
Promote exchange of re-useable items and ideas for reducing waste through the creation of social media information sites allowing people to join and communicate about waste reduction ideas and exchange unwanted items.	Low-moderate. The effectiveness of such an approach is uncertain.	Consider in 2014/15
Promote litter prevention	High	2014/15 and on-going

#### 4.11 Monitoring and Continual Improvement

The following measures are recommended for monitoring and continual improvement.

##### 4.11.1 Systems and financial performance

Council has benchmark data for waste and recyclables generation and the costs per tonne and costs per household for kerbside waste and recycling services based on collection and disposal or MRF costs. These are established for the life of the contracts, and marked changes are only likely to occur with the negotiation of new contracts. Total waste and recycling costs are expected to increase with growth in population and housing.

The following performance indicators and methods for recording these are suggested (Table 25). The data council already receives is shaded in green; figures that would need relatively simple spreadsheets to calculate using existing data are shaded yellow; and items where new data would need to be collected are highlighted in red.

Table 26 provides suggested parameters for estimating key environmental benefits of waste minimisation and resource recovery initiatives, as well as assessing the relative benefits of waste management options.

**Table 25: Suggested metrics to be collected to monitor performance of strategy implementation**

Indicator	Method of data gathering	Suggested targets	Priority/ frequency of data collection and collation
<b>Kerbside services</b>			
Total landfilled kerbside household waste	Collection contractor's landfill receipts	Comparison with baselines calculated to reflect population and household number increases, with a target of no increase above that expected from population and housing growth	Annual reporting
Total kerbside recyclables	MRF receipts		Annual reporting
Total kerbside organics (if a service is introduced)	Processing site receipts		Annual reporting
Total hard waste (if service is introduced)	Collection contractor records		Annual reporting
Total waste generation managed by kerbside services	Sum of above items		Annual reporting
Kerbside garbage per serviced households	Total kerbside garbage divided by the number of serviced households	A decline from increased recycling and waste reduction. In no organics service is offered, a target of at least a 10% by weight decrease over 5-10 years based on increased recycling waste reduction is suggested. In an organics service is introduced, a decrease of 15-20% by weight for a voluntary garden organics service and up to 40% by weight decrease for a universal garden and food organics service achieved via a combination of waste reduction, increased recycling and use of	Annual reporting

Indicator	Method of data gathering	Suggested targets	Priority/ frequency of data collection and collation
		the kerbside organics service is suggested.	
Kerbside recyclables per serviced households	Total kerbside recyclables divided by the number of serviced households	An increase corresponding to diversion of recyclables from household waste.	
Kerbside organics (if introduced) per total households in service area	Total organics divided by total number of households in the serviced area	To be determined if the service is introduced	Annual
Kerbside organics (if introduced) per households using the service	Total organics divided by the number of households taking up and using the organics service	To be determined if the service is introduced	Annual
% of households in service using the organics service	Number of households taking up and using the organics service divided by the total number of households in the service area	If an organics service is introduced: 40-50% for voluntary service 80-90% for 'universal' service	Annual
Kerbside hard waste (if introduced) per eligible households in serviced areas	Total hard waste divided by number of households in service area (by precinct)	This will vary. Baselines and would need to be set based on first 2 years' data.	
Kerbside hard waste (if introduced) per households using the service	Total hard waste divided by the number of services provided		
% of eligible households using the hard waste service	Number of households using service divided by the total number of eligible businesses		
Costs for garbage collection and transport – total	Contractor payment	No net increase in real terms above increases caused by per tonne cost charges	
Costs for garbage collection and transport – per serviced household	Contractor payment divided by serviced households		
Costs for garbage collection and transport – per tonne	Contractor payment divided by recorded tonnes		
Costs for landfill services - total	Landfill gate receipts for MSW disposal	No net increase in real terms above increases caused by per tonne cost charges.	High – already

Indicator	Method of data gathering	Suggested targets	Priority/ frequency of data collection and collation
		A decrease in total costs due to reduced landfilled waste.	collected
Costs for landfill services – per serviced household	Landfill costs divided by serviced households		
Costs for landfill services – per tonne	Landfill costs divided by tonnes		
Costs for recyclables collection and transport	Recycling costs		
Costs for MRF services	MRF service contractor payments	Costs per tonne and per household fall in real terms over time, subject to fluctuations in demand for recovered commodities	High- Already collected
Cost of MRF services per serviced household	MRF costs divided by number of serviced households		
Cost of MRF services per tonne of material recycled	MRF costs divided by tonnes of materials recycled		
Transfer stations			
Tonnes of landfilled waste from transfer station	Contractors records and landfill receipts	Continual improvement in rates of total and per household and per capita resource recovery	High – already collected
Tonnes of resource recovered from transfer stations	Contractors records and recyclers receipts		High – already collected
Costs for transfer station services – garbage disposal	Allocation of TS costs according to the proportion (%) of total waste (currently about 50%) sent to landfill		Moderate
Costs for transfer station services – resource recovery	Allocation of TS costs according to the proportion (%) of total waste (currently about 50%) sent to recycling/ recovery		Moderate

Indicator	Method of data gathering	Suggested targets	Priority/ frequency of data collection and collation
<b>Public place litter bins and recycling</b>			
Total quantities of litter collected from bins	Difficult to measure. Develop estimate based on bin numbers and frequency of collection.	Development of systems for monitoring performance. In the event of PPR systems being introduced, monitor the relative proportions of landfilled and recovered bins collected	Moderate – annual
Total quantities of recyclables collected from any PPR systems put in place	If PPR systems are introduced, MRF receipts for materials collected.		Moderate - annual
Costs of litter and PPR collection	Costing of collection crews' time and vehicle costs spend providing these services.	Net costs to fall in real terms over time allowing for costs of introducing PPR	Moderate – annual
<b>Street sweeping</b>			
Tonnes collected	Records from collection vehicles	No increase in kg/households in shire/year	Moderate – annual
Costs of service provision	Estimation based on hours for staff and vehicle or contract costs	No increase in \$/households in the shire/year	
<b>Illegal dumping clean up</b>			
Number and severity of clean up incidents	Need to establish a system for logging and reporting incidents	Declining number of clean up incidents	Annual
Hours and vehicle time dedicated to clean ups		Declining costs for clean up costs	Annual

**Table 26: Suggested parameters to be used to quantify the performance of waste minimisation and recycling initiatives and to assess the likely benefits of management options**

Environmental indicators	Method for data gathering	Suggested parameters for environmental impacts				
Materials		Avoided Greenhouse gas emissions from recycling compared to landfilling including emission from production and landfill (tonnes CO2-e /tonne)	Avoided Energy from recycling compared with first use production (GJ/tonne)	Avoided Water from recycling compared with first use production (kL/tonne)	Avoided other pollution (score 0= very low; 5 = very high)	Resource depletion (score 0= very low; 5 = very high)
	Tonnes of materials recovered multiplied by the tonnes of materials recovered					
Food organics		1.8	-	1.8	4	1
Garden organics		1.0	-	1.0	2	1
Paper/cardboard		2.2	9.3	2.2	3	2
Ferrous metals		0.4	7.3	0.4	3	3
Non-ferrous metals		15.9	171.0	15.9	3	4
Plastics		0.9	50.0	0.9	3	4
Glass		0.6	6.0	0.6	3	2
Timber to timber product		1.1	10.7	1.1	2	2
Timber to mulch		0.3	-	0.3	1	1
Rubber		1.1	64.1	1.1	3	3

*Sources of data used to derive estimates:*

[http://www.climatechange.gov.au/sites/climatechange/files/documents/07\\_2013/national-greenhouse-accounts-factors-july-2013.pdf](http://www.climatechange.gov.au/sites/climatechange/files/documents/07_2013/national-greenhouse-accounts-factors-july-2013.pdf)

<http://www.epa.nsw.gov.au/warr/BenefitRecycling.htm>

[NGER \(Measurement\) Determination, 2013, part 5.2](#)



## 5 CONCLUSIONS, KEY OBSERVATIONS AND RECOMMENDED STRATEGY

### 5.1 Current and Projected Waste Generation

Available waste, resource recovery and demographic data have been used to estimate current and future waste generation within the Shire.

Current waste and resource recover generation rates are shown in Table 27

**Table 27: Summary of estimated current and projected waste and resource recovery generation rates under a 'business as usual' generation and management scenario**

	2014			2025	2035
	Tonnes per year	Kg/capita /year	Kg/ household/ year	Tonnes per year	Tonnes per year
Kerbside garbage	4,850	154	431	Too be completed	Too be completed
Kerbside recyclables	3,009	96	267	Too be completed	Too be completed
Transfer station landfilled waste	3,214	102		Too be completed	Too be completed
Transfer station resource recovery	3,214	102		Too be completed	Too be completed

### 5.2 Key Opportunities

The main opportunities and priorities for waste reduction and resource recovery are:

- Cardboard and paper. In the order of 10% of household garbage is recyclable cardboard and paper. This could be reduced through promotion of 'no junk mail' and use of on-line electronic media. Promotion of greater paper recycling through existing kerbside recycling systems should be promoted. Although many businesses separate loads for recycling, there is opportunity to promote effective use of recycling systems within workplaces and greater source separation of these recyclables at transfer stations. It is realistic to aim to reduce landfilled household garbage per household by at least 5% through such measures.
- Food organic. In the order of 25-30% of household garbage is food organics. This could be reduced the promotion of food waste reduction behaviours and through greater home composting. Experience suggest this may have limited success (realistically, a longer term reduction in landfilled household garbage of 1-2% may be possible). Recovery of food organics via a kerbside organics service should be considered. This could achieve diversion of waste from landfilled kersbide MSW by in the order of 5-15% depending on the nature of systems introduced.
- Garden organics. Garden organics contribute in the order of 15-20% of household garbage. This could potentially be reduced by promoting low waste gardens. However, as garden mature on newer housing estates the quantities of garden organics per household are likely to increase. Home composting could be promoted. Recovery of garden organics via a kerbside organics service should

be considered because they could achieve reductions in landfilled garbage by a further 5-10% depending on the nature of such services. If adopted, demand management strategies to continue to promote reduction and on-site management of garden organics should be adopted to minimise 'additional' organics (i.e. organics that conventionally are managed on-site at present) being disposed via the organics recovery system. Demand management strategies might include: provision of a voluntary user-pays service; and/or a 'pay-by-lift' service where residents are charged each time they put their organics bin out for collection.

- Other 'dry' recyclables. In the order of 5-10% by weight of household garbage are metals, plastics and glass recyclable through existing services. It is recommended community engagement programs to promote recycling by 'recalcitrant' households are adopted.
- E-waste. E-waste is a small but growing component of the waste stream. There are high environment benefits associated with the reduction and recycling of these wastes. Components in e-waste are very energy and greenhouse intensive in their first use production, and some of the elements have very limited known recoverable mineral reserves. Recycling them greatly reduces energy use and emissions and conserves the resources. In landfill e-wastes leach heavy metals and toxic fire retardants. It is recommended council continues to provide recycling services at transfer stations, and it is suggested additional recycling opportunities such as drop-bins for mobile phones, batteries and fluorescent globes and tubes are made available at some public buildings.
- Timber. Although council transfer stations receive a small proportion of construction and demolition(C&D) waste, there are opportunities to recover untreated timber for mulching. In landfill timber produces greenhouse gases and leachate. This might be able to be processed with green organics currently recovered at transfer stations. It is recommended trial drop points are established at transfer stations to gauge the quantities of timber that might be recovered.
- Plasterboard. The quantities of plasterboard disposed through council transfer stations are unknown. However, with the expected growth in housing, it can be expected that 'tradies' waste disposed at the transfer stations will increase. Plasterboard in landfills produces acid and disperses clay, potentially damaging landfill liners. It is recommended trial drop-points for plasterboard are established at transfer stations to determine how much material is recoverable.
- Other C&D waste. Relatively small amounts of masonry, concrete, soil and clays are disposed via council transfer stations. They are relatively inert and a lower risk material in landfill. However, as dense 'heavy' materials they add to disposal costs charged on a weight basis. It is recommended trail drop points for these materials are established to gauge how much material could be recovered. Masonry and concrete could be crushed to make aggregate for use in council operations. Soils and clays could be screened and used in the rehabilitation of the former Ballan landfill and other council operations.

### 5.3 Proposed Strategic Action Areas

Options for future management have been identified and assessed, and draft strategic approaches developed for review. These are summarised in the following tables.

ACTION AREA 1:		PROMOTE WASTE REDUCTION		
Key objectives:	To promote reduction of the quantities of waste generated by households and businesses in the Shire			
Key performance indicators	Reduced per capita and per household total garbage and recyclables at kerbside and managed through council facilities.			
Priority	Moderate to high. Waste reduction delivers the greatest environmental and financial benefits to council, but it is often difficult to determine ‘cause and effect’ between council’s community engagement actions and observed changes in waste.			
Actions	2014/15	2015-2017	2017-2025	
Work with the regional waste management group and use their and state government resources to develop and implement education and promotional measures promoting waste reduction, with the main focus on:	Develop communication s plan in conjunction with regional waste management group.	Implement communications plan	Maintain awareness of community (including new community members) through communications	
▪ reduction of paper waste and greater diversion to existing recycling systems.	Undertake initial stages of communication s plan			
▪ reduction of food organics and home composting or worm-farming of food wastes.				
▪ low waste gardening, home composting, and reduced/no garden organics in kerbside garbage.				
Consider incentives to promote waste reduction and improved recycling such as differential pricing for mixed recyclable wastes at transfer stations and pay-per-lift for garbage and kerbside organics (if it is introduced) services	Seek external resources to trial incentive systems	If successful in seeking funding, conduct trials and use the result to decide whether such incentives meet waste policy objectives	Implement incentive systems that meet policy objectives of cost-effectiveness and equity.	
Performance monitoring and review	2014/15	2015-2017	2017-2025	
Set targets for reduction of waste types and waste streams	Set targets	Review and improve performance	Review and improve performance	
Keep records of total waste (landfilled and recovered) and estimate generation rates on a per household and per capita basis	Continue current data collection practice, and develop system for reporting reduction in waste streams.			
Periodically survey the community	Develop systems	Periodically survey	Periodically	

about their awareness and behaviours regarding waste minimisation	for surveying community (e.g. through satisfaction survey or separate on-line survey)	survey	
Keep records of events and attendee numbers and contact details (where possible)	Develop systems for recording and collating information	Maintain data collection	Maintain data collection

ACTION AREA 2:	PROMOTE GREATER RECYCLING USING EXISTING SYSTEMS		
Key objectives:	Greater diversion of recyclable materials in household garbage and transfer station general waste.		
Key performance indicators	Increased recovery rates at kerbside and transfer stations.		
Priority	High. Council has good established recycling systems, and increased recycling through these systems will deliver cost savings compared to landfill.		
Actions	2014/15	2015-2017	2017-2025
Set targets for increases in recycling	Set targets	monitoring	Monitoring
Liaise with regional waste management group about programs to promote waste minimisation and recycling in schools and community groups, with a view to sharing resource and gaining support for activities within Moorabool.	Develop and implement education program focused on waste minimisation and recycling	Implementation and monitoring of education program	Implementation and monitoring of education program
Conduct education promoting greater recycling using bin stickers, media and signage at transfer stations.			
Work to identify ‘recalcitrant’ sectors of the community who are not recycling well and target them in education and engagement programs	Develop methods for identifying these sectors and develop communications and engagement initiatives to reach them	Maintain program targeting non-recyclers	Maintain program targeting non-recyclers
Performance monitoring and review	2014/15	2015-2017	2017-2025
Record changes in total and per household and per capita waste generation and resource recovery	Maintain existing data collections and	Maintain data collection and reporting	Maintain data collection and reporting

	calculate per household and per capita total waste generation and resource recovery from kerbside and TS services		
Periodically survey the community regarding recycling awareness and behaviours.	Develop systems for surveying community (e.g. through satisfaction survey or separate on-line survey)	Periodically survey	Periodically survey

ACTION AREA 3:	CONSIDER EXPANSION OF EXISTING GARBAGE AND RECYCLING SYSTEMS		
Key objectives:	Investigate the potential to reduce household garbage through r use of existing recycling systems for other materials		
Key performance indicators	Identification of opportunities and potential additional recycling through existing kerbside and transfer stations		
Priority	High – potential to reduce household garbage by at least 5-10%		
Actions	2014/15	2015-2017	2017-2025
Obtain contractor quotes for providing compulsory collection services to areas with high use of voluntary kerbside garbage and recycling services. Survey communities regarding their demand and willingness to pay for a compulsory service at the quoted price, and move to introduce the service to areas with greater than 80% demand.	Obtain quotes Survey community in areas	Implement service in areas demanding it if financially viable.	Maintain services and consider demand in similar areas over time.
Investigate opportunities for inclusion of film plastics and charity items (clothing) in kerbside recycling.		Implement any initiatives	Maintain initiatives
Investigate opportunities for recovery of timber, plasterboard and C&D waste at transfer stations	Undertake investigation	Implement any initiatives	Maintain initiatives
Performance monitoring and review			

To be determined if investigations reveal viable options that meet policy objectives

ACTION AREA 4:		TO STREAMLINE THE AREAS OF COMPULSORY AND NON-COMPULSORY WASTE SERVICES WITHIN THE SHIRE		
Key objectives:		Identify areas of compulsory and non-compulsory waste services by the zoning of areas. Residential, Low Density Residential, Township and Rural Living Zones will automatically receive compulsory services. Any areas in the Farm Zone that are currently compulsory or non-compulsory will remain the same.		
Key performance indicators		Identification of areas requiring a transition from non-compulsory to compulsory. Liaison with affected communities and households Smooth transition of services in affected areas		
Priority		High – Potential to streamline compulsory and non-compulsory areas.		
Actions	2014/15	2015-2017	2017-2025	
Move to change Hopetoun Park from a fortnightly 240L garbage collection to a 120L weekly garbage collection. Recycling to stay fortnightly	Undertake investigation into the financial implications Inform communities of changes	Implement the change	Maintain services with annual review of the need to expand services	
Performance monitoring and review				
Ensure the change to affected areas is a smooth transition for the community	Hopetoun Park roll out	Other area roll out	Other rolls out as needed	



ACTION AREA 5:	CONSIDER INTRODUCTION OF A REGULAR KERBSIDE ORGANICS SERVICE		
Key objectives:	To determine whether the introduction of a kerbside organics service is viable and is the most effective option to meet policy objectives If an organics service is to be considered, determine the most cost-effective options for meeting policy objectives		
Key performance indicators	Completion of planning and community consultation work regarding the introduction of an organics service		
Priority	High		
Actions	2014/15	2015-2017	2017-2025
Further Investigate options for organics recovery. The recommended model is for a voluntary garden and food organics service moving towards a universal system over time.	Undertake investigations		
Undertake community consultation regarding level of demand for a kerbside organics service and community willingness to pay for this	Undertake investigations		
Trail the effectiveness of kerbside systems	Undertaken investigations		
If a decision to introduce a service is made, tender for the provision of services		Move to tendering and appointment of a contractor. Introduce service.	Maintain and improve service over time.
Performance monitoring and review	2014/15	2015-2017	2017-2025
Investigation and trials of organics recovery systems conducted	Undertake investigations		
Performance parameters for any services will need to be developed		Develop performance parameters for selected system and contract	Maintain performance monitoring

ACTION AREA 6:		DEVELOP OPTIONS FOR HARD WASTE MANAGEMENT		
Key objectives	<ul style="list-style-type: none"><li>• To provide hard waste services to community members that cannot easily access existing transfer station facilities or private</li><li>• To provide a service that reduces dumping, litter and public health risk</li><li>• To meet policy objectives of best value and equity</li></ul>			
Key performance indicators	Development and implementation of service options that meet policy objectives and community expectations			
Priority	High			
Actions	2014/15	2015-2017	2017-2025	
Further investigate options for hard waste services, with particular emphasis on community demand and willingness to pay for service options.	Investigate options and undertake community consultation and develop preferred service options.			
Consult the community about levels of demand, willingness to pay and preferred options. Unless there is overwhelming demand and willingness to pay for a more general service It is recommended a model of providing limited access and user-pays services to those who do not have easy access (for mobility or financial reason) to council transfer stations on an on-call/booking basis. Free of discounted 'hardwaste vouchers' for source separated loads could also be offered.	If a decision is made to provide hardwaste services, tender for provision of collection and receipt of materials, with an emphasis on cost-effectiveness, resource recovery and other policy objectives.		Maintain and review services.	
Performance monitoring and review	2014/15	2015-2017	2017-2025	
Completion of investigations and the development of a model for hard waste management that best meets community expectations.				
If a service is offered, performance parameters will need to be developed			Develop parameters	Maintain performance monitoring, with an emphasis on cost-effectiveness relative to other options

ACTION AREA 7:		CONSIDER INTRODUCING PUBLIC PLACE RECYCLING SYSTEMS		
Key objectives:	To provide opportunity for the community to recycle packaging and paper wastes via public place recycling bins in high traffic areas			
Key performance indicators	Introduction of PPR bins Recycling rates through bins Reduced littering in areas where bins are placed			
Priority	Low-moderate. The quantities of waste in street litter bins is not large relative to the total waste stream			
Actions	2014/15	2015-2017	2017-2025	
Further investigate state government and industry funding that may be available for PPR infrastructure and education	Liaise with relevant organisations to ensure council has knowledge of opportunities. Develop litter management plan using template <a href="http://www.mwmg.vic.gov.au/images/documents/local_government/appendix_d_-_litter_strategy.doc">http://www.mwmg.vic.gov.au/images/documents/local_government/appendix_d_-_litter_strategy.doc</a>	Implement and monitoring	Implement and monitoring	
Identify areas where litter bins are well-used or there is other demand for litter and PPR bins. Make a priority list for such bins across the shire.	Develop as part of litter management plan.			
Seek external funding for installation of PPR bins.	Develop plans and liaise with SV and industry regarding future funding	Program maintenance and monitoring	Program maintenance and monitoring	
If funds are received, establish PPR infrastructure and systems according to list of priority areas	Program roll out (subject to finding)	Program maintenance and monitoring	Program maintenance and monitoring	
Performance monitoring and review	2014/15	2015-2017	2017-2025	
Completion of assessment of PPR priorities in the Shire				
In the event PPR bins are introduced, parameters to be used are:				
<ul style="list-style-type: none"><li>▪ Number of PPR bins installed</li><li>▪ Levels of resource recovery through bins</li><li>▪ Reduction in littering and waste in public place litter bins in areas where bins are installed</li></ul>	Implement and maintain PPR program			

ACTION AREA 8:	IMPLEMENT MEASURES TO TACKLE LITTER AND ILLEGAL DUMPING		
Key objectives:	To reduce incidents of litter and illegal dumping throughout the shire		
Key performance indicators	Identification of litter and dumping hotspots Development and promotion of educational materials Development of enforcement strategies Engagement of partners and stakeholders		
Priority	Medium to high.		
Actions	2014/15	2015-2017	2017-2025
Identify litter and dumping hot spots	Undertake assessment	Periodic revision	Periodic revision
Investigate and act on opportunities for accessing resources under the Victorian government’s Litter program, and the Litter Strikeforce, as well as industry and community programs	Pursue viable options for support	On-going	On-going
Performance monitoring and review	2014/15	2015-2017	2017-2025

ACTION AREA 9:		C&I AND C&D WASTE MANAGEMENT		
Key objectives		To improve opportunities for and levels of C&I and C&D sector resource recovery through MSC services.		
Key performance indicators		Increased resource recovery by businesses within the Shire		
Priority		Medium		
Actions	2014/15	2015-2017	2017-2025	
Investigate levels of SME business demand for kerbside recycling services on a fee-for-service basis	Seek state or regional support to conduct an assessment of SME demand for services.	Trial or introduce services if there is sufficient demand.	On-going service provision if this proves viable.	
Investigate opportunities and levels of demand for additional recycling opportunities at TSs for materials such as timber, C&D waste, plasterboard and film plastics.	Survey business users of TSs regarding barriers and opportunities for greater recycling, and willingness of pay for opportunities.	Seek external state or regional funding for facility upgrades if this action is pursued	Maintain recycling services at TS if viable	
Investigate design of TSs to improve vehicle flow of source separated loads of C&I	Consider design of sites to allow ‘standardised’ stacking of loads for quick drive through unloading of paper/cardboard, metals, plastics, organics, timber, etc.	Seek external state or regional funding for facility upgrades if this action is pursued	Maintain recycling services at TS if viable	
Consider introduction of more significant differential pricing for mixed loads with a high proportion of recyclables to provide incentives to separate future loads and potentially to pay for a ‘drop and sort’ recovery operations at TSs.	Consult business users of TS regarding the levels of incentive they would require to separate loads. Conduct trials of drop and sort recovery to determine cost-benefit	Develop pricing policy for differential pricing. Seeks external resources to support drop and sort recovery of non-putrescible TS waste	Maintain recycling services at TS if viable	
Performance monitoring and review	2014/15	2015-2017	2017-2025	
Investigations completed				
Performance parameters to be determined				

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if action pursued

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ACTION AREA 10:		ENSURE MORE SUSTAINABLE MANAGEMENT OF WASTES AND RESOURCES MANAGED THROUGH COUNCIL SERVICES		
Key objectives		Continual improvement in Triple Bottom Line parameters related to the management of wastes and resources managed through council services.		
Key performance indicators		Development of simple TBL methods for assessing new waste management and resource recovery opportunities and service procurement		
Priority		Medium		
Actions	2014/15	2015-2017	2017-2025	
Use TBL parameters to assess relative performance of waste and resource recovery initiatives	Use TBL parameters from strategy development to assess performance of current and promoted management option			
Use TBL parameters when assessing the relative merits of tenderers for future waste and resource recovery services	Incorporate TBL parameters in procurement processes, requiring high levels of environmental and social performance from service providers, particular with regards to greenhouse gas management from landfills, and risk management for pollution and amenity impacts from waste and resource recovery management.			
Performance monitoring and review	2014/15	2015-2017	2017-2025	
Development of TBL parameters	Agree of TBL parameters and processes in the Waste management strategy	Apply agreed TBL parameters in gauging performance and assessing future waste services tenders.	Periodically revise and update TBL parameters and reporting as required.	



## 9.5 CORPORATE SERVICES

### 9.5.1 Renewal of Ground Lease to Vodafone Network Pty Limited - Bald Hill, Bacchus Marsh

#### Introduction

File No.: 460000; 460050  
 Author: Michelle Morrow  
 General Manager: Shane Marr

#### Background

Vodafone Network Pty Limited currently lease a small portion of land known as Bald Hill being land contained in Certificate of Title Volume 9620 Folio 610, that accommodates a 3m x 2.5m cabin which acts as a base station forming part of a telecommunications network. Other sites on Bald Hill are leased to Crown Castle and Telstra Corporation Limited (Telstra) with various sub leases off the main tower.

The current 20 year Vodafone Network Pty Limited lease expires on 31 July 2014 with the final years rent being \$2,406.65 (ex. GST). Vodafone are seeking further security on the Bald Hill site for their Company and have presented Council with renewed terms.

#### Proposal

Terms presented to Council from Vodafone Network Pty Limited are outlined below. These terms have been assessed by Council's Lawyers and are now presented to Council for consideration.

<b>Rent Commencement as at 1 August, 2014</b>	\$7,000.00 per annum (ex. GST)
<b>Review of Rent</b>	On each anniversary of the commencement date during the term, the Rent will be increased by 3%.
<b>Lease Term</b>	Twenty (20) years
<b>Lease Expiry</b>	31 July, 2034
<b>Legal Costs</b>	Vodafone will agree to reimburse Council's reasonable legal costs to a maximum of \$1,500 (+ GST) upon completion and return of the lease agreement.

Vodafone Network Pty Limited has offered to increase their annual lease rental as at 1 August 2014 from \$2,406.65 to \$7,000.00 per annum (+ GST) with annual increments at 3%. Using the above figures, for a new lease of 20 years, Council would receive \$188,092.62 (ex. GST).

Section 190 of the *Local Government Act* 1989 requires Council, where lease terms are 10 years or greater, to publish a public notice of the proposed lease at least 4 weeks before the lease is made with any persons having the right to make a submission under section 223 on the proposed lease.

It is therefore recommended that Council proceed under section 190 of the *Local Government Act* 1989 by giving public notice on the Council's page the Moorabool News of its intention to enter into a further lease agreement with Vodafone Network Pty Limited to extend the current lease by a further 20 years commencing on 1 August 2014 based on an annual commencement rental of \$7,000.00 (+ GST) with an annual 3% increment. The lease expiry date would be 31 July, 2034.

### **Policy Implications**

The 2013–2017 Council Plan provides as follows:

<b>Key Result Area</b>	Representation and Leadership of our Community
<b>Objective</b>	Sound, long term financial management
<b>Strategy</b>	Develop and maintain a long term financial planning, management and reporting system, which ensures resources to deliver services and manage Council's assets.

The proposal to enter into a new long term lease arrangement with a telecommunications supplier on Bald Hill is consistent with the 2013-2017 Council Plan.

### **Financial Implications**

Council would receive income of \$7,000 per annum, indexed at 3% per annum from 2014 to 2034 equating to \$188,092.62 (ex. GST).

### **Risk & Occupational Health & Safety Issues**

There are no risk and occupational health and safety issues identified in this report.

### **Communications Strategy**

Where Council enters into a lease agreement for a term 10 years or greater then Council must comply with section 190 of the *Local Government Act* 1989. In complying with this section of the Act Council must give no less than 28 days public notice of the proposed lease allowing any person the right to make a submission under section 223 on the proposed lease.

## **Victorian Charter of Human Rights and Responsibilities Act 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

### **Officer's Declaration of Conflict of Interests**

Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Shane Marr*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Michelle Morrow*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

### **Recommendation:**

**That Council resolves to:**

1. **give notice under section 190 of the *Local Government Act 1989* of its intention to enter into a new ground Lease Agreement with Vodafone Network Pty Limited for a ground lease accommodating a 3m x 2.5m base station situated on Bald Hill, Bacchus Marsh, based on the following conditions:**

- **New Lease Commencement Date – 1 August 2014**
- **Rental Commencement - \$7,000.00 per annum (exclusive GST)**
- **Annual Increases – 3.00% increment**
- **Lease Term – Twenty (20)**
- **Lease Expiry Date – 31 July 2034**
- **Legal Costs – Reimbursement of \$1,500 (+ GST) to Council**

**by giving no less than 28 days public notice of the proposed lease in the local newspaper and seek any submissions under section 223 of the Act on the proposed lease; and**

2. **authorise the signing and sealing of the Lease Agreement should no submissions be received at the conclusion of the section 223 process.**

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**Report Authorisation**

**Authorised by:**

**Name:** Shane Marr

**Title:** General Manager Corporate Services

**Date:** Tuesday, 27 May 2014

### 9.5.2 Renewal of Tower Site Lease to Telstra Corporation Limited (Telstra) - Bald Hill at Bacchus Marsh

#### Introduction

File No.: 460000; 460050  
 Author: Michelle Morrow  
 General Manager: Shane Marr

#### Background

Council would be aware that the land known as Bald Hill, being land contained in Certificate of Title Volume 9620 Folio 610, is currently leased to three telecommunication companies for both towers and base stations of which one tower site is leased to Telstra Corporation Limited (Telstra). The remaining sites are leased to Vodafone Network Pty Limited (ground lease) and Crown Castle with sub-leases off these towers.

The current 20 year Telstra lease expires on 31 May 2015 with final years rent being \$13,266.45 (ex. GST). Telstra are seeking further security on the Bald Hill site for their Company.

#### Proposal

Council has received new terms from Telstra as outlined below of which have been assessed by Council's Lawyers and are now presented to Council for consideration.

<b>Rent Commencement as at 1 August, 2014</b>	\$15,000.00 per annum (ex. GST)
<b>Review of Rent</b>	The rent is to be increased on each review date by 3% per annum during the term and any further term.
<b>Lease Term</b>	Ten (10) years with two (2) further terms of five (5) years each
<b>Lease Expiry</b>	31 July, 2034
<b>Legal Costs</b>	Telstra will agree to reimburse Council's reasonable legal costs to a maximum of \$1,500 (+ GST) upon completion and return of the lease agreement.

<u>Benefits to Council</u>	<u>Benefits to Telstra Corporation Limited (Telstra)</u>
<ul style="list-style-type: none"> <li>• Council locks in a steady stream of annual income with an annual increment.</li> </ul>	<ul style="list-style-type: none"> <li>• A long term lease is essential for Telstra to remain viable and the leasehold interest can be maintained with Council.</li> <li>• Customers are generally unwilling to invest money to upgrade equipment or to locate on towers once lease expiry approaches. Due to long term network planning and deployment lead-times this may be the case even if the lease has several years to run.</li> </ul>

Telstra has offered to increase their annual lease rental as at 1 August 2014 from \$12,635.00 to \$15,000.00 per annum (+ GST) with annual increments at 3%.

Using the above figures, for a new lease of 10 years with two (2) five year further options Council would receive \$177,166.92 (ex. GST) over the first 10 years of the new lease, \$110,236.24 (ex. GST) for the first five year option and \$127,793.98 (ex. GST) for the second five year option making a total of \$415,197.14(ex. GST).

Section 190 of the *Local Government Act* 1989 requires Council where lease terms are 10 years or greater, to publish a public notice of the proposed lease for no less than 28 days after the date of publication with any persons having the right to make a submission under section 223 on the proposed lease.

It is therefore recommended that Council proceed under section 190 of the *Local Government Act* 1989 by giving public notice on Council's page of the Moorabool News of its intention to enter into a further lease agreement with Telstra Corporation Limited to extend the current lease by a further 20 years commencing on 1 August 2014 based on an annual commencement rental of \$15,000.00 (+ GST) with an annual 3% increment. The lease expiry date would be 31 July, 2034.

### Policy Implications

The 2013–2017 Council Plan provides as follows:

<b>Key Result Area</b>	Representation and Leadership of our Community
<b>Objective</b>	Sound, long term financial management



**Strategy**

Develop and maintain a long term financial planning, management and reporting system, which ensures resources to deliver services and manage Council's assets.

The proposal to enter into a new long term lease arrangement with a telecommunications supplier on Bald Hill is consistent with the 2013-2017 Council Plan.

**Financial Implications**

Council would receive income of \$15,000 per annum, indexed at 3% per annum from 2014 to 2034 equating to \$415,197.14 (ex. GST).

**Risk & Occupational Health & Safety Issues**

There are no risk and occupational health and safety issues identified in this report.

**Communications Strategy**

Where Council enters into a lease agreement for a term 10 years or greater then Council must comply with section 190 of the *Local Government Act* 1989. In complying with this section of the Act Council must give no less than 28 days public notice of the proposed lease allowing any person the right to make a submission under section 223 on the proposed lease.

**Victorian Charter of Human Rights and Responsibilities Act 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

**Officer's Declaration of Conflict of Interests**

Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Shane Marr*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Michelle Morrow*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

**Recommendation:****That Council resolves to:**

1. give notice under section 190 of the *Local Government Act 1989* of its intention to enter into a new Lease Agreement with Telstra Corporation Limited for a site rental of telecommunications tower and equipment situated on Bald Hill, Bacchus Marsh, based on the following conditions:
  - New Lease Commencement Date – 1 August 2014
  - Rental Commencement - \$15,000.00 per annum (exclusive GST)
  - Annual Increases – 3.00% increment
  - Lease Term – Ten (10) years with two (2) further terms of five (5) years each
  - Lease Expiry Date – 31 July 2034
  - Legal Costs – Reimbursement of \$1,500 (+ GST) to Council

by giving no less than 28 days public notice of the proposed lease in the local newspaper and seek any submissions under section 223 of the Act on the proposed lease; and
2. authorise the signing and sealing of the Lease Agreement should no submissions be received at the conclusion of the section 223 process.

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**Report Authorisation****Authorised by:****Name:** Shane Marr**Title:** General Manager Corporate Services**Date:** Tuesday, 27 May 2014

### **9.5.3 Instrument of Appointment and Authorisation of Council Officers under section 174(4) of the Planning and Environment Act 1987**

#### **Introduction**

File No.: 02/06/002  
Author: Michelle Morrow  
General Manager: Shane Marr

#### **Background**

Under section 147(4) of the Planning and Environment Act 1987, Council must appoint relevant officers to be authorised officers for the purposes of the Planning and Environment Act 1987 and the regulations made under that Act.

Section 232 of the Local Government Act 1989 authorises the relevant officers generally to institute proceedings for offences against the Acts and regulations described within the proposed instrument of appointment and authorisation.

#### **Proposal**

In order to comply with the Planning and Environment Act 1987 and the Local Government Act 1989, an Instrument of Appointment and Authorisation is now presented to Council requesting that the officers named in that Instrument be hereby appointed for the purposes of section 147(4) of the Planning and Environment Act 1987 and the regulations made under that Act and section 232 of the Local Government Act 1989 for the purpose generally to institute proceedings for offences against the Acts and regulations described in the instrument.

The change to this Instrument reflects the commencement of a Statutory Planning Officer.

#### **Policy Implications**

The 2013 – 2017 Council Plan provides as follows:

<b>Key Result Area</b>	Representation and Leadership of our Community
<b>Objective</b>	Good governance through open and transparent processes and strong accountability to the community
<b>Strategy</b>	Ensure policies and good governance are in accordance with legislative requirements and best practice.

The preparation of this Instrument of Appointment and Authorisation of Council Officers under section 174(4) of the Planning and Environment Act 1987 is consistent with the 2013-2017 Council Plan.

**Financial Implications**

No financial implications to Council.

**Risk & Occupational Health & Safety Issues**

No Risk and Occupational Health and Safety issues apply to Council unless the relevant Council officers do not receive the appropriate instrument of appointment and authorisation from Council.

**Victorian Charter of Human Rights and Responsibilities Act 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

**Officer's Declaration of Conflict of Interests**

Under section 80C of the *Local Government Act* 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Shane Marr*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Michelle Morrow*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

**Conclusion**

Council is obliged to comply with section 147(4) of the Planning and Environment Act 1987 therefore the Instrument of Appointment and Authorisation is required to be approved under the Seal of Council.

**Recommendation:**

**That Council approves under the common seal of Council, the Instrument of Appointment and Authorisation of Council officers under section 174(4) of the Planning and Environment Act 1987.**

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**Report Authorisation**

**Authorised by:**



**Name:** Shane Marr  
**Title:** General Manager Corporate Services  
**Date:** Tuesday, 27 May 2014

# Attachment - Item 9.5.3



## **Moorabool Shire Council**

### **Instrument of Appointment and Authorisation**

***(Planning and Environment Act 1987 only)***

JUNE 2014



# Instrument of Appointment and Authorisation (Planning and Environment Act 1987)

In this instrument the member of Council staff holding, acting in or performing the duties of the office or position hereunder are appropriate officers appointed or authorised in respect of the relevant legislation:

- [CCHS) means Coordinator Community Health and Safety
- [CEP] means Coordinator Environmental Planning
- [CSO] means Community Safety Officer
- [CSP] means Coordinator Statutory Planning
- [CSTP] means Coordinator Strategic Planning
- [EHO] means Environmental Health Officer
- [EHTO] means Environmental Health Technical Officer
- [EPO] means Environment Planning Officer
- [GMGD] means General Manager Growth and Development
- [MSPCS] means Manager Statutory Planning & Community Safety
- [MSSD] means Manager Strategic and Sustainable Development
- [SCSO] means Senior Community Safety Officer
- [SEHO] means Senior Environmental Health Officer
- [SPEO] means Statutory Planning Enforcement Officer
- [SP] means Statutory Planner
- [SPO] means Statutory Planning Officer
- [SSP] means Senior Statutory Planner

In this instrument “**officer**” means –

- Satwinder Sandhu
- Sian Smith
- Robert Fillisch
- Natalie Maree Robertson
- Victoria Mack
- Roger Cooper
- Debbie Anne Frappa
- John Harold Edwards
- Tom Tonkin
- Sarah Monique Annells
- Allan Leslie May
- Rose Longley
- Andrew Tomlins
- Glenn Burns
- Lisa Handley
- Jacqueline Reid
- Gavin Rodney Alford
- Lisa Gervasoni
- Justin Horne

**By this instrument of appointment and authorisation Moorabool Shire Council -**

1. under section 147(4) of the *Planning and Environment Act 1987* – appoints the officers to be authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and  
[CCHS, CEP, CSP, CSTP,  
EHO, EHTO, EPO, GMGD, MSPCS, MSSD,  
CSO, SPEO, SCSO, SEHO, SP, SPO, SSP]
2. under section 232 of the *Local Government Act 1989* authorises the officers generally to institute proceedings for offences against the Acts and regulations described in this instrument.

**It is declared that** this instrument –

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked.

This instrument is authorised by a resolution of the Moorabool Shire Council on Wednesday 4 June, 2014.

The **COMMON SEAL** of the  
**MOORABOOL SHIRE COUNCIL**  
was affixed this 4<sup>th</sup> day of June 2014,  
in the presence of –

.....Mayor

..... Chief Executive Officer

#### **9.5.4 Ingliston Drive, Ingliston – Proposed Declaration of Road to be a Public Highway**

##### **Introduction**

File No.: 1533  
Authors: Michelle Morrow / Sam Romaszko  
General Manager: Shane Marr

##### **Background**

Ingliston Drive was created on LP115490 in 1975 at which time the owner of the land was a company which has since been deregistered. Due to this company being deregistered the road was subsequently vested to ASIC (Australian Securities and Investments Commission). A copy of a Title search has revealed the registered proprietor of this road as being the deregistered company.

Prior to the *Subdivision Act* 1988, ownership of any roads which were created on a plan of subdivision remained in the name of the subdividing landholder as registered proprietor. Under the *Subdivision Act* 1988, the ownership of roads created on a plan of subdivision is automatically vested in Council at the time of registration of the plan by Land Victoria (the "Titles Office.").

In 1993, Section 203 of the *Local Government Act* 1989 (the Act) was amended to cause all public highways on freehold land to 'vest in fee simple' in the relevant municipal Council therefore making Council the owner. This provision now sits under Schedule 5 of the *Road Management Act* 2004 which states:

(4) Subject to sub-clause (6), a road vests in fee simple in the municipal council of the municipal district in which it is located upon becoming a road.

Section 3 of the *Local Government Act* 1989 defines 'road' as including rights of way and cul-de sacs. Ingliston Drive is identified as having both of these elements.

There are seven properties that front Ingliston Drive with four of the property owners having written to Council to request that Council assume full responsibility for Ingliston Drive. One of the owners has written to Council expressing safety concerns with the road and private road signage.

##### **Proposal**

In order to give certainty to the status of Ingliston Drive and Council's authority in respect to the road and to eliminate the concerns of four of the seven property owners of Ingliston Drive, it is now proposed for Council to declare Ingliston Drive to be a public highway as provided for under section 204(1) of the *Local Government Act* 1989 which states:

Council may declare a road to be a public highway or to be open to the public;

- (1) A Council may, by notice published in the Government Gazette, declare a road in its municipal district to be a public highway for the purposes of this Act.
- (2) A Council may, by resolution, declare a road that is reasonably required for public use to be open to public traffic.
- (3) A road does not become a public highway by virtue of a Council resolution made under sub-section (2).

In declaring a road to be a public highway the road will become a 'road' and a 'municipal road' for the purposes of the *Road Management Act 2004* and Council will become its coordinating road authority.

It should be noted that whilst Council may resolve to declare Ingliston Drive a public highway this, as shown in point (3) above, does not make it a "public road". Section 107 of the Road Management Act 2004 provides that:

*A road authority does not have a statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or to maintain, inspect or repair the roadside of any public highway (whether or not a public road).*

Council is in possession of the construction plans for Ingliston Drive dating from the time of the subdivision. The plans show the intention to construct and seal the road to a rural profile format, i.e. constructed traffic lanes and shoulders with road side drainage.

The road was inspected on 28 February 2014. The road formation and drainage are still in good condition, a remnant portion of the bitumen seal is still in existence for a short length of the road, and a section has been resurfaced using pre-mixed asphalt by one property owner adjacent to his property. This is presumably for dust suppression. The balance of the road has a pavement in moderate condition with a gravel surface.

### Policy Implications

The 2013 - 2017 Council Plan provides as follows:

<b>Key Result Area</b>	Enhanced Infrastructure and natural and built environment
<b>Objective</b>	Management of assets and infrastructure
<b>Strategy</b>	Proactive maintenance of roads, bridges and footpaths at documented standards in the Road Management Plan.

The proposal to declare Ingliston Drive to be a public highway is consistent with the 2013-2017 Council Plan.

## **Financial Implications**

Should Council determine, after the 28 day public submission period has concluded with no submissions received, to declare Ingliston Drive a “public highway”, this does not automatically make Ingliston Drive a “public road” for the purposes of the Road Management Act.

Whilst there is minimal financial impact with regard to Council declaring Ingliston Drive as a public highway at this time, the decision to include the 1 kilometre length of Ingliston Drive in the Register of Public Roads should be made in accordance with the principles of the Road Management Plan, i.e, based on traffic volume, usage and location. A cursory reading of the RMP suggests a Status of “Access 2”, with the consequent construction standard and intervention levels. Capital expenditure would amount to \$3,300 per annum based on resheeting every 20 years and maintenance expenditure \$2,000 per year.

There is no compulsion on Council, upon including the road in the register, to upgrade or carry out additional works beyond the requirements of the Road Management Plan.

## **Risk & Occupational Health & Safety Issues**

Declaring Ingliston Drive to be a public highway, and then determining to include the road in the Register of Public Roads, will require Council to manage Ingliston Drive in accordance with the Road Management Plan.

This should in fact, reduce Council’s exposure to risk, as the management regime will be undertaken in accordance with legally defensible policy and procedures.

## **Community Engagement Strategy**

Under section 204(1) and (2) of the *Local Government Act* 1989, a person has the right to make a submission under section 223 of the Act in respect of Council declaring a road as a public highway and to be open to public traffic.

Section 223 of the Act allows Council to advertise its intentions in a newspaper circulating generally within the Municipality inviting public submissions for a period of no less than 28 days after the date of the publication of the public notice in the newspaper and on Council’s website. Council must then consider any submissions received in accordance with the Act.

Council has notified all proximate properties to Ingliston Drive of their right to make a submission to Council’s proposal should they wish to do so. This will ensure that all property owners who may be affected by this proposal to have a guaranteed right to participate in the Council’s decision making process.

## **Victorian Charter of Human Rights and Responsibilities Act 2006**

In developing this report to Council, the officer has considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

### **Officer's Declaration of Conflict of Interests**

Under section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Shane Marr*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Authors – Michelle Morrow and Sam Romaszko*

In providing this advice to Council we, as the Authors, have no interests to disclose in this report.

### **Conclusion**

In order to give certainty to the status of Ingliston Drive and Council's authority in respect to the road and to eliminate the concerns of four of the seven property owners of Ingliston Drive, it is proposed for Council to advertise its intention to declare Ingliston Drive to be a public highway as provided for under section 204(1) of the *Local Government Act 1989*.

### **Recommendation:**

#### **That Council:**

- 1. advertises its intention to declare Ingliston Drive (as shown attached) to be a public highway in accordance with section 204(1) of the *Local Government Act 1989* in order to give certainty to the status of the road;**
- 2. under the requirements of section 204(1) and (2) of the *Local Government Act 1989*, advertises that any submissions made under Section 223 may be submitted no less than 28 days after the date of publication in a newspaper circulating generally within the Municipality and on Council's website; and**
- 3. following the completion of the public submission process receives an officer's report to be presented to Council considering all public submissions received.**



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**Report Authorisation**

**Authorised by:**



**Name:** Shane Marr

**Title:** General Manager Corporate Services

**Date:** Tuesday, 27 May 2014

## 10. OTHER REPORTS

### 10.1 Assembly of Councillors

File No.: 02/01/002

Section 76(AA) of the Local Government Act 1989 defines the following to be Assemblies of Councillors; an advisory committee of the Council that includes at least one Councillor; a planned or scheduled meeting of at least half the Councillors and one member of council staff which considers matters that are intended or likely to be:

- the subject of a decision of the Council; or
- subject to the exercise of a Council function, power or duty by a person or committee acting under Council delegation.

It should be noted, an assembly of Councillors does not include an Ordinary Council meeting, a special committee of the Council, meetings of the Council's audit committee, a club, association, peak body or political party.

Council must ensure that the written record of an assembly of Councillors is, as soon as practicable –

- a) reported to the next ordinary meeting of the Council; and
- b) incorporated in the minutes of that council meeting. (s. 80A(2))

Council also records each Assembly of Councillors on its website at [www.moorabool.vic.gov.au](http://www.moorabool.vic.gov.au)

A record of Assemblies of Councillors since the last Ordinary Meeting of Council is provided below for consideration:

- Assembly of Councillors – Wednesday 7 May 2014 – Leisure Services Contract
- Assembly of Councillors – Wednesday 7 May 2014 – Council Land Update
- Assembly of Councillors – Wednesday 7 May 2014 – Audit and Risk Committee Update
- Assembly of Councillors – Wednesday 7 May 2014 – Property Update
- Assembly of Councillors – Wednesday 7 May 2014 – New Governance Arrangements for AOCs.
- Assembly of Councillors – Wednesday 21 May 2014 – Advocacy Document Update
- Assembly of Councillors – Wednesday 21 May 2014 – Update on Peri Urban Group of Rural Councils

**Recommendation:**

**That Council receives the record of Assemblies of Councillors as follows:**

- **Assembly of Councillors – Wednesday 7 May 2014 – Leisure Services Contract**
- **Assembly of Councillors – Wednesday 7 May 2014 – Council Land Update**
- **Assembly of Councillors – Wednesday 7 May 2014 – Audit and Risk Committee Update**
- **Assembly of Councillors – Wednesday 7 May 2014 – Property Update**
- **Assembly of Councillors – Wednesday 7 May 2014 – New Governance Arrangements for AOCs.**
- **Assembly of Councillors – Wednesday 21 May 2014 – Advocacy Document Update**
- **Assembly of Councillors – Wednesday 21 May 2014 – Update on Peri Urban Group of Rural Councils**

**10.2 Section 86 - Advisory Committees of Council - Reports**

Section 86 Advisory Committees are established to assist Council with executing specific functions or duties.

Advisory Committees of Council currently have no delegated powers to act on behalf of Council or commit Council to any expenditure unless resolved explicitly by Council following recommendation from the Committee. Their function is purely advisory.

Section 86 Advisory Committees are required to report to Council at intervals determined by the Council.

Councillors as representatives of the following Section 86 – Advisory Committees of Council present the reports of the Committee Meetings for Council consideration.

<b>Committee</b>	<b>Meeting Date</b>	<b>Council Representative</b>
Lal Lal Falls Reserve Advisory Committee of Management	10 April 2014	Cr. Sullivan

**Recommendation:**

**That Council receives the reports of the following Section 86 Advisory Committees of Council:**

- **Lal Lal Falls Reserve Advisory Committee of Management meeting of Thursday 10 April 2014.**

# Attachment - Item 10.2

**Date: 10 April**

**Attendance:** G. Hewitt (chair), J. McAuliffe, C. Henriksen, S. McRae, P. Kinghorn, T. Sullivan (Council)

**Apologies:** none

**1. Reception of minutes:**

That the minutes of the meeting dated 13 March be accepted.

Moved: C. Henriksen                      Seconded: J. McAuliffe                      Carried

**2. Business arising from the minutes:**

1. Lal Lal Reserve mapping project (4.1)

- Discussed draft references to Action Plan and related issues at meeting with Council officers, 4/4. ( Correspondence 3.1.5, 3.1.6, 3.2.1)

Action: T. Sullivan to follow up re relevant regulations.

2. Lal Lal Reserve controlled burn (4.2)

- Discussed issue of communication with Elspeth Swan (DEPI) and Justin Horne (Council) (Correspondence 3.1.1, 3.1.2, 3.1.3)
- Issues arising: liaison with Council as responsible delegated body, operational plan
- Justin Horne will follow up

3. Guidelines for planting (6.1)

Refer to General Business

**3. Correspondence:**

**3.1 In**

1. 18/3/14. E. Swan. *Community for nature grants*
2. 4/3/14. J. Horne. *Copy of correspondence with DEPI re Lal Lal burn*
3. 26/3/14. J. Horne. *Burn schedule: by end of April*
4. 27/3/14. K. Diamond-Keith. *Burn queries and proposed meeting to review mapping drafts (4/4)*
5. 1/4/14. K. Diamond-Keith. *Burn issues and review meeting*
6. 2/4/14. K. Diamond-Keith. *Meeting schedule details*
7. 6/4/14. C. Henriksen. *Receipt of agenda*

**3.2 Out**

1. 1/4/14. K. Diamond-Keith. *Burn arrangements and meeting arrangement questions*
2. 6/4/14. Members. *April agenda*

**4. Business arising from the correspondence:**

None

**5. Reports:**

**1. Community for nature grants (Geoff)**

- Requires Council support for ABS and related sponsorship
- Spoke with Ross Holton: in principle agreement but insufficient time to price stump removal per E. Swan suggestion (Correspondence 3.1.1)
- Previous quotes suggest maximum \$10 000 grant probably insufficient for stump removal
- Pending clear guidelines for species and site plan revision in recreation zone per current review

Action: 1. Defer application this round

2. Finalize site plan review, gain relevant Council support for plan
3. Negotiate Council support for grant application next round
4. Submit application next round if items 2 and 3 agreed.



5. Notify E. Swan of strategy and request updates re grants

## 2. Public use of Reserve (John)

	March	March 2013
Cars	90	54
Big buses	10	7
Small buses	6	2
Motor bikes	4	-
Push bikes	9	8
Harris Rd	5	12
BBQs cleaned	14	8

## 3. Landcare (Phil)

- Koala corridor proposed between Mt. Buninyong and My. Warrenheip

## 4. Ballarat Region Tree Growers (Phil)

- Eighteenth survey on Imreys site: 74 bird species identified
- Propose to establish wetlands area where planting has been least successful
- Field Day scheduled for Spring: Phil will contact re date
- Gorse spraying and slashing undertaken or contracted by Imreys.

## 5. AIG/IHA field tour (Phil)

- Possibly in November

## 6. Lal Lal catchment (Phil)

- Tim Evans master's thesis with maps tabled for information

## 7. Lal Lal Hall Committee (Geoff)

- Update on draft plans for proposed all weather extension between the hall and bbq area
- Update on acquisition of land strip adjacent to and behind the hall currently owned by hotel  
Bat survey
- Update on plans to negotiate Committee project for memorial park opposite hall, negotiating pricing for fabrication of replacement honour board for WW1.

## 6. Business arising from reports

None

## 7. General business:

### 1. Guidelines for planting (Sue)

- Guiding principles:
  1. Sedges, grasses, tussock, herbs in uncut grass areas between rotunda and fence
  2. Sparse planting of trees on perimeter of mown area on eastern side
  3. Species identified from previous surveys and EVCs
  4. Develop eastern gully area as an arboretum of local species consistent with terrain
  5. Develop western slope similarly
- Suggested species
  - Sheoak
  - Callitris
  - Manna
  - Stringy bark

Actions:

- Geoff to provide Sue with EVCs
- Phil to email list of plants

## **2. Bat survey (Phil)**

- Possible?
- Interested?

## **3. Spotlight walk (Phil)**

- Possible?

## **4. Working party (Geoff)**

- Tasks:
  1. Check Moorabool Falls alternative track
  2. Weed viewing areas from Harris Rd to Moorabool Falls
  3. Weed check and map for poisoning
  4. Check blackberry re-growth
- Date:  
9.00 am, Saturday, 17 May
- Meet: Harris Rd, CHW Moorabool Falls gate

## **8. Next meeting:**

1. Review Recreation zone planting guidelines and species planting
2. Review working party priorities

**Date: 12 June 2014**

**Venue: 394 Lal Lal Falls Rd**

**Time: 8.00 pm.**

**11. NOTICES OF MOTION****11.1 Cr Tatchell: N.O.M. No. 242 – Ballan Red Cross Centenary Seat****Motion:**

That \$1,700 be made available from the Development Works Central Ward Reserve Fund to the Ballan Red Cross to support the purchase of a bench seat and plaque for the 100 year centenary of the Australian Red Cross. The seat is to be installed in Inglis Street, Ballan outside the Ballan Mechanics Institute. The Ballan Red Cross will contribute to the purchase of the plaque.

The Australian Red Cross held their first meeting on the 13 August, 1914. The Ballan Red Cross held their first meeting on the 20 August, 1914 in the Ballan Mechanics Institute. In the State of Victoria there are only 20 branches celebrating their 100 year centenary in 2014.

The Ballan Red Cross has raised a lot of money for the community over the last 100 years and have provided support in many emergencies including the provision of food and care as well as bedding and clothing for people who have lost their homes in a fire.

To commemorate this effort, the Ballan Red Cross would like to provide a lasting tribute to the people of Ballan and district who have worked for and supported the Ballan Red Cross over this period. The bench seat and plaque in the main street of Ballan will provide this tribute to the community.

**Preamble:**

The Ballan Red Cross are seeking funds from Council to install a bench seat and plaque in Inglis Street, Ballan outside the Ballan Mechanics Institute, to commemorate the 100 year centenary of the Ballan Red Cross and to pay tribute to the work and support by the community for the Ballan Red Cross during this time. The total project cost is \$1,700.

# Attachment - Item 11.1

Mr Rob Croxford  
Chief Executive Officer  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

27 May, 2014  
Ref: pt:de

Dear Rob,

### **Notice Of Motion – Ballan Red Cross Centenary Seat**

In accordance with the Council's Meeting Procedure Local Law No. 8 Section 28 – Notice of Motion, please accept this Notice of Motion for placement on the agenda of the Ordinary Meeting of Council to be held on 4 June, 2014.

### **Motion**

That \$1,700 be made available from the Development Works Central Ward Reserve Fund to the Ballan Red Cross to support the purchase of a bench seat and plaque for the 100 year centenary of the Australian Red Cross. The seat is to be installed in Inglis Street, Ballan outside the Ballan Mechanics Institute. The Ballan Red Cross will contribute to the purchase of the plaque.

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**Mayor Paul Tatchell**  
**Central Moorabool Ward**

**12. MAYOR'S REPORT**

**To be presented at the meeting by the Mayor.**

**Recommendation:**

**That the Mayor's report be received.**



**13. COUNCILLORS' REPORTS**

**To be presented at the meeting by Councillors.**

**Recommendation:**

**That the Councillors' reports be received.**

**14. URGENT BUSINESS**

**15. CLOSED SESSION OF THE MEETING TO THE PUBLIC****15.1 Confidential Report**

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**Recommendation:**

That pursuant to the provisions of the Local Government Act 1989, the meeting now be closed to members of the public to enable the meeting to discuss matters, which the Council may, pursuant to the provisions of Section 89(2) of the Local Government Act 1989 (the Act) resolve to be considered in Closed Session, being a matter contemplated by Section 89(2) of the Act, as follows:

- (a) personnel matters;
- (b) the personal hardship of any resident or ratepayer;
- (c) industrial matters;
- (d) contractual matters;
- (e) proposed developments;
- (f) legal advice;
- (g) matters affecting the security of Council property;
- (h) any other matter which the Council or special committee considers would prejudice the Council or any person;
- (i) a resolution to close the meeting to members of the public

**16. MEETING CLOSURE**