Council Meeting Agenda

Wednesday 27 May 2026 at 6:00pm

Maryborough Town Hall, 71 Clarendon Street, Maryborough and livestreamed on the internet.

CENTRAL GOLDFIELDS
SHIRE COUNCIL

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1 Welcome

2 Apologies and Leave of Absence

RECOMMENDATION

That council approve leave of absence for Councillor Jake Meyer for the period 19 May 2026 to 18 June 2026.

3 Declarations of Conflict of Interest

4 Confirmation of Minutes from Previous Council Meetings

RECOMMENDATION

That the Minutes of the Council Meeting held on 22 April 2026 be confirmed

5 Minutes of Delegated and Advisory Committees

Nil.

6 Petitions

Author: Governance Officer

Responsible Officer: General Manager Corporate Services

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

This report presents the petition to Council for formal acknowledgement and consideration in accordance with the Governance Rules.

RECOMMENDATION

That Council:

1. Notes the receipt of 167 signatures relating to the “Save Our Local Tips” matter; and
2. Notes that while the petition does not meet the requirements of Section 9.53.4 of the Governance Rules (as it does not clearly state the request of the signatories), Council acknowledges the community interest reflected and receives the petition for information.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council’s Council Plan 2025-2029:

Informed and engaged community
3. Ensure the community is well-informed, actively engaged and empowered to participate in local decision-making.
3. Strengthen community engagement and belonging through Shire-wide participation.

3. Provide our community with clear, transparent, and targeted communication and engagement opportunities that are bottom up, planned, and accessible.

Sound leadership and financial management

6. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making.
6. Lead with integrity, accountability, and transparency within the organisation.

BACKGROUND INFORMATION

A petition titled “Save Our Local Tips” was received by Council on 15 May 2026 in response to the proposed closure of local transfer stations. The petition contains 167 signatures and expresses community concern about the potential impact of the closures on access to waste disposal services, convenience for residents, and broader local amenity.

REPORT

The petition has been reviewed against the requirements of the Governance Rules and, while it reflects a clear level of community interest in the proposed closure of local transfer stations, it does not clearly state the specific action requested by the signatories. Accordingly, the petition is presented to Council for formal receipt and acknowledgement, with the issues raised to be noted as part of Council’s broader consideration of community concerns regarding access to local waste disposal services.

RISK MANAGEMENT

Legislative compliance - Failure to manage our compliance with relevant legislative requirements

This risk is mitigated by managing the received petition in accordance with the requirements of the Governance Rules, ensuring the petition is formally received and assessed for validity under the Governance Rules.

Community engagement- Inadequate stakeholder management or engagement impacting brand reputation and community satisfaction in Council decision making

This risk is mitigated by formally acknowledging the petition, ensuring the views of signatories are appropriately recorded, and referring the matter for consideration through established operational processes. This demonstrates Council’s commitment to listening to community concerns and engaging in a fair and respectful manner.

CONCLUSION

While the petition does not meet the formal requirements of the Governance Rules because it does not clearly state the request of the signatories, it nevertheless reflects a significant level of community interest and is therefore presented to Council for acknowledgement and information.

ATTACHMENTS

1. Signatures Received Redacted **[6.1.1]**

CENTRAL GOLDFIELDS SHIRE
DOC ID:
15 MAY 2

SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

Name Location Town Signature Phone or E (OPTIONAL)

[redacted]

[redacted]

SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

Name Location Your Signature Phone or Ema (OPTIONAL)

[redacted]

[redacted]

SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

Phone or Ema

Name [redacted] (OPTIONAL)

[redacted]

SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

Name Location - Town Signature Phone or Ema (OPTIONAL)

[redacted]

SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

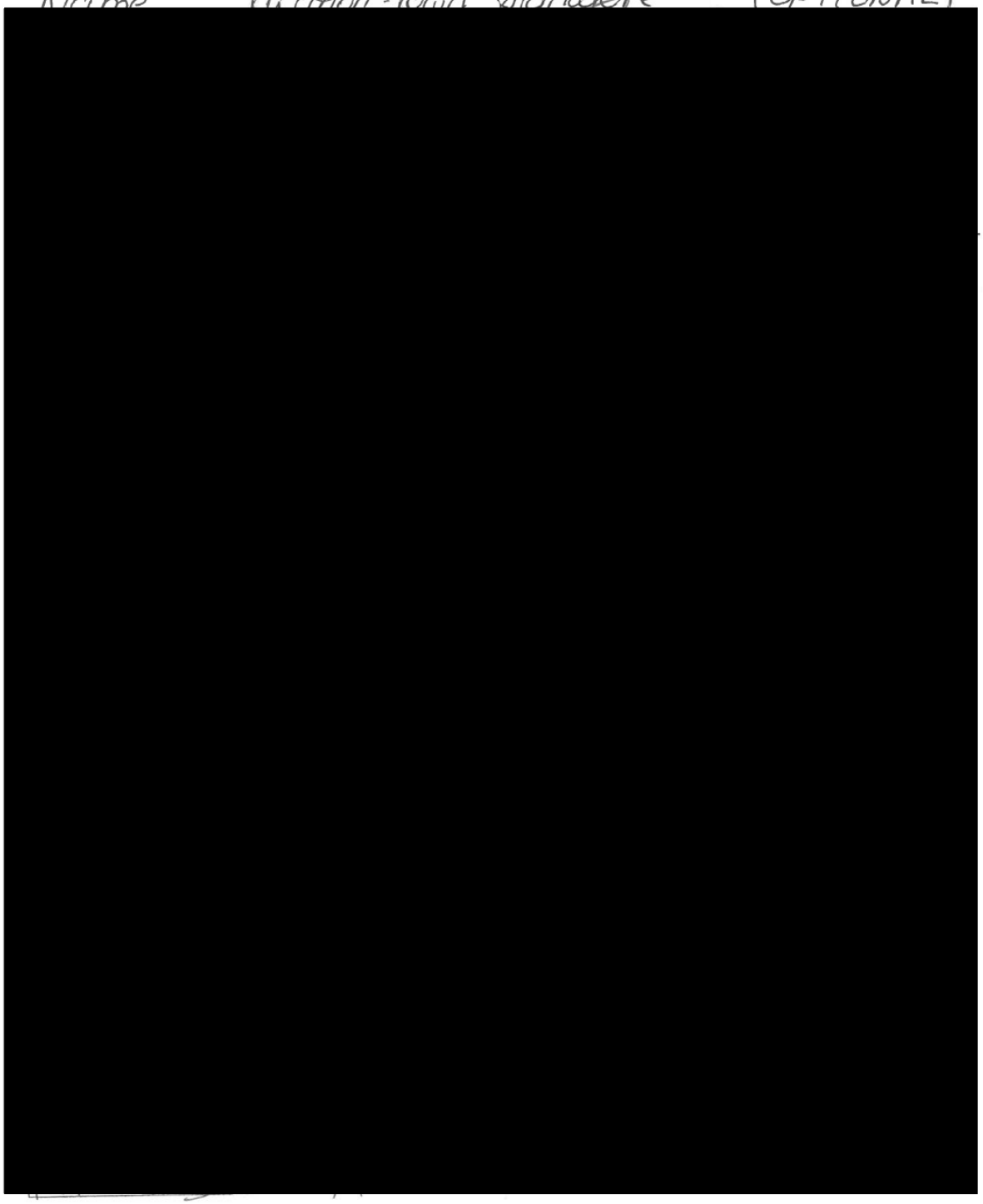
Name Location - Town Signature Phone or Ema (OPTIONAL)

[redacted]

[redacted]

SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

Name Location - Town Signature Phone or Ema (OPTIONAL)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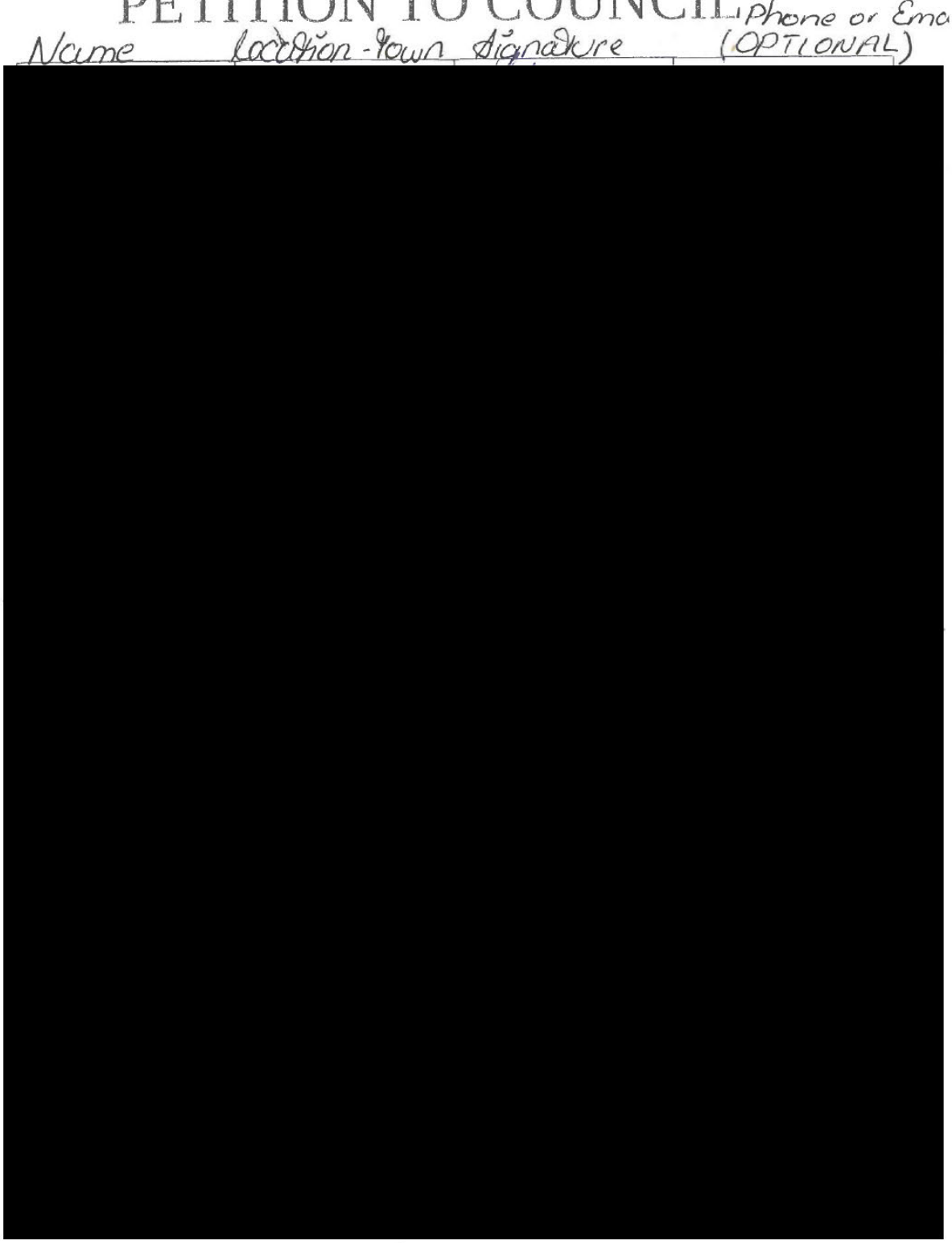
SAVE OUR LOCAL TIPS

PETITION TO COUNCIL



SAVE OUR LOCAL TIPS
PETITION TO COUNCIL

Name Address Signature Phone or Ema (OPTIONAL)

[redacted]

7 Council Reports

7.1 Budget 2026-2027

Author: Manager Finance

Responsible Officer: General Manager Corporate Services

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to present to Council the 2026/27 Budget (incorporating the four (4) year Budget) for consideration and adoption.

RECOMMENDATION

That Council:

1. Adopts the 2026/27 Budget (as Attachment 1 to this report) with adjustments identified from the Draft Annual Budget to the Income Statement, Balance Sheet, Capital program and User Fees and Charges, as outlined within this Report;

   Approves increased loan borrowings of $500,000 in line with the funding required within the budget for the Deledio Recreation Reserve – Pavillion Upgrade;
2. Adopts and declares the fees and charges as listed within the 2026/27 Budget for the financial year;
3. Declares an amount of $20.438m which Council intends to raise by General Rates and Annual Service Charges for the period 1 July 2026 – 30 June 2027 calculated as follows:
   - General Rates (including estimated supplementary rates) $13.169m,
   - Municipal Charges $1.691m; and
   - Service Rates and Charges (Waste Management) $5.578m
4. Declares a Municipal Charge of $202.00 for each rateable assessment in respect of which a Municipal Charge may be levied in the 2026/27 financial year;
5. Declares annual waste service charges and fees for the period 1 July 2026 to 30 June 2027, comprising separate charges and fees for each waste service component and bin size as follows:
   - $223.00 for standard garbage collection
   - $194.00 for recycling collection
   - $261.00 for waste management
   - Additional service charges apply for:
     - $380.00 for an upsized garbage service
     - $96.00 for an opt-in organics service

   and further notes that a household receiving the standard garbage and recycling services will incur a total annual waste service charge of $678.00, being the aggregate of the applicable service components.
6. Declares the rate in the dollar for each type of rate to be levied for the period as follows:

Type of Rate Value	Cents in the $ on Capital Improved
General rate for rateable residential properties – Maryborough	0.003382
General rate for rateable residential properties – Other	0.003044
General rate for rateable vacant land properties	0.004295
General rate for rateable commercial properties – Maryborough	0.005411
General rate for rateable commercial properties – Other	0.004762
General rate for rateable industrial properties	0.003636
General rate for rateable farm properties	0.002706

7. Adopts to levy the general rates and service charges referred to in this resolution by the service notice on each person liable to pay such rate or charge in accordance with section 158 of the *Local Government Act 1989* and;
8. In accordance with section 167 of the *Local Government Act 1989*, adopts the rates and charges declared by the Council for the 2026/27 financial year and declares that they must be paid as follows:

   By four instalments made on or before the following dates:

   Instalment 1 – 30 September 2026;

   Instalment 2 – 30 November 2026;

   Instalment 3 – 28 February 2027;

   Instalment 4 – 31 May 2027;

   OR

   By a lump sum payment made on or before 15 February 2027.
9. Thank the community members who participated in the community engagement process to inform the 2026/27 Budget.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Sound leadership and financial management** 6. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making. 6. Ensure the organisation's long-term financial viability.
Initiative:	Review budget and financial reporting processes to improve monitoring of financial performance.

The 2026/27 Budget has been prepared in accordance with relevant statutory requirements, including the *Local Government Act 2020* (the Act) and *Local Government (Planning and Reporting) Regulations 2014*.

BACKGROUND INFORMATION

The 2026/27 Budget meets Council's legislative responsibility and has been prepared in accordance with the *Local Government Act 2020*, which states that a Council must:

- Prepare and adopt a budget for each financial year and the subsequent 3 years by 30 June each year, Section 94(1)(a).
- Develop the budget and any revised budget in accordance with the financial management principles, Section 96(1)(a).
- Develop the budget and any revised budget in accordance with its community engagement policy, Section 96(1)(b).

DISCUSSION

The 2026/27 Budget is a critical piece of work that outlines how the Central Goldfields Shire Council will continue to fund over 36 valued services to the community, deliver necessary infrastructure projects, and maintain internal operations.
This year's Budget reflects our focus on ensuring responsible financial management and long-term sustainability.
The 2026/27 Budget forecasts a $2.08 million surplus, building upon the forecast deficit of $455k for 2025/26.
The underlying result 2026/27 Budget forecast a $3.22 million deficit, building upon the forecast deficit of $5.45 million for 2025/26.
This positive financial outlook reflects Council's continued focus on efficiency, cost control, and long-term sustainability.
The capital works program totals $11.85 million, with $7.43 million in newly committed projects and $4.42 million in carry forward works. Approximately 87% of this investment is allocated to renewing and upgrading existing infrastructure.

The following community engagement activities and changes have occurred as part of the public exhibition of the draft budget:

1. Council displayed the draft 2026/27 budget for a period of 22 days for public consideration, and any submissions were to be considered by the Council at a Hearing of Council held Wednesday, 29 April 2026 and Council Briefing held Wednesday, 6 May 2026.
2. Public notice of the Budget was given in accordance with Councils Engagement Strategy through notice in the Maryborough District Advertiser and an opportunity was provided for members of the public to make submissions and feedback including through the Councils website.
3. The following financial changes have since been amended and are now included in the attached proposed budget as follows:
    - Additional legal costs provision of $50k and Talbot Future project costs of $30k;
    - Updated confirmed Capital grant funding to $4.99 million; and
    - Victorian State Government announced in April 2026 an additional $50k administration funding for Emergency Services and Volunteers which increased the operating revenue.
    - Waste Service Charge adjustments to confirm that Bealiba, Dunolly, and Talbot transfer stations will remain open.
    - Re-introduce Community Grants to continue at reduced investment of $30k.
4. The budget has included $11.85 million for capital works which is considered sustainable for the 2026/27 financial year. $7.43 million in newly committed projects and $4.42 million in carry forward works.

5. Council proposes to borrow $500,000 for the Deledio Recreation Reserve – Pavillion Upgrade.
6. Waste management fees and charges will increase by 10% in 2026/27 for standard services, with varying increases applied to non-standard charges. This reflects an increase from the 7% proposed in the draft budget, adjusted to 10%.
7. Fees and Charges have largely been indexed at three (3) per cent unless otherwise adjusted reflecting benchmarking of sector wide service fees, ensuring full cost recovery or mandatory statutory fees. A full list of fees and charges is included in section six of the budget document.

CONSULTATION/COMMUNICATION

Community engagement was undertaken from 26 March to 16 April 2026 following the endorsement of the draft Budget on 25 March 2026.
Public notice of the draft budget was shared via Facebook, Council's website, Maryborough District Advertiser, and hardcopies were located at the Library and Council's Customer Service.
A total of three hundred thirty-two written budget submissions and feedback and two petitions were received.
Sixteen submitters presented their submissions at the Hearing of Council, held on 29 April 2026 and at the Council Briefing, held on 6 May 2026.
Following the Hearing of Council in relation to the submissions received.
Councillors have since considered and proposed changes as outlined above and within the budget document attached.

RISK MANAGEMENT

This report addresses Council's strategic risk:

Financial sustainability - Failure to maintain our long-term financial sustainability

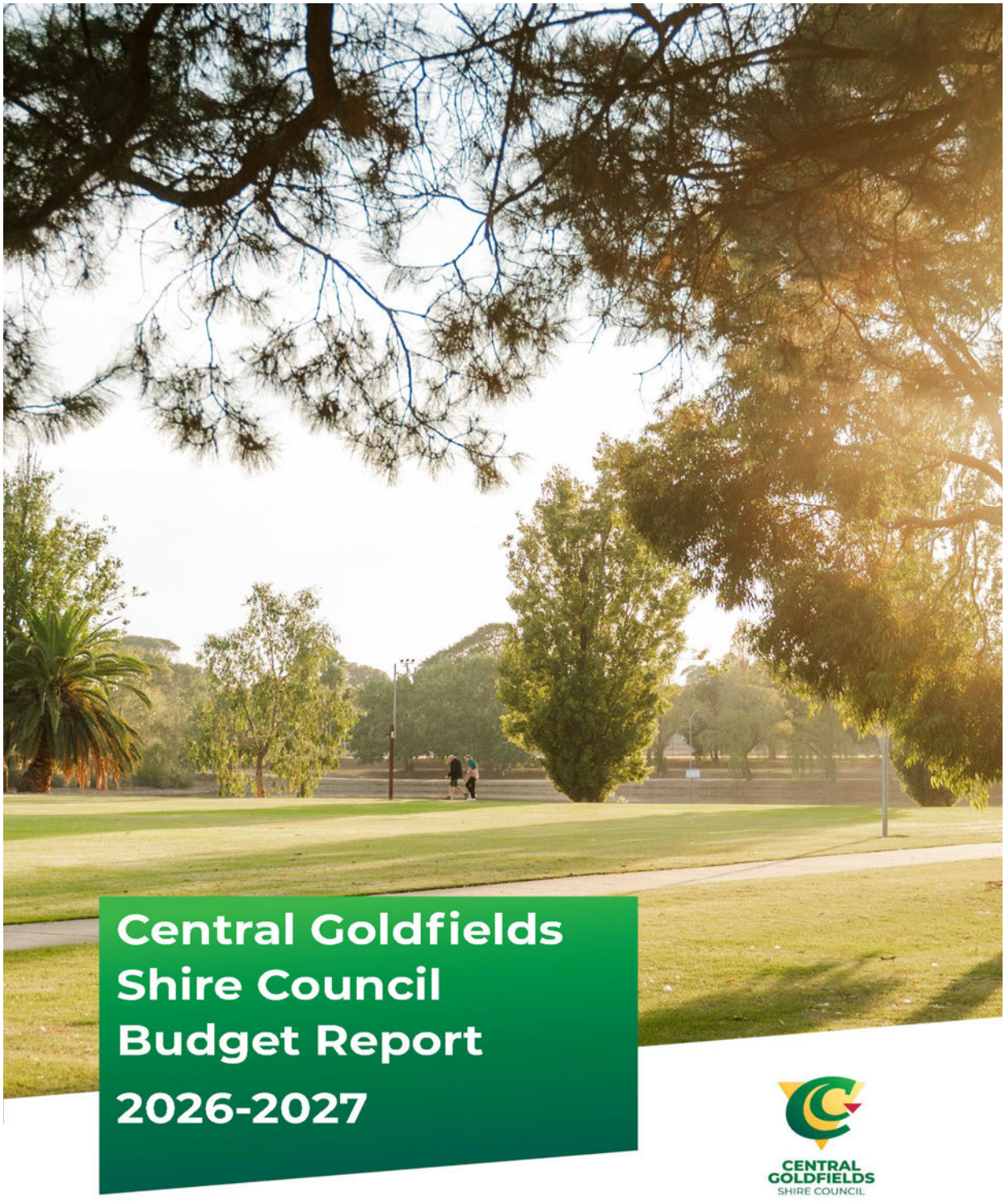
All financial implications have been considered within the 2026/27 Budget.

CONCLUSION

This report presents the 2026/27 Budget for consideration and adoption.
The budget demonstrates Council's strong commitment to long-term financial sustainability, incorporating significant savings in the first year to ensure we align with the Financial Plan and continuing a full review of Council's services to ensure ongoing efficiency and value.
It also establishes a clear pathway for continued financial improvement, with further targeted savings to be achieved over the forward years through ongoing efficiency measures and prudent financial management.

ATTACHMENTS

1. Budget F Y 26-27 [**7.1.1**]
2. Draft Budget 2026-2027 Submission Redacted [**7.1.2**]


Central Goldfields
Shire Council
Budget Report
2026-2027
CENTRAL
GOLDFIELDS
SHIRE COUNCIL

Acknowledgement of Country
We acknowledge and extend our appreciation for the Dja Dja Wurrung People, the Traditional Owners of the land that we are on.
We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture and the hopes of all Dja Dja Wurrung People.
We express our gratitude in the sharing of this land, our sorrow for the personal, spiritual and cultural costs of that sharing and our hope that we may walk forward together in harmony and in the spirit of healing.

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Disclaimer

The information contained in this document is for general guidance only. It is not professional advice and should not be used, relied upon or treated as a substitute for specific professional advice. Given the changing nature of laws, rules and regulations, and the inherent hazards of electronic communication, there may be delays, omissions or inaccuracies in information contained in this document.

The model budget, including financial statements, has been prepared in accordance with the requirements of the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020* . While every effort has been made to ensure that the information contained in this document has been accurate and complies with relevant Victorian legislation, each Council remains responsible to ensure that the budget they prepare is compliant with all statutory requirements.

Message from the Mayor and CEO

Financial Environment

The 2026/27 Budget sees the first year of implementation of the newly adopted Council Financial Plan which aims to bring Council back to an underlying operating surplus over five years. The diagram below shows that Council needed to turn around the ongoing deficits and the new Financial Plan does this. The task however involves finding significant savings, making difficult decisions and reducing services.

Council operates in an ongoing rate capped environment which limits income well below the cost increases applied to the services being delivered. Low growth rates and exceptional cost increases related to the current oil and fuel supply issues also apply pressure to this year's Budget.

The local government sector is facing one of the most challenging financial periods in recent decades. After a decade of rate capping the gap between income and expenses has continued to increase.

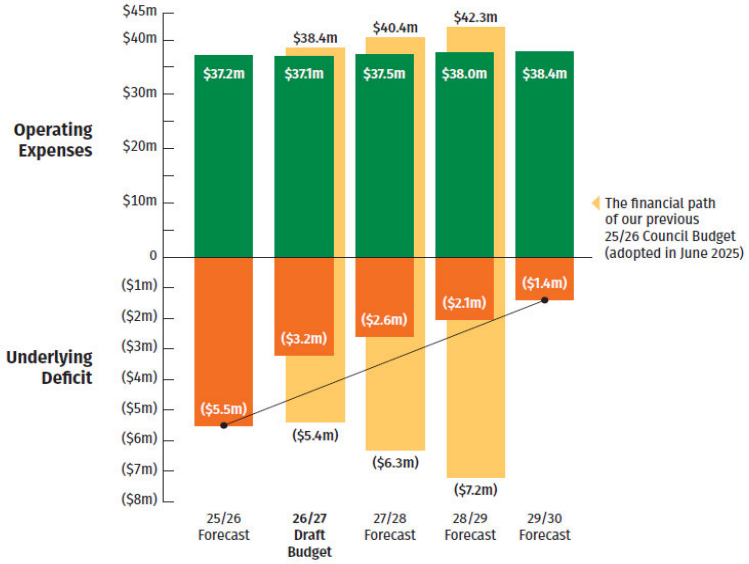
Insurance costs have risen 20% and materials and construction expenses continue to climb. State Government funding has not kept pace with the services we deliver on their behalf, such as school-crossing supervision, libraries and other services Council provides on behalf of Government. Several service cost centres listed in section 2 of the Budget have reduced income as a result of reduced or withdrawn operating grants from Government sources.

For us, as a small rural Council, these pressures have accumulated over time, as we have absorbed cost increases well beyond our control.

Council has resolved to "balance the books" to ensure we can maintain a sustainable cash position, remove our underlying deficit and maintain our assets.

We are being financially responsible in a challenging operating environment.

The scale of the challenge is big, and decisive action is required to return to an underlying surplus.



Difficult decisions

The reality is that Council is unable to fund everything we would like to.

With the State Government's 2.75% cap on rate increases, we have aimed to avoid applying for a rate cap exemption. But keeping the rates at 2.75% means we cannot afford to do everything we have done in the past, and we appreciate this is a difficult adjustment for our community. In future years we may have to apply for rate cap variation.

To meet these challenges, Council has taken a disciplined approach to both capital and operational expenditure. As a result, the cash balance is expected to be around $6.6 million at the end of 2025/26 and grow to $12.3 million by 2029/30, supporting a much healthier financial position over time.

Consistent with the Financial Plan and Asset Plan, capital investment is focused almost entirely on maintaining our existing local assets and completing existing multi-year projects. Unless we receive untied government grants, we cannot build new infrastructure until we make sure our existing assets are properly maintained.

At the same time, we are improving our systems, embracing innovation, and finding new ways to operate more efficiently.

Proposed Budget initiatives to improve the Council's financial position include:

- Reducing labour costs
- Increasing operational efficiency.
- Selling surplus land
- A review of all services

Some of these measures will reduce the level of service to the community and will not be easy, but difficult decisions are necessary to restore financial sustainability and renew deteriorating assets.

A targeted capital investment program

An $11.85 million capital works program with approximately 87% of this investment directed toward renewing and upgrading existing infrastructure.

Key initiatives in the coming year include major community infrastructure projects that continue our investment into renewal and upgrade of existing Council assets and services.

This includes:

- Maryborough Outdoor Pool stage two
- Deledio Recreation Reserve Pavilion upgrade

The 2026-27 Capital Works Program also delivers a strong pipeline of renewal and service improving projects, including:

- The annual road resealing and asphalting program
- Investment in modern IT systems, including a new Asset Maintenance Management System to improve how we manage and maintain community assets
- Public convenience upgrades, including automatic toilet locks and BBQ sensors
- Renewing key roads across the municipality
- Aerodrome Regional Airport Program – Round 4

Draft Budget community submissions

Council received over 332 written submissions to the Draft Budget and two petitions. This sets a record for Budget submissions for our Council. Clearly the main concern was the proposal to close three transfer stations. Council has considered these concerns through the Draft Budget submission process and this final Budget has the operation of the Bealiba, Dunolly and Talbot transfer stations reintroduced. The second main area of concern was the removal of the Community Grants Program. Again, Council has considered this concern, and this final Budget has a reduced allocation of $30,000 for Community Grants reintroduced. To compensate for some of these changes the waste fees and charges have been increased from 7 to 10% for the 2026/27 financial year.

State Government advocacy

We continue to advocate to the State Government for increased funding to deliver important projects that will stimulate growth. Our 2026 Advocacy document lists 18 projects and initiatives that require State Government support to improve liveability, attract new residents, and encourage investment.

Working together for a stronger future

This final 2026/27 Budget reflects Council's initial commitment to returning to financial sustainability and improving our asset renewal program. The next 12 months will involve ongoing conversations about further changes in Council services and again we thank the community for their input into this year's Budget. It is pleasing to note that this Budget has turned Council's financial performance around and the targets of the newly adopted financial plan have largely been met.

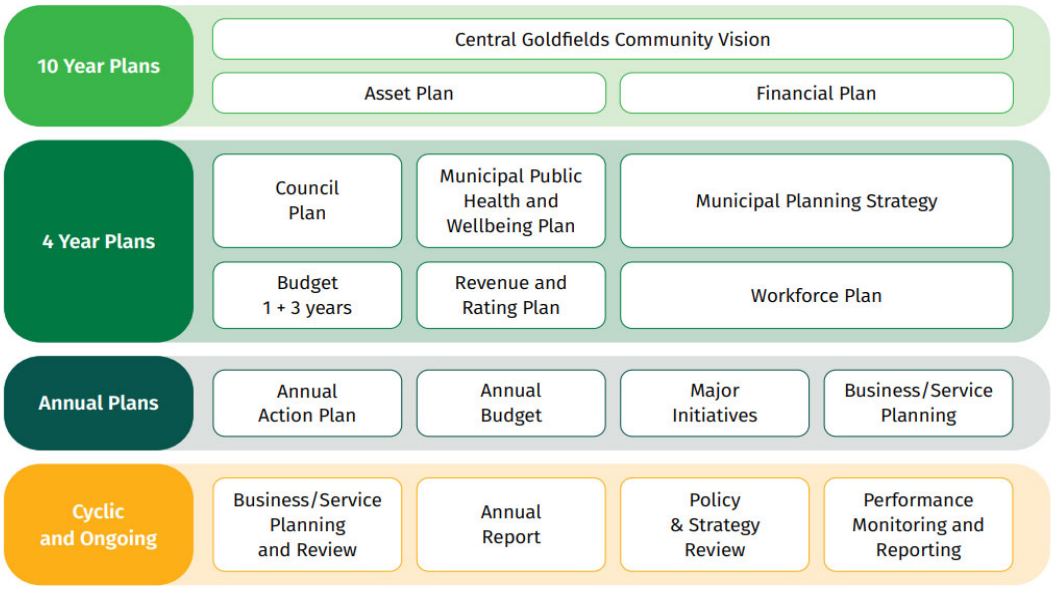
Cr Ben Green
Mayor
Peter Harriott
Chief Executive Officer

1. Link to the Integrated Strategic Planning and Reporting Framework

This section describes how the Budget links to the achievement of the Community Vision and Council Plan within an overall integrated strategic planning and reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision and Financial Plan), medium term (Council Plan, Workforce Plan, and Revenue and Rating Plan) and short term (Budget) and then holding itself accountable (Annual Report).

1.1 Legislative planning and accountability framework

The Budget is a rolling four-year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The diagram below depicts the integrated strategic planning and reporting framework that applies to local government in Victoria. At each stage of the integrated strategic planning and reporting framework there are opportunities for community and stakeholder input. This is important to ensure transparency and accountability to both residents and ratepayers.



The timing of each component of the integrated strategic planning and reporting framework is critical to the successful achievement of the planned outcomes.

1.1.2 Key planning considerations

Service level planning

Councils are required to deliver certain statutory functions; however, many services are provided at Council's discretion and may evolve over time as community needs and expectations change. It is therefore important that Council maintains a structured approach to service planning and review to ensure services remain relevant, efficient, and deliver value for money. This includes engaging with the community, in line with adopted policies, to help inform priorities and balance service delivery with other key responsibilities such as asset maintenance and capital investment.

1.2 Our purpose

Our Vision

To be an engaged, flourishing, lively and inclusive community.

Our mission

To seek, capture and develop opportunities to make our Shire a place of choice to live, work, visit and enjoy.

Our values

** Focus on imperatives and goals*

** Value aspiration and achievement*

** Encourage innovation and lifelong learning*

** Embrace value-added teamwork and partnerships*

** Utilise our diversity to find better solutions*

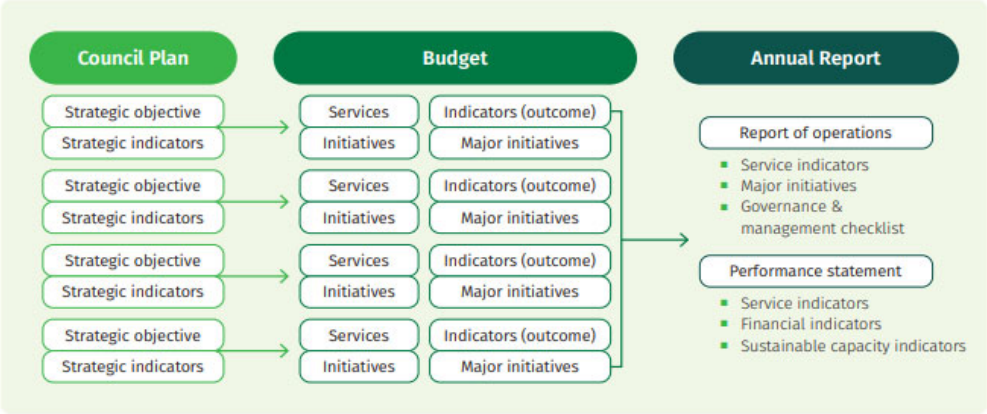
1.3 Strategic objectives

Council adopted the 2025 - 2029 Council Plan, incorporating the Municipal Public Health and Wellbeing Plan, in October 2025. As part of the Council Plan process, six strategic themes were set out as detailed below.

Strategic Objective	Description
1 Economic growth and prosperity	Grow local jobs, skills and career opportunities. Boost tourism and celebrate regional identity. Facilitate inclusive, affordable and sustainable population growth.
2 Healthy, connected and safe communities	Support children, families and young people to thrive by investing in the early years, parenting support, and equitable access to health and wellbeing services. Promote and support positive health outcomes for residents in all stages of life. Foster social connection, inclusion and pride in community identity.
3 Informed and engaged community	Ensure the community is well-informed, actively engaged and empowered to participate in local decision-making. Strengthen community engagement and belonging through Shire-wide participation. Provide our community with clear, transparent and targeted communication and engagement opportunities that are bottom up, planned and accessible.
4 Infrastructure that supports growth and liveability	Provide and maintain inclusive, accessible, culturally safe and sustainable community infrastructure that supports wellbeing at every life stage. Strengthen liveability and transport across townships through sustainable infrastructure and improved connectivity. Preserve and promote heritage, culture and identity.
5 Resilient and sustainable community	Build local resilience to climate change, health and economic disruptions and emergency events. Enhance environmental sustainability and greening of townships. Support sustainable food and resource systems.
6 Sound leadership and financial management	Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making. Ensure organisation's long-term financial viability. Lead with integrity, accountability and transparency within the organisation.

2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2026/27 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below.



2.1 Economic Growth and Prosperity

Services

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Arts and Culture	Council delivers arts and culture through the Central Goldfields Art Gallery, located in Maryborough. The Gallery features a diverse and dynamic program of regularly changing exhibitions, including works from the permanent collection, curated shows and touring exhibitions. In addition, it provides a range of educational and public programs that promote engagement in arts and culture.	*Inc*	25	11	4
		Exp	332	292	301
		Surplus / (deficit)	(307)	(281)	(296)
Tourism, Economy and Culture	Provide coordinated economic development, tourism and events services that leverage the Shire's competitive strengths to drive local economic growth and employment opportunities. This includes attracting and supporting events that contribute to the visitor economy and community outcomes, delivering key civic events, promoting the region as a visitor destination, and providing visitor services. The role also focuses on strengthening the local tourism industry through partnerships and delivering strategic initiatives aligned with local and regional priorities to support sustainable growth.	*Inc*	159	219	82
		Exp	910	879	905
		Surplus/ (deficit)	(751)	(660)	(822)

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Energy Breakthrough	Energy Breakthrough is Council's largest annual event and is delivered in partnership with Country Education Partnership. The five-day event attracts approximately 15,000 visitors and contributes more than $3.8 million to the local economy. The program supports participation from around 3,500 students from local, regional, state and interstate schools and promotes innovation, sustainability and STEM learning through human-powered vehicle design, engineering and competition.	*Inc*	370	543	511
		Exp	596	673	648
		Surplus/ (deficit)	(226)	(130)	(137)
Strategic Planning	Provides strategic land use planning to evaluate and guide future land uses, manage land use change and support sustainable population and economic growth.	*Inc*	160	215	-
		Exp	218	315	312
		Surplus/ (deficit)	(58)	(100)	(312)
VicRoads Agency	Provides a range of VicRoads customer services on behalf of VicRoads, from the Nolan Street building.	*Inc*	264	186	216
		Exp	219	253	216
		Surplus/ (deficit)	45	(67)	-

Initiatives

1) VicRoads agency service continue into 2026/27
2) Maryborough Heritage Study Amendment
3) Continuation of the Maryborough, Carisbrook, Flagstaff Land Use Planning Framework
4) Maryborough Flood Study Amendment

2.2 Healthy, Connected and Safe Communities

Services

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Children and Family Services - comprising Childcare, Kindergartens, Children and Families Program and Immunisation	Provides 100 place integrated Long Day Care and Kindergarten. Immunisation provides a range of vaccination options that are convenient and offer Immunisation options for residents of our shire most at risk of vaccine-preventable disease.	*Inc*	3,103	3,922	3,943
		Exp	3,297	3,815	3,827
		Surplus / (deficit)	(194)	107	116
Maternal and Child Health Services	Provides universal access to Maternal Child Health services and enhanced support for families including 10 key age and stage visits from birth to 3.5 years.	*Inc*	415	339	355
		Exp	694	619	712
		Surplus / (deficit)	(278)	(280)	(357)

Service Performance Outcome Indicators

Service	Indicator	2024/25 Actual	2025/26 Forecast	2026/27 Budget
Maternal and Child Health	Participation	92.54%	93.00%	93.00%

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Maternal and Child Health	Participation	Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the financial year) / Number of children enrolled in the MCH service] x100

2.3 Informed and Engaged Community

Services

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Library Services	Maryborough Regional Library delivers public library services across Maryborough and Dunolly, with outreach services to Talbot and housebound residents. The service provides access to physical and digital collections, early years literacy programs, digital literacy programs, community programming, outreach services, and local history preservation.	*Inc*	177	192	171
		Exp	633	614	569
		Surplus / (deficit)	(457)	(423)	(398)
Community Development	Partnering with individuals, community groups, Traditional Owners, government agencies and regional organisations to identify community priorities, build local capacity, support children and young people, and deliver grant-funded programs that improve health, safety, resilience and social connection across the Shire.	*Inc*	286	222	6
		Exp	712	518	368
		Surplus / (deficit)	(427)	(296)	(362)
Youth Services	Provides activities and programs through FReeZA and Engage! to enhance confidence, support safety, improve mental health, well being and build resilience.	*Inc*	94	100	86
		Exp	74	52	86
		Surplus / (deficit)	20	48	-
Communications	The purpose of Council's Community Engagement Team is to provide our community with clear, transparent and targeted communications and engagement opportunities that are bottom up, planned and accessible to all community members.	*Inc*	-	-	-
		Exp	492	562	484
		Surplus/ (deficit)	(492)	(562)	(484)
Customer Service	Provides a full range of Customer Services functions face to face customers and via phone with a high focus on the customer's needs as the first point of contact.	*Inc*	-	-	-
		Exp	273	325	342
		Surplus/ (deficit)	(273)	(325)	(342)

Initiatives

1) Continued focus on Community Development through programs delivered by the Community Partnerships team

2) Supporting the Shire's Youth and Young People through delivery of various projects

Service Performance Outcome Indicators

Service	Indicator	2024/25 Actual	2025/26 Forecast	2026/27 Budget
Libraries	Participation	9.50%	19.47%	19.80%

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Libraries	Participation	Library membership (Percentage of the population that are registered library members)	[Number of registered library members / Population] x100

2.4 Infrastructure That Supports Growth And Liveability

Services

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Facilities Management	Provides recreation facilities and services which includes the provision of the Maryborough Sport and Leisure Centre, outdoor swimming pools, strategic support to sporting clubs and users, support for active sporting facilities and open space.	*Inc*	217	227	123
		Exp	1,055	1,046	1,203
		Surplus / (deficit)	(838)	(819)	(1,080)
Asset Management	Provides data collection, analysis and planning for the maintenance and renewal of all Council owned and managed infrastructure and assets. This is all facets of Infrastructure and Operations management of Council Assets including any external consultants such as valuers, inspections and condition assessments.	*Inc*	98	252	149
		Exp	1,916	1,895	2,070
		Surplus/ (deficit)	(1,818)	(1,643)	(1,920)
Building Maintenance	Undertakes maintenance works on Council owned and managed buildings, and other built structures such as rotundas, BBQ shelters, pedestrian underpasses, and playgrounds.	*Inc*	7	6	5
		Exp	328	318	320
		Surplus/ (deficit)	(321)	(312)	(315)
Depot	Provides facilities and workshops to support the activities of Council's outdoor operations.	*Inc*	56	26	31
		Exp	100	97	120
		Surplus/ (deficit)	(44)	(71)	(89)
Drainage	This service maintains and renews the drainage systems and networks throughout the Shire, and also ensures compliance to the required standards for new land developments.	*Inc*	-	-	-
		Exp	58	51	71
		Surplus/ (deficit)	(58)	(51)	(71)
Environmental Management	Environmental monitoring and implementation of services to control the spread of weeds and pests in Council controlled areas including; roadsides, nature strips, reserves, and drains.	*Inc*	2	71	37
		Exp	39	44	58
		Surplus/ (deficit)	(37)	27	(21)
Roads Maintenance	Provides the maintenance, construction and reconstruction of Council's transport associated infrastructure assets.	*Inc*	8	28	1
		Exp	2,532	1,792	2,047
		Surplus/ (deficit)	(2,525)	(1,764)	(2,046)
Parks and Gardens	Provides park, gardens and oval maintenance and improvements to provide an attractive public open space and recreational environment for our community.	*Inc*	-	-	-
		Exp	1,352	1,142	1,262
		Surplus/ (deficit)	(1,352)	(1,142)	(1,262)
Plant	*Council provides and maintains vehicles and equipment to support day-to-day services. The negative amount of $609 shown here is due to accounting for depreciation, which is shown separately on page 16 and balances this amount.	*Inc*	-	-	-
		Exp	(820)	(791)	(609)*
		Surplus/ (deficit)	820	791	(609)
Public Amenities	Provides cleaning and servicing to public amenity blocks.	*Inc*	-	-	-
		Exp	538	515	565
		Surplus/ (deficit)	(538)	(515)	(565)

Initiatives

1) Deliver Maryborough Outdoor Pool Reconstruction Stage 2
2) Road Renewal program including Roads to Recovery and Transport Accident Commission funding
3) JH Hedges Memorial Oval Netball Court and Lighting Upgrade
4) Princes Park Female Friendly Facility Upgrades
5) Deledio Reserve Pavilion Upgrade

Service Performance Outcome Indicators

Service	Indicator	2024/25 Actual	2025/26 Forecast	2026/27 Budget
Roads	Condition	99.11%	99.00%	99.00%

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Roads	Condition	Sealed local roads below the intervention level (percentage of sealed local roads that are below the renewal intervention level set by Council and not requiring renewal)	[Number of kilometres of sealed local roads below the renewal intervention level set by Council / Kilometres of sealed local roads] x100

2.5 Resilient and Sustainable Community

Services

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Emergency Management	Ensures compliance and effective delivery of obligations under the Local Government Act, Emergency Management Act, and state plans and policies. Delivery of the Municipal Emergency Resources Program (MERP).	*Inc*	307	888	60
		Exp	205	144	139
		Surplus / (deficit)	103	744	(79)
Compliance	Provides a range of compliance services including animal and pound management, municipal fire prevention and school crossing supervision.	*Inc*	63	65	68
		Exp	487	574	453
		Surplus / (deficit)	(424)	(509)	(385)
Environmental Health and Sustainability	Provides a range of environmental health and public health services, education and the enforcement of relevant state legislation. Sustainability including Climate Action Plan and community consultation.	*Inc*	94	139	72
		Exp	266	298	249
		Surplus / (deficit)	(172)	(159)	(177)
Local Laws	Enforcement and compliance of all Council local laws to ensure the management of domestic and livestock animals, protection of our built and natural environment, general amenity and general parking enforcement.	*Inc*	238	190	224
		Exp	289	255	333
		Surplus / (deficit)	(51)	(66)	(109)
Building Services	Provide building control services to administer and enforce the Building Act and building regulations.	*Inc*	84	90	83
		Exp	253	276	265
		Surplus/ (deficit)	(169)	(186)	(182)

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Statutory Planning	Provides the full range of statutory planning services and administration of the Planning and Environment Act as it applies to all public and private land within the Shire.	*Inc*	221	218	180
		Exp	822	786	1,070
		Surplus/ (deficit)	(600)	(568)	(890)
Waste Management	Provides all waste management, policy development and education services from kerbside bin collection, transfer station management and management of closed land fill sites.	*Inc*	417	335	446
		Exp	3,363	3,440	4,522
		Surplus/ (deficit)	(2,946)	(3,105)	(4,076)

Initiatives

1) Review of Kerbside Collection service to align with State Government requirements.
2) Continue to support the community following the October 2022 floods through leadership including the Community Recovery Officer
3) Statutory Planning information digitisation
4) Maryborough Dog Park continue into 2026/27

Service Performance Outcome Indicators

Service	Indicator	2024/25 Actual	2025/26 Forecast	2026/27 Budget
Aquatic Facilities	Utilisation	5.17%	6.00%	6.00%
Animal Management	Health and Safety	0%	0%	0%
Food Safety	Health and Safety	100%	100%	100%
Statutory Planning	Decision making	71.67%	75%	75%
Waste Management	Waste Diversion	42.22%	55.00%	55.00%

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of population)	Number of visits to aquatic facilities / Population
Animal Management	Health and safety	Animal management prosecutions. (Percentage of animal management prosecutions which are successful)	Number of successful animal management prosecutions / Total number of animal management prosecutions
Food safety	Health and safety	Critical and major non-compliance outcome notifications. (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	[Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about food premises] x100
Statutory Planning	Decision making	Planning applications decided within the relevant required time (percentage of regular and VicSmart planning application decisions made within the relevant required time)	[Number of planning application decisions made within 60 days for regular permits and 10 days for VicSmart permits / Number of planning application decisions made] x100
Waste management	Waste diversion	Kerbside collection waste diverted from landfill. (Percentage of recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100

2.6 Sound Leadership and Financial Management

Services

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Governance and Risks	Provides the governance framework for the organisation including coordination of Council meetings and support and oversight of compliance with the Local Government Act, privacy and freedom of information.	*Inc*	202	88	49
		Exp	1,918	1,695	1,760
		Surplus/ (deficit)	(1,715)	(1,607)	(1,711)
Shire Management	Provides strategic leadership to the organisation, implementation of Council decisions and representation and advocacy on key issues and projects for the Shire.	*Inc*	-	-	-
		Exp	1,392	1,315	1,432
		Surplus/ (deficit)	(1,392)	(1,315)	(1,432)
Finance Services	The department delivers integrated financial and corporate services, including financial planning, reporting, cashflow, treasury, payroll, and asset financial management, alongside the administration of rates and compliance with regulatory requirements. *Expenses are shown as negative figures, reflecting planned savings. These savings are currently held within Finance rather than allocated across individual service areas, as a range of factors must be considered first, including enterprise bargaining agreements, individual employment contracts, grant-funded roles, and the outcomes of detailed service reviews.	*Inc*	991	873	624
		Exp	1,576	1,932	(340)*
		Surplus/ (deficit)	(585)	(1,059)	964
People & Culture	The People and Culture team through collaboration and partnerships focus on creating a positive workplace where employees feel safe, supported, can reach their full potential, are actively engaged and inspired by their employment experience and the work that they do. We achieve this by providing authoritative advice on people matters to ensure good governance and realization of a skilled and diverse workforce.	*Inc*	21	1	-
		Exp	1,118	945	945
		Surplus/ (deficit)	(1,097)	(944)	(945)
Information Management	Provides lifecycle management of all information held by Council.	*Inc*	-	-	-
		Exp	211	205	172
		Surplus/ (deficit)	(211)	(205)	(172)
Information Technology	Provides the information communication technology platform that enables the organisation to interact electronically with all of its customers.	*Inc*	-	-	-
		Exp	1,275	1,321	1,418
		Surplus/ (deficit)	(1,275)	(1,321)	(1,418)

Service area	Description of services provided		2024/25 Actual $'000	2025/26 Forecast $'000	2026/27 Budget $'000
Grants Commission	Financial Assistance Grants distributed by the Victoria Grants Commission.	*Inc*	8,142	2,812	5,752
		Exp	-	-	-
		Surplus/ (deficit)	8,142	2,812	5,752

Service Performance Outcome Indicators

Service	Indicator	2024/25 Actual	2025/26 Forecast	2026/27 Budget
Governance	Satisfaction	48%	46%	50%

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	Satisfaction with community consultation and engagement. (Community satisfaction rating out of 100 with the consultation and engagement efforts of Council)	Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement

Initiatives

1) Cyber Security Strategy

2.7 Reconciliation with budgeted operating result

	Surplus/ (Deficit) $'000	Expenditure $'000	Income / Revenue $'000
Economic growth and prosperity	**(1,568)**	2,381	813
Healthy, connected and safe communities	**(241)**	4,540	4,299
Informed and engaged community	**(1,586)**	1,848	262
Infrastructure that supports growth and liveability	**(6,759)**	7,105	346
Resilient and sustainable community	**(5,898)**	7,031	1,133
Sound leadership and financial management	**1,038**	5,387	6,425
Total	**(15,013)**	**28,291**	**13,278**
Expenses added in:			
Depreciation	8,628		
Finance costs	220		
Others	(200)		
Surplus/(Deficit) before funding sources	**(23,662)**		
Funding sources added in:			
Rates and charges revenue	14,860		
Waste charge revenue	5,578		
Capital Grants	5,299		
Total funding sources	**25,737**		
Operating surplus/(deficit) for the year	**2,076**		

3. Financial Statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2026/27 has been supplemented with projections to 2029/30.

This section includes the following financial statements prepared in accordance with the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

Comprehensive Income Statement
Balance Sheet
Statement of Changes in Equity
Statement of Cash Flows
Statement of Capital Works
Statement of Human Resources

Comprehensive Income Statement

For the four years ending 30 June 2030

	Notes	Forecast 2025/26 $'000	Budget 2026/27 $'000	2027/28 $'000	Projections 2028/29 $'000	2029/30 $'000
Income / Revenue						
Rates and charges	4.1.1	19,640	**20,438**	21,051	21,683	22,333
Statutory fees and fines	4.1.2	532	**571**	588	606	624
User fees	4.1.3	1,388	**1,838**	1,894	1,950	2,009
Grants - operating	4.1.4	8,831	**9,852**	10,147	10,452	10,765
Grants - capital	4.1.4	4,994	**5,299**	2,857	1,957	2,000
Contributions - monetary	4.1.5	498	**135**	139	143	147
Net gain (or loss) on disposal of property, infrastructure, plant and equipment		-	**200**	200	200	200
Other income	4.1.6	838	**883**	909	936	965
Total income / revenue		36,721	**39,215**	37,785	37,926	39,043
Expenses						
Employee costs	4.1.7	16,731	**15,846**	16,321	16,811	17,315
Materials and services	4.1.8	11,012	**11,957**	11,478	11,017	10,422
Depreciation	4.1.9	8,864	**8,580**	9,009	9,460	9,933
Depreciation - right of use assets	4.1.10	52	**49**	49	49	49
Provision for bad debts		1	**2**	2	2	2
Borrowing costs		114	**218**	173	178	183
Other expenses**	4.1.11	402	**487**	501	516	532
Total expenses		37,177	**37,139**	37,534	38,033	38,436
Surplus/(deficit) for the year		(455)	**2,076**	251	(107)	607
Underlying Surplus/(deficit) for the year*		(5,449)	**(3,223)**	(2,606)	(2,064)	(1,393)
Other comprehensive income						
Items that will not be reclassified to surplus or deficit in future periods						
Net asset revaluation gain /(loss)		22,891	**24,190**	25,376	26,641	28,012
Total other comprehensive income		22,891	**24,190**	25,376	26,641	28,012
Total comprehensive result		22,436	**26,266**	25,627	26,534	28,619

*The Underlying Surplus/(Deficit) shows how sustainably Council can fund everyday services using its regular income.

**Other Expenses primarily relate to statutory auditor fees and Councillor allowances and expenses.

Balance Sheet

For the four years ending 30 June 2030

	Notes	Forecast 2025/26 $'000	Budget 2026/27 $'000	2027/28 $'000	2028/29 $'000	Projections 2029/30 $'000
Assets						
Current assets						
Cash and cash equivalents		6,629	**6,286**	9,236	11,011	12,322
Trade and other receivables		3,383	**3,485**	3,589	3,697	3,808
Other financial assets		450	**464**	477	436	431
Inventories		23	**23**	24	24	25
Prepayments		136	**140**	144	149	153
Other assets		18	**18**	19	19	20
Total current assets	4.2.1	10,640	**10,416**	13,489	15,336	16,759
Non-current assets						
Property, infrastructure, plant & equipment		457,818	**483,795**	507,519	532,822	560,237
Right-of-use assets	4.2.4	285	**225**	175	125	75
Total non-current assets	4.2.1	458,103	**484,020**	507,694	532,947	560,312
Total assets		468,743	**494,436**	521,183	548,283	577,071
Liabilities						
Current liabilities						
Trade and other payables		8,716	**8,977**	9,247	9,524	9,810
Trust funds and deposits		803	**827**	852	877	904
Provisions		1,266	**1,304**	1,343	1,383	1,425
Lease liabilities	4.2.4	60	**60**	61	61	35
Total current liabilities	4.2.2	10,845	**11,168**	11,503	11,846	12,173
Non-current liabilities						
Provisions		2,223	**2,290**	2,358	2,429	2,502
Interest-bearing liabilities	4.2.3	1,989	**2,239**	3,339	3,089	2,839
Lease liabilities	4.2.4	225	**173**	112	51	-
Total non-current liabilities	4.2.2	4,437	**4,702**	5,809	5,569	5,341
Total liabilities		15,282	**15,870**	17,312	17,415	17,514
Net assets		453,461	**478,566**	503,871	530,868	559,557
Equity						
Accumulated surplus		127,871	**129,947**	130,198	130,091	130,698
Reserves		325,590	**348,619**	373,674	400,777	428,859
Total equity		453,461	**478,566**	503,871	530,868	559,557

Statement of Changes in Equity

For the four years ending 30 June 2030

	Notes	Total	Accumulated Surplus	Revaluation Reserve	Other Reserves
		$'000	$'000	$'000	$'000
2026 Forecast					
Balance at beginning of the financial year		430,516	128,323	300,708	1,485
Surplus/(deficit) for the year		(455)	(455)	-	-
Net asset revaluation gain/(loss)		22,891	-	22,891	-
Transfers to other reserves		509	-	-	509
Transfers from other reserves		-	-	-	-
Balance at end of the financial year		**453,461**	**127,868**	**323,599**	**1,994**
2027 Budget					
Balance at beginning of the financial year		**453,461**	**127,868**	**323,599**	**1,994**
Surplus/(deficit) for the year		**2,076**	**2,076**	**-**	**-**
Net asset revaluation gain/(loss)		**24,190**	**-**	**24,190**	**-**
Transfers to other reserves		**512**	**-**	**-**	**512**
Transfers from other reserves		**(1,673)**	**-**	**-**	**(1,673)**
Balance at end of the financial year	4.3.2	**478,566**	**129,944**	**347,789**	**833**
2028					
Balance at beginning of the financial year		478,566	129,944	347,789	833
Surplus/(deficit) for the year		251	251	-	-
Net asset revaluation gain/(loss)		25,376	-	25,376	
Transfers to other reserves		512	-	-	512
Transfers from other reserves		(833)	-	-	(833)
Balance at end of the financial year		**503,871**	**130,195**	**373,165**	**512**
2029					
Balance at beginning of the financial year		503,871	130,195	373,165	512
Surplus/(deficit) for the year		(107)	(107)	-	-
Net asset revaluation gain/(loss)		26,641	-	26,641	
Transfers to other reserves		512	-	-	512
Transfers from other reserves		(50)	-	-	(50)
Balance at end of the financial year		**530,868**	**130,088**	**399,806**	**974**
2030					
Balance at beginning of the financial year		530,868	130,088	399,806	974
Surplus/(deficit) for the year		607	607	-	-
Net asset revaluation gain/(loss)		28,012	-	28,012	
Transfers to other reserves		120	-	-	120
Transfers from other reserves		(50)	-	-	(50)
Balance at end of the financial year		**559,557**	**130,695**	**427,818**	**1,044**

Statement of Cash Flows

For the four years ending 30 June 2030

Council's cash balance is expected to move from $6.63m at the end of 2025/26 down to $6.29m in 2026/27 as multi year projects are completed. After that, cash levels steadily rebuild—rising to $9.24m in 2027/28, $11.01m in 2028/29, and reaching $12.32m by 2029/30. This is representative of a significant reduction in Council's annual capital expenditure.

		Forecast	Budget	Projections		
		2025/26	2026/27	2027/28	2028/29	2029/30
	Notes	$'000	$'000	$'000	$'000	$'000
		Inflows (Outflows)	**Inflows (Outflows)**	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		18,658	**19,416**	19,999	20,599	21,217
Statutory fees and fines		532	**571**	588	606	624
User fees		1,388	**1,838**	1,894	1,950	2,009
Grants - operating		8,831	**9,852**	10,147	10,452	10,765
Grants - capital		4,994	**5,299**	2,857	1,957	2,000
Contributions - monetary		498	**135**	139	143	147
Interest received		100	**110**	113	117	120
Other receipts		738	**773**	796	820	844
Employee costs		(16,731)	**(15,846)**	(16,321)	(16,811)	(17,315)
Materials and services		(11,012)	**(11,957)**	(11,478)	(11,017)	(10,422)
Other payments		(402)	**(487)**	(501)	(516)	(532)
Net cash provided by/(used in) operating activities	4.4.1	7,594	**9,704**	8,232	8,298	9,457
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(5,547)	**(10,079)**	(6,209)	(6,095)	(7,713)
Net cash provided by/ (used in) investing activities	4.4.2	(5,547)	**(10,079)**	(6,209)	(6,095)	(7,713)
Cash flows from financing activities						
Finance costs		(114)	**(218)**	(173)	(178)	(183)
Proceeds from borrowings		-	**500**	1,350	-	-
Repayment of borrowings		(100)	**(250)**	(250)	(250)	(250)
Net cash provided by/(used in) financing activities	4.4.3	(214)	**32**	927	(428)	(433)
Net increase/(decrease) in cash & cash equivalents		1,832	**(343)**	2,950	1,775	1,311
Cash and cash equivalents at the beginning of the financial year		4,797	**6,629**	6,286	9,236	11,011
Cash and cash equivalents at the end of the financial year		**6,629**	**6,286**	**9,236**	**11,011**	**12,322**

Statement of Capital Works

For the four years ending 30 June 2030

Across the five-year period, Council continues to invest strongly in community infrastructure. Capital works spending is forecast at $6.93m in 2025/26 and $11.85m in 2026/27, before settling to between $6.42m and $8.12m in the later years. This reflects a mix of multi year project completion and as per the asset plan a clear focus on asset renewal and upgrade.

		Forecast	Budget	Projections		
		2025/26	2026/27	2027/28	2028/29	2029/30
	Notes	$'000	$'000	$'000	$'000	$'000
Property						
Land improvements		1,450	**5,305**	2,250	750	2,365
Total land		1,450	**5,305**	2,250	750	2,365
Buildings		545	**912**	1,169	1,409	1,489
Total buildings		545	**912**	1,169	1,409	1,489
Total property		1,994	**6,217**	3,419	2,159	3,854
Plant and equipment						
Plant, machinery and equipment		-	**2,310**	170	170	170
Fixtures, fittings and furniture		-	**-**	-	-	-
Computers and telecommunications		479	**285**	-	-	-
Total plant and equipment		479	**2,595**	170	170	170
Infrastructure						
Roads		4,459	**2,365**	2,687	2,797	3,095
Bridges		-	**50**	50	150	60
Footpaths and cycleways		-	**50**	50	300	130
Drainage		-	**70**	50	150	150
Waste management		-	**-**	-	100	100
Parks, open space and streetscapes		-	**-**	10	590	560
Aerodromes		-	**460**	-	-	-
Other infrastructure		1	**50**	100	-	-
Total infrastructure		4,461	**3,045**	2,947	4,087	4,095
Total capital works expenditure	4.5.1	6,934	**11,857**	6,536	6,416	8,119
Represented by:						
New asset expenditure		255	**1,485**	-	200	55
Asset renewal expenditure		3,650	**9,187**	6,526	5,156	6,239
Asset expansion expenditure		-	**-**	-	-	-
Asset upgrade expenditure		3,029	**1,186**	10	1,060	1,825
Total capital works expenditure	4.5.1	6,934	**11,857**	6,536	6,416	8,119
Funding sources represented by:						
Grants		5,644	**6,074**	2,857	1,957	2,000
Contributions		-	**8**	-	-	-
Council cash		1,290	**5,275**	2,329	4,459	6,119
Borrowings		-	**500**	1,350	-	-
Total capital works expenditure	4.5.1	6,934	**11,857**	6,536	6,416	8,119

Statement of Human Resources

For the four years ending 30 June 2030

	Forecast	Budget	Projections		
	2025/26	2026/27	2027/28	2028/29	2029/30
	$'000	$'000	$'000	$'000	$'000
Staff expenditure					
Employee costs - operating	16,731	**15,846**	16,321	16,811	17,315
Employee costs - capital	1,365	**1,135**	1,169	1,204	1,240
Total staff expenditure	18,096	**16,981**	17,491	18,015	18,556
	FTE	**FTE**	FTE	FTE	FTE
Staff numbers					
Employees	169	**165**	165*	165*	165*
Total staff numbers	169	**165**	165*	165*	165*

* The financial challenge remains significant and is largely driven by major cost centres, including employee costs as reflected through full-time equivalent (FTE) staffing levels. In future years, these figures will be reviewed in alignment with the forecast income statement. At this time, adjustments to FTE numbers are not reflected in future years, as a range of factors must be taken into account, including enterprise bargaining agreements, individual employment contracts, grant funded positions, and the outcomes of comprehensive service reviews.

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2026/27	Full Time	Part time		
	$'000	$'000	$'000	$'000	$'000
Executive	**1,148**	1,148	-	-	-
Infrastructure Assets and Planning	**6,500**	5,223	1,277	-	-
Community Wellbeing	**5,403**	2,279	2,898	225	-
Corporate Services	**2,796**	2,003	793	-	-
Total permanent staff expenditure	**15,846**	10,653	4,968	225	-
Capitalised labour costs	**1,135**				
Total expenditure	**16,981**				

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2026/27	Full Time	Part time		
Executive	**6**	6	-	-	-
Infrastructure Assets and Planning	**74**	60	14	-	-
Community Wellbeing	**59**	25	32	2	-
Corporate Services	**27**	18	9	-	-
Total staff	**165**	109	55	2	-

Summary of Planned Human Resources Expenditure
For the four years ending 30 June 2030

	2026/27 $'000	2027/28 $'000	2028/29 $'000	2029/30 $'000
Executive				
Permanent - Full time	1,148	1,182	1,217	1,254
Women	625	644	664	683
Men	522	538	554	571
Persons of self-described gender	-	-	-	-
Permanent - Part time	-	-	-	-
Women	-	-	-	-
Men	-	-	-	-
Persons of self-described gender	-	-	-	-
Total Executive	1,148	1,182	1,217	1,254
Infrastructure Assets and Planning				
Permanent - Full time	5,223	5,379	5,541	5,707
Women	722	743	766	789
Men	3,847	3,962	4,081	4,203
Persons of self-described gender	654	674	694	715
Permanent - Part time	1,277	1,315	1,355	1,395
Women	616	634	653	673
Men	428	441	454	468
Persons of self-described gender	233	240	247	255
Total Infrastructure Assets and Planning	6,500	6,695	6,895	7,102
Community Wellbeing				
Permanent - Full time	2,279	2,348	2,418	2,491
Women	2,119	2,183	2,248	2,316
Men	92	95	98	100
Persons of self-described gender	68	70	72	75
Permanent - Part time	2,898	2,985	3,075	3,167
Women	2,637	2,716	2,798	2,881
Men	173	178	183	189
Persons of self-described gender	89	91	94	97
Total Community Wellbeing	5,178	5,333	5,493	5,658
Corporate Services				
Permanent - Full time	2,003	2,063	2,125	2,189
Women	968	997	1,027	1,058
Men	834	859	884	911
Persons of self-described gender	201	207	213	220
Permanent - Part time	793	817	842	867
Women	519	534	551	567
Men	145	149	154	159
Persons of self-described gender	129	133	137	141
Total Corporate Services	2,796	2,880	2,967	3,056
Casuals, temporary and other expenditure	225	232	239	246
Capitalised labour costs	1,135	1,169	1,204	1,240
Total staff expenditure	**16,981**	**17,491**	**18,015**	**18,556**

	2026/27 FTE	2027/28 FTE	2028/29 FTE	2029/30 FTE
Executive				
Permanent - Full time	6.0	6.0	6.0	6.0
Women	4.0	4.0	4.0	4.0
Men	2.0	2.0	2.0	2.0
Persons of self-described gender	-	-	-	-
Permanent - Part time	-	-	-	-
Women	-	-	-	-
Men	-	-	-	-
Persons of self-described gender	-	-	-	-
Total Executive	6.0	6.0	6.0	6.0
Infrastructure Assets and Planning				
Permanent - Full time	54.6	54.6	54.6	54.6
Women	7.0	7.0	7.0	7.0
Men	41.6	41.6	41.6	41.6
Persons of self-described gender	6.0	6.0	6.0	6.0
Permanent - Part time	13.8	13.8	13.8	13.8
Women	7.4	7.4	7.4	7.4
Men	4.2	4.2	4.2	4.2
Persons of self-described gender	2.3	2.3	2.3	2.3
Total Infrastructure Assets and Planning	68.4	68.4	68.4	68.4
Community Wellbeing				
Permanent - Full time	24.6	24.6	24.6	24.6
Women	22.9	22.9	22.9	22.9
Men	1.2	1.2	1.2	1.2
Persons of self-described gender	0.5	0.5	0.5	0.5
Permanent - Part time	32.4	32.4	32.4	32.4
Women	29.8	29.8	29.8	29.8
Men	1.7	1.7	1.7	1.7
Persons of self-described gender	1.0	1.0	1.0	1.0
Total Community Wellbeing	57.1	57.1	57.1	57.1
Corporate Services				
Permanent - Full time	18.0	18.0	18.0	18.0
Women	9.0	9.0	9.0	9.0
Men	7.0	7.0	7.0	7.0
Persons of self-described gender	2.0	2.0	2.0	2.0
Permanent - Part time	8.5	8.5	8.5	8.5
Women	5.7	5.7	5.7	5.7
Men	1.4	1.4	1.4	1.4
Persons of self-described gender	1.4	1.4	1.4	1.4
Total Corporate Services	26.5	26.5	26.5	26.5
Casuals and temporary staff	2.0	2.0	2.0	2.0
Capitalised labour	5.5	5.5	5.5	5.5
Total staff numbers	**165.4**	**165.4***	**165.4***	**165.4***

* The financial challenge remains significant and is largely driven by major cost centres, including employee costs as reflected through full-time equivalent (FTE) staffing levels. In future years, these figures will be reviewed in alignment with the forecast income statement. At this time, adjustments to FTE numbers are not reflected in future years, as a range of factors must be taken into account, including enterprise bargaining agreements, individual employment contracts, grant funded positions, and the outcomes of comprehensive service reviews.

4. Notes to the financial statements

This section presents detailed information on material components of the financial statements. Council needs to assess which components are material, considering the dollar amounts and nature of these components.

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

Rates and charges are required by the Act and the Regulations to be disclosed in Council's budget.

As per the *Local Government Act 2020*, Council is required to have a Revenue and Rating Plan which is a four year plan for how Council will generate income to deliver the Council Plan, program and services and capital works commitments over a four-year period.

In developing the Budget, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the financial planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2026/27 the FGRS cap has been set at 2.75%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community.

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate and the municipal charge will increase by 2.75% in line with the rate cap. (refer to 4.1.1(l) Fair Go Rates System Complianceon page 27).

Waste costs are recovered on a cost neutral basis and an increase of 10% has been included in the 2026/27 budget. Waste charges do not form part of the rate cap as outlined above.

This will raise total rates and charges for 2026/27 to *$20.44m*

4.1.1(a) The reconciliation of the total rates and charges to the Comprehensive Income Statement is as follows:

	2025/26 Forecast $'000	2026/27 Budget $'000	Change $'000	Change %
General rates*	12,640	**12,997**	358	**2.83%**
Municipal charge*	1,687	**1,691**	4	**0.22%**
Service rates and charges	5,082	**5,578**	496	**9.76%**
Supplementary rates and rate adjustments**	118	**32**	(86)	**(73.01%)**
Interest on rates and charges	114	**140**	26	**23.24%**
Total rates and charges	**19,640**	**20,438**	**798**	**4.06%**

*These items are subject to the rate cap established under the FGRS

**Supplementary rates are raised each year with new or updated properties

4.1.1(b) The rate in the dollar to be levied as general rates under section 158 of the Act for each type or class of land compared with the previous financial year

Type or class of land	2025/26 cents/$CIV*	2026/27 cents/$CIV*	Change
General rate for rateable residential properties - Maryborough*	0.003270	**0.003382**	**3.43%**
General rate for rateable residential properties - Other*	0.002943	**0.003044**	**3.43%**
General rate for rateable vacant land properties*	0.004153	**0.004295**	**3.42%**
General rate for rateable commercial properties - Maryborough*	0.005232	**0.005411**	**3.43%**
General rate for rateable commercial properties - Other*	0.004415	**0.004762**	**7.86%**
General rate for rateable industrial properties*	0.003466	**0.003636**	**4.89%**
General rate for rateable farm properties*	0.002616	**0.002706**	**3.43%**

**Rates in the dollar is subject to change based on final valuations. CIV was used for valuation basis.*

4.1.1(c) The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year

Type or class of land	2025/26 $'000	2026/27 $'000	Change $'000	Change %
Residential - Maryborough	4,738	**5,002**	264	**5.58%**
Residential - Other	3,014	**3,130**	116	**3.86%**
Vacant Land	625	**650**	24	**3.91%**
Commercial - Maryborough	856	**892**	36	**4.18%**
Commercial - Other	141	**153**	12	**8.59%**
Industrial	208	**228**	20	**9.61%**
Farm	3,015	**2,943**	(72)	**(2.38%)**
Total amount to be raised by general rates	**12,596**	**12,997**	**401**	**3.19%**

4.1.1(d) The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year

Type or class of land	2025/26 Number	2026/27 Number	Change Number	Change %
Residential - Maryborough	4,174	**4,212**	38	**0.91%**
Residential - Other	2,413	**2,417**	4	**0.17%**
Vacant Land	858	**843**	(15)	**(1.75%)**
Commercial - Maryborough	241	**240**	(1)	**(0.41%)**
Commercial - Other	82	**81**	(1)	**(1.22%)**
Industrial	114	**115**	1	**0.88%**
Farm	1,037	**1,034**	(3)	**(0.29%)**
Total number of assessments	**8,919**	**8,942**	**23**	**0.26%**

4.1.1(e) The basis of valuation to be used is the Capital Improved Value (CIV)

4.1.1(f) The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year

Type or class of land	2025/26 $'000	2026/27 $'000	Change $'000	Change %
Residential - Maryborough	1,448,790	**1,479,012**	30,222	**2.09%**
Residential - Other	1,024,017	**1,028,355**	4,338	**0.42%**
Vacant Land	150,555	**151,257**	702	**0.47%**
Commercial - Maryborough	163,622	**164,816**	1,194	**0.73%**
Commercial - Other	31,916	**32,130**	214	**0.67%**
Industrial	59,891	**62,586**	2,695	**4.50%**
Farm	1,152,474	**1,087,814**	(64,660)	**(5.61%)**
Total value of land	**4,031,265**	**4,005,970**	**(25,295)**	**(0.63%)**

4.1.1(g) The municipal charge under Section 159 of the Act compared with the previous financial year

Type of Charge	Per Rateable Property 2025/26 $	Per Rateable Property 2026/27 $	Change $	Change %
Municipal	202	**202**	-	**0.00%**

4.1.1(h) The estimated total amount to be raised by municipal charges compared with the previous financial year

Type of Charge	2025/26 $	2026/27 $	Change $	Change %
Municipal	1,687	**1,691**	4	**0.22%**

4.1.1(i) The rate or unit amount to be levied for each type of service rate or charge under Section 162 of the Act compared with the previous financial year and detailed disclosure of the actual service/s rendered for the amount levied

Type of Charge	Per Rateable Property 2025/26	Per Rateable Property 2026/27	Change	
	$	$	$	%
Standard Garbage Charge	203	**223**	20	**9.78%**
Non-Standard Garbage Charge	347	**380**	33	**9.40%**
Waste Management Fee	237	**261**	24	**10.14%**
Recycling Charge	182	**194**	12	**6.75%**
Green Waste Service (optional)	91	**96**	5	**5.25%**
Total	**1,060**	**1,154**	**94**	**8.83%**

4.1.1(j) The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year

Type of Charge	2025/26	2026/27	Change	
	$'000	$'000	$'000	%
Standard Garbage Charge	1,180	**1,314**	134	**11.36%**
Non-Standard Garbage Charge	374	**427**	53	**14.17%**
Waste Management Fee	2,012	**2,218**	206	**10.24%**
Recycling Charge	1,259	**1,375**	116	**9.21%**
Green Waste Service (optional)	212	**236**	24	**11.32%**
Total	**5,037**	**5,570**	**533**	**10.58%**

4.1.1(k) The estimated total amount to be raised by all rates and charges compared with the previous financial year

	2025/26	2026/27	Change	
	$'000	$'000	$'000	%
Total amount to be raised by general rates	12,596	**12,997**	401	**3.19%**
Total amount to be raised by the municipal charge	1,687	**1,691**	4	**0.22%**
Total amount to be raised by waste charges	5,037	**5,570**	533	**10.58%**
Total Rates and charges	**19,320**	**20,258**	**938**	**4.86%**

4.1.1(l) Fair Go Rates System Compliance

Central Goldfields Shire Council is required to comply with the State Government's Fair Go Rates System (FGRS). The table below details the budget assumptions consistent with the requirements of the Fair Go Rates System.

		2025/26		2026/27
Total Rates	$	12,595,895	$	12,997,377
Number of rateable properties		8,919		8,942
Base Average Rate	$	1,412.25	$	1,453.52
Maximum Rate Increase (set by the State Government)		**3.00%**		**2.75%**
Capped Average Rate	$	1,601.44	$	1,642.62
Maximum General Rates and Municipal Charges Revenue	$	14,283,200	$	14,688,319
Budgeted General Rates and Municipal Charges Revenue	$	14,283,200	$	14,688,319
Budgeted Supplementary Rates	$	117,630	$	31,751
Budgeted Total Rates and Municipal Charges Revenue	$	14,400,830	$	14,720,070

4.1.1(m) Any significant changes that may affect the estimated amounts to be raised by rates and charges

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- The making of supplementary valuations (2026/27: estimated $32k and 2025/26: $118k)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential land becomes business land and vice versa.

4.1.1(n) Differential rates

• Residential Maryborough rate of 100% (0.3382 cents in the dollar of CIV) for all rateable residential properties situated within the Maryborough District boundary
• Residential Other rate of 90% (0.3044 cents in the dollar of CIV) for all rateable residential properties situated outside the Maryborough District boundary

• Vacant Land rate of 127% (0.4295 cents in the dollar of CIV) for all rateable vacant land properties
• Commercial Maryborough rate of 160% (0.5411 cents in the dollar of CIV) for all rateable commercial properties situated within the Maryborough District boundary
• Commercial Other rate of 140.8% (0.4762 cents in the dollar of CIV) for all rateable commercial properties situated outside the Maryborough District boundary
• Industrial rate of 107.5% (0.3636 cents in the dollar of CIV) for all rateable industrial properties
• Farm Land rate of 80% (0.2706 cents in the dollar of CIV) for all rateable farm properties

4.1.2 Statutory fees and fines

	Forecast 2025/26	Budget 2026/27	Change	
	$'000	$'000	$'000	%
Infringements and costs	66	**72**	6	**9.21%**
Land Information and Building Certificate Fees	20	**21**	1	**3.59%**
Permits*	105	**102**	(4)	**(3.52%)**
Registrations**	187	**213**	26	**13.66%**
Town planning fees	151	**161**	10	**6.40%**
Other	3	**3**	-	**0.00%**
Total statutory fees and fines	**532**	**571**	**38**	**7.22%**

* Reduction in building permit applications.

** Increase in animals registrations.

4.1.3 User fees

	Forecast 2025/26	Budget 2026/27	Change	
	$'000	$'000	$'000	%
Childcare*	633	**993**	361	**56.96%**
Caravan Park Fees	89	**89**	-	**0.00%**
Transfer Station**	103	**129**	26	**25.36%**
VicRoads Agency***	163	**216**	54	**33.10%**
Energy Breakthrough	175	**178**	3	**1.52%**
Hire Fees	77	**81**	4	**4.86%**
Immunisation	20	**30**	10	**51.08%**
Other	129	**122**	(6)	**(5.04%)**
Total user fees	**1,388**	**1,838**	**450**	**32.45%**

* Child Care Centre service reviewed and new grant funding opportunities

** Increase revenue in Transfer Station Scrap Metal and Container Deposit Scheme

*** Reduction in cost recovery from VicRoads Agency new agreement

4.1.4 Grants

Grants are required by the Act and the Regulations to be disclosed in Council's budget.

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Grants were received in respect of the following:				
Summary of grants				
Commonwealth funded grants	7,453	12,621	5,168	69%
State funded grants	6,371	2,197	(4,174)	(65.51%)
Total grants received	**13,824**	**14,818**	**994**	**7%**
(a) Operating Grants				
Recurrent - Commonwealth Government				
Family Day Care	2,570	2,711	141	5%
Federal Assistance Grant	2,812	5,752	2,940	105%
Recurrent - State Government				
Childcare	1	-	(1)	(100.00%)
Community	14	15	1	9.06%
Community Safety	279	77	(202)	(72.36%)
Family Day Care	20	-	(20)	(100.00%)
Kinder	455	397	(58)	(12.64%)
Library	171	165	(6)	(3.62%)
MCH	339	355	16	4.86%
School Crossing	55	56	1	2.08%
Youth	99	86	(13)	(13.28%)
Total recurrent grants	**6,814**	**9,615**	**2,801**	**41%**
Non-recurrent - State Government				
Community	848	173	(674)	(79.57%)
Dog Park	17	-	(17)	(100.00%)
Flood Work	909	-	(909)	(100.00%)
Children Program	128	51	(77)	(60.07%)
Kinder	13	13	-	0.00%
Library	52	-	(52)	(100.00%)
Rural and Regional Planning Cadet Program	39	-	(39)	(100.00%)
Youth	12	-	(12)	(100.00%)
Total non-recurrent grants	**2,017**	**237**	**(1,780)**	**(88.25%)**
Total operating grants	**8,831**	**9,852**	**1,021**	**12%**
(b) Capital Grants				
Recurrent - Commonwealth Government				
Local Roads and Community Infrastructure	123	-	(123)	(100.00%)
Roads to Recovery	1,263	1,272	9	1%
Total recurrent grants	**1,386**	**1,272**	**(113)**	**(8.18%)**
Non-recurrent - Commonwealth Government				
Aerodrome	104	85	(19)	(18.07%)
Deledio Recreation Reserve Pavilion	-	1,000	1,000	100.00%
Flood Works	300	-	(300)	(100.00%)
Maryborough Outdoor Pool	36	1,800	1,764	100.00%
Maryborough Tennis Centre Court Redevelopment	245	-	(245)	(100.00%)
Non-recurrent - State Government				
Building Renewal - Planned	-	79	79	100.00%
Creative Station - Infrastructure	98	-	(98)	(100.00%)
Deledio Recreation Reserve Pavilion	752	-	(752)	(100.00%)
Dog Park	20	80	60	100.00%
Goldfields Reservoir	7	-	(7)	(100.00%)
Memorial Oval Netball court and Lighting	80	100	20	25.00%
Princes Park Cricket Wicket Rebuild	140	-	(140)	(100.00%)
Princess Park Grandstand Female Friendly	-	550	550	100.00%
Regional Community Sports Infrastructure Round 2	300	-	(300)	(100.00%)
Road Safety Improvements	-	332	332	100.00%
Rural Council Transformation Program	231	-	(231)	(100.00%)
TAC Road Safety Program	1,084	-	(1,084)	(100.00%)
Tiny Towns	211	-	(211)	(100.00%)
Total non-recurrent grants	**3,608**	**4,026**	**1,612**	**45%**
Total capital grants	**4,994**	**5,299**	**305**	**6%**
Total Grants	**13,824**	**15,151**	**1,326**	**10%**

4.1.5 Contributions

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Monetary*	498	**135**	(364)	**(73.01%)**
Total contributions	**498**	**135**	(364)	**(73.01%)**

*Reduction in capital project contribution

4.1.6 Other income

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Energy Breakthrough (Donations/Sponsorships/Entry fees)*	338	**331**	(8)	**(2.28%)**
Interest	118	**110**	(8)	**(6.88%)**
Other*	65	**31**	(34)	**(51.75%)**
Volunteer Services**	285	**380**	95	**33.33%**
Rental	32	**31**	(1)	**(2.18%)**
Total other income	**838**	**883**	**45**	**5.33%**

* Reduction in parking infringements

** Increase in volunteer services for Energy Breakthrough Event, Visitor Centre and Art Gallery

4.1.7 Employee costs

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Wages and salaries	13,759	**12,737**	(1,022.10)	**(7.43%)**
Workcover	766	**735**	(30.72)	**(4.01%)**
Superannuation	1,696	**1,730**	33.98	**2.00%**
Long Service Leave	169	**180**	10.98	**6.49%**
Volunteer Services	285	**380**	94.96	**33.33%**
Fringe Benefits Tax	56	**84**	27.82	**49.53%**
Total employee costs	**16,731**	**15,846**	**(885.06)**	**(5.29%)**

4.1.8 Materials and services

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Contractors*	7,143	**8,294**	1,151	**16.11%**
Materials**	2,931	**2,792**	(139)	**(4.73%)**
Event Support, grants and contributions	938	**871**	(67)	**(7.15%)**
Total materials and services	**11,012**	**11,957**	**945**	**8.58%**

* Increase in waste contractor cost which recover through waste charge.

** Ended in grant funding project - Carisbrook Flood Management Plan and Urban Residential Land Opportunities Study.

4.1.9 Depreciation

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Property*	1,537	**1,245**	(292)	**(18.99%)**
Plant & equipment**	737	**609**	(127)	**(17.28%)**
Infrastructure	6,491	**6,578**	87	**1.34%**
Furniture, Fixtures and Fittings	100	**148**	48	**48.11%**
Total depreciation	**8,864**	**8,580**	**(284)**	**(3.20%)**

* Comprehensive revaluation to be undertaken for property in the 2026/27 financial year.

** Decrease due to asset fully drepreciated or dispose

4.1.10 Depreciation - Right of use assets

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Right of use assets	52	**49**	(3)	**(5.75%)**
Total depreciation - right of use assets	**52**	**49**	**(3)**	**(5.75%)**

4.1.11 Other expenses

	Forecast 2025/26 $'000	Budget 2026/27 $'000	Change $'000	Change %
Councillor allowances and expenses	292	**377**	85	**29.05%**
Auditor remuneration - internal auditor	50	**50**	-	**0.00%**
Auditor remuneration - external auditor	60	**60**	-	**0.00%**
Total other expenses	**402**	**487**	**85**	**21.10%**

4.2 Balance Sheet

4.2.1 Assets

Assets grow steadily across the five years, driven mainly by ongoing investment in property, infrastructure, plant and equipment and liquidity strengthens significantly. This combination of rising long-term assets and a much stronger cash position points to a well-funded capital program supported by improving operating performance.

4.2.2 Liabilities

Liabilities remain low and trend downward over the period, with non-current liabilities falling as debt and lease obligations are paid down. Current liabilities rise only modestly in line with normal operational growth. The overall effect is a gradual reduction in financial risk, improved solvency, and a cleaner balance sheet with fewer long-term commitments.

4.2.3 Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	Forecast 2025/26 $	Budget 2026/27 $	Projections 2027/28 $	2028/29 $	2029/30 $
Amount borrowed as at 30 June of the prior year	2,089	1,989	2,239	3,339	3,089
Amount proposed to be borrowed	-	500	1,350	-	-
Amount projected to be redeemed	(100)	(250)	(250)	(250)	(250)
Amount of borrowings as at 30 June	1,989	2,239	3,339	3,089	2,839
Amount (of opening balance) to be refinanced	-	-	-	1,489	-

4.2.4 Leases by category

As a result of the introduction of *AASB 16 Leases* , right-of-use assets and lease liabilities have been recognised as outlined in the table below.

	Forecast 2025/26 $	Budget 2026/27 $
Right-of-use assets		
Land and Buildings	500	500
Total right-of-use assets	**500**	**500**
Lease liabilities		
Current lease Liabilities		
Land and Buildings	60	60
Total current lease liabilities	**60**	**60**
Non-current lease liabilities		
Land and Buildings	225	173
Total non-current lease liabilities	**225**	**173**
Total lease liabilities	**285**	**225**

Where the interest rate applicable to a lease is not expressed in the lease agreement, Council applies the average incremental borrowing rate in the calculation of lease liabilities. The current incremental borrowing rate is 5.01%.

4.3 Statement of changes in Equity

4.3.1 Reserves

Council's asset revaluation reserve has a budgeted movement to account for indexation revaluations as well as full revaluations. Each class of asset is subject to a full revaluation every four years with an indexation revaluation undertaken in the other years. History has shown that a large increase in Infrastructure assets is seen when a full revaluation is undertaken. This has been taken into account in the 2026/27 year.

4.3.2 Equity

The movement in the statement of equity relates to the budgeted comprehensive result for the period.

4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/used in operating activities

Net cashflow from operating activities stays strong and steady at around $9 million each year, showing a reliable revenue base and well-managed operating costs. This consistency provides a solid internal funding source for capital works and helps build cash reserves.

4.4.2 Net cash flows provided by/used in investing activities

Net cashflow from investing activities is negative throughout, reflecting ongoing spending on infrastructure and asset renewal. The scale of outflows varies year to year but consistently signals an active capital program funded largely from operating surpluses.

4.4.3 Net cash flows provided by/used in financing activities

Net cashflow from financing activities moves modestly between small inflows and outflows as borrowings are occasionally drawn and steadily repaid. Overall activity is low, indicating limited reliance on debt and a gradually strengthening financial position.

4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2026/27 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

4.5.1 Summary

	Forecast 2025/26	Budget 2026/27	Change	
	$'000	$'000	$'000	%
Property	1,994	**6,217**	4,223	**211.72%**
Plant and equipment	479	**2,595**	2,116	**441.64%**
Infrastructure	4,461	**3,045**	(1,416)	**(31.74%)**
Total	**6,934**	**11,857**	**4,923**	**70.99%**

	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contributions	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property	**6,217**	90	5,434	693	-	4,319	8	1,390	500
Plant and equipment	**2,595**	1,375	1,220	-	-	-	-	2,595	-
Infrastructure	**3,045**	20	2,532	492	-	1,755	-	1,290	-
Total	**11,857**	**1,485**	**9,187**	**1,186**	**-**	**6,074**	**8**	**5,275**	**500**

Council will be undertaking $11.85m of Capital Works projects during the 2026/27 financial year, with $7.43m of newly committed projects. $4.42m of the total expenditure relates to project funds that are expected to be carried forward from the 2025/26 financial year.

Of the capital works budget, 87 per cent has been allocated to renewing and upgrading Council's existing infrastructure.

4.5.2 Current Budget

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contributions	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
PROPERTY									
Land Improvements									
Maryborough Outdoor Pool STAGE TWO	**1,800**	-	1,800	-	-	1,800	-	-	-
Swimming Pool Renewal	**30**	-	30	-	-	-	-	30	-
Landfill works	**50**	-	50	-	-	-	-	50	-
Buildings									
Building Renewal - Re-active	**70**	-	70	-	-	-	-	70	-
Building Renewal - Planned	**249**	60	183	6	-	79	8	163	-
Public Conveniences - Toilet and BBQ	**30**	30	-	-	-	-	-	30	-
TOTAL PROPERTY	**2,229**	**90**	**2,133**	**6**	**-**	**1,879**	**8**	**343**	**-**
Computers and Telecommunications *PC*									
Hardware	**50**	-	50	-	-	-	-	50	-
Business System Uplift	**120**	-	120	-	-	-	-	120	-
Plant and Equipment									
New Grader	**800**	-	800	-	-	-	-	800	-
Fleet Vehicles	**250**	-	250	-	-	-	-	250	-
*Kerbside Reform Project - Bin Purchase**	**1,260**	1,260	-	-	-	-	-	1,260	-
TOTAL PLANT AND EQUIPMENT	**2,480**	**1,260**	**1,220**	**-**	**-**	**-**	**-**	**2,480**	**-**

**subject to Kerbside Reform*

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contributions	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
INFRASTRUCTURE									
Roads									
Design Capital Works	**50**	-	50	-	-	-	-	50	-
Road to Recovery	**1,272**	-	1,272	-	-	1,272	-	-	-
Major Patches	**50**	-	50	-	-	-	-	50	-
Seals Renewal Reseals	**300**	-	300	-	-	-	-	300	-
Seals Renewal Asphalt	**60**	-	60	-	-	-	-	60	-
Sealed Road Shoulders Renewal	**50**	-	50	-	-	-	-	50	-
Unsealed Roads Renewal	**150**	-	150	-	-	-	-	150	-
Bridges and Major Culvert Renewal Program	**50**	-	50	-	-	-	-	50	-
Drainage Renewal	**20**	-	20	-	-	-	-	20	-
Footpaths Renewal	**50**	-	50	-	-	-	-	50	-
Street Furniture Renewal	**10**	-	10	-	-	-	-	10	-
Road Safety Improvements	**332**	-	-	332	-	332	-	-	-
Kerb & Channel Renewal	**50**	-	50	-	-	-	-	50	-
Line Marking and Signage renewal	**10**	-	10	-	-	-	-	10	-
Other Infrastructure	**30**	-	20	10	-	-	-	30	-
Aerodromes									
Aerodrome Regional Airport Program Round 4	**240**	20	170	50	-	85	-	155	-
TOTAL INFRASTRUCTURE	**2,725**	**20**	**2,312**	**392**	**-**	**1,690**	**-**	**1,035**	**-**
TOTAL NEW CAPITAL WORKS	**7,434**	**1,370**	**5,666**	**398**	**-**	**3,569**	**8**	**3,858**	**-**

4.5.3 Works carried forward from the 2025/26 year

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contributions	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
PROPERTY									
Land Improvements									
Deledio Recreation Reserve - Pavilion Upgrade	**2,726**	-	2,726	-	-	1,726	-	500	500
Maryborough Outdoor Pool Stage 2 and Stage 3 Design	**265**	-	265	-	-	-	-	265	-
Hedges Netball Court renewal	**100**	-	100	-	-	100	-	-	-
Dog Park	**64**	-	-	64		64	-	-	-
Goldfields Reservoir Improvements	**200**	-	200	-	-	-	-	200	-
Recreation Reserves Sports Lighting Upgrade Strategy	**70**	-	-	70	-	-	-	70	-
Buildings									
Princes Park Female Friendly Facility	**550**	-	-	550	-	550	-	-	-
Tiny Towns (various projects)	**13**	-	10	3	-	-	-	13	-
TOTAL PROPERTY	**3,988**	**-**	**3,301**	**687**	**-**	**2,440**	**-**	**1,048**	**500**
Rural Council Transformation Program (RCTP)	**115**	115	-	-	-	-	-	115	-
TOTAL PLANT AND EQUIPMENT	**115**	**115**	**-**	**-**	**-**	**-**	**-**	**115**	**-**

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contributions	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
INFRASTRUCTURE									
Roads									
TAC Road Safety Program	**100**	-	-	100	-	-	-	100	-
Aerodromes									
Aerodrome Regional Airport Program Round 4	**130**	-	130	-	-	65	-	65	-
Aerodrome Regional Airport - audit recommendation	**90**	-	90	-	-	-	-	90	-
TOTAL INFRASTRUCTURE	**320**	**-**	**220**	**100**	**-**	**65**	**-**	**255**	**-**
TOTAL CARRIED FORWARD CAPITAL WORKS 2025/26	**4,423**	**115**	**3,521**	**787**	**-**	**2,505**	**-**	**1,418**	**500**

Summary of Planned Capital Works Expenditure
For the years ending 30 June 2028, 2029 & 2030

	Asset Expenditure Types					Funding Sources				
2027/28	Total	New	Renewal	Expansion	Upgrade	Total	Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land improvements	2,250	-	2,250	-	-	2,250	900	-	-	1,350
Total Land	**2,250**	**-**	**2,250**	**-**	**-**	**2,250**	**900**	**-**	**-**	**1,350**
Buildings	1,169	-	1,169	-	-	1,169	-	-	1,169	-
Total Buildings	**1,169**	**-**	**1,169**	**-**	**-**	**1,169**	**-**	**-**	**1,169**	**-**
Total Property	**3,419**	**-**	**3,419**	**-**	**-**	**3,419**	**900**	**-**	**1,169**	**1,350**
Plant and Equipment										
Plant, machinery and equipment	170	-	170	-	-	170	-	-	170	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Total Plant and Equipment	**170**	**-**	**170**	**-**	**-**	**170**	**-**	**-**	**170**	**-**
Infrastructure										
Roads	2,687	-	2,677	-	10	2,687	1,957	-	730	-
Bridges	50	-	50	-	-	50	-	-	50	-
Footpaths and cycleways	50	-	50	-	-	50	-	-	50	-
Drainage	50	-	50	-	-	50	-	-	50	-
Parks, open space and streetscapes	10	-	10	-	-	10	-	-	10	-
Other infrastructure	100	-	100	-	-	100	-	-	100	-
Total Infrastructure	**2,947**	**-**	**2,937**	**-**	**10**	**2,947**	**1,957**	**-**	**990**	**-**
Total Capital Works Expenditure	**6,536**	**-**	**6,526**	**-**	**10**	**6,536**	**2,857**	**-**	**2,329**	**1,350**

2028/29	Asset Expenditure Types					Funding Sources			
	Total	New	Renewal	Expansion	Upgrade	Total	Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land improvements	750	-	100	-	650	750	-	-	750	-
Total Land	**750**	**-**	**100**	**-**	**650**	**750**	**-**	**-**	**750**	**-**
Buildings	1,409	-	1,409	-	-	1,409	-	-	1,409	-
Total Buildings	**1,409**	**-**	**1,409**	**-**	**-**	**1,409**	**-**	**-**	**1,409**	**-**
Total Property	**2,159**	**-**	**1,509**	**-**	**650**	**2,159**	**-**	**-**	**2,159**	**-**
Plant and Equipment										
Plant, machinery and equipment	170	-	170	-	-	170	-	-	170	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Total Plant and Equipment	**170**	**-**	**170**	**-**	**-**	**170**	**-**	**-**	**170**	**-**
Infrastructure										
Roads	2,797	-	2,787	-	10	2,797	1,957	-	840	-
Bridges	150	-	150	-	-	150	-	-	150	-
Footpaths and cycleways	300	100	200	-	-	300	-	-	300	-
Drainage	150	-	150	-	-	150	-	-	150	-
Waste management	100	-	100	-	-	100	-	-	100	-
Parks, open space and streetscapes	590	100	90	-	400	590	-	-	590	-
Other infrastructure	-	-	-	-	-	-	-	-	-	-
Total Infrastructure	**4,087**	**200**	**3,477**	**-**	**410**	**4,087**	**1,957**	**-**	**2,130**	**-**
Total Capital Works Expenditure	**6,416**	**200**	**5,156**	**-**	**1,060**	**6,416**	**1,957**	**-**	**4,459**	**-**

2029/30	Asset Expenditure Types					Funding Sources			
	Total	New	Renewal	Expansion	Upgrade	Total	Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land improvements	2,365	-	1,450	-	915	2,365	-	-	2,365	-
Total Land	**2,365**	**-**	**1,450**	**-**	**915**	**2,365**	**-**	**-**	**2,365**	**-**
Buildings	1,489	-	1,089	-	400	1,489	-	-	1,489	-
Total Buildings	**1,489**	**-**	**1,089**	**-**	**400**	**1,489**	**-**	**-**	**1,489**	**-**
Total Property	**3,854**	**-**	**2,539**	**-**	**1,315**	**3,854**	**-**	**-**	**3,854**	**-**
Plant and Equipment										
Plant, machinery and equipment	170	-	170	-	-	170	-	-	170	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Total Plant and Equipment	**170**	**-**	**170**	**-**	**-**	**170**	**-**	**-**	**170**	**-**
Infrastructure										
Roads	3,095	5	3,080	-	10	3,095	2,000	-	1,095	-
Bridges	60	-	60	-	-	60	-	-	60	-
Footpaths and cycleways	130	50	80	-	-	130	-	-	130	-
Drainage	150	-	150	-	-	150	-	-	150	-
Waste management	100	-	100	-	-	100	-	-	100	-
Parks, open space and streetscapes	560	-	60	-	500	560	-	-	560	-
Other infrastructure	-	-	-	-	-	-	-	-	-	-
Total Infrastructure	**4,095**	**55**	**3,530**	**-**	**510**	**4,095**	**2,000**	**-**	**2,095**	**-**
Total Capital Works Expenditure	**8,119**	**55**	**6,239**	**-**	**1,825**	**8,119**	**2,000**	**-**	**6,119**	**-**

5a. Targeted performance indicators

The following tables highlight Council's current and projected performance across a selection of targeted service and financial performance indicators. These indicators provide a useful analysis of Council's intentions and performance and should be interpreted in the context of the organisation's objectives.
The targeted performance indicators below are the prescribed performance indicators contained in Schedule 4 of the *Local Government (Planning and Reporting) Regulations 2020* . Results against these indicators and targets will be reported in Council's Performance Statement included in the Annual Report.

Targeted performance indicators - Service

Indicator	Measure	Notes	Actual	Forecast	Target	Target Projections			Trend
			2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	+/o/-
Governance									
Consultation and engagement (Council decisions made and implemented with community input)	**Satisfaction with community consultation and engagement** Community satisfaction rating out of 100 with the consultation and engagement efforts of Council	1	46.00%	46.00%	50.00%	50.00%	50.00%	50.00%	**o**
Environment									
Roads (sealed local roads are maintained at the adopted condition standard)	**Sealed local roads below the intervention level** Number of kms of sealed local roads below the renewal intervention level set by Council / Kms of sealed local roads	2	99.17%	99.00%	99.00%	99.00%	99.00%	99.00%	**o**
Responsiveness									
Statutory Planning (Councils decide on planning applications and fulfill their legislative duties in a timely manner)	**Planning applications decided within the relevant required time** Number of planning application decisions made within the relevant required time / Number of planning application decisions made	3	71.67%	70.00%	70.00%	71.00%	72.00%	73.00%	**o**
Environment									
Waste management (Waste is minimised and sustainability promoted)	**Kerbside collection waste to landfill per serviced property** Waste in tonnes (t) Collected from kerbside waste collection services that is sent to landfill / Number of serviced properties	4	0.35	0.35	0.35	0.34	0.35	0.35	o

Targeted performance indicators - Financial

Indicator	Measure	Notes	Actual	Forecast	Target	Target Projections			Trend
			2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	+/o/-
Liquidity									
Working Capital (sufficient working capital is available to pay bills as and when they fall due)	**Current assets compared to current liabilities** Current assets / current liabilities	5	59.53%	98.11%	93.26%	117.27%	129.46%	137.67%	+
Obligations									
Asset renewal (assets are renewed as planned)	**Asset renewal compared to depreciation** Asset renewal and upgrade expense / Asset depreciation	6	66.03%	75.35%	120.88%	72.54%	65.71%	81.19%	+
Stability									
Rates concentration (revenue is generated from a range of sources)	**Rates compared to adjusted underlying revenue** Rate revenue / adjusted underlying revenue	7	51.73%	61.90%	60.26%	60.27%	60.28%	60.29%	o
Efficiency									
Expenditure level (resources are used efficiently in the delivery of services)	**Expenses per property assessment** Total expenses / no. of property assessments	8	$4,251	$4,167	$4,163	$4,207	$4,263	$4,308	o

5b. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives.
The financial performance indicators below are the prescribed financial performance indicators contained in Part 3 of Schedule 3 of the *Local Government (Planning and Reporting) Regulations 2020*. Results against these indicators will be reported in Council's Performance Statement included in the Annual Report.

Indicator	Measure	Notes	Actual	Forecast	Budget	Projections			Trend
			2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	+/o/-
Operating position									
Adjusted underlying result (an adjusted underlying surplus is generated in the ordinary course of business)	**Adjusted underlying surplus (or deficit)** Adjusted underlying surplus (deficit) / Adjusted underlying revenue	9	(7.06%)	(17.17%)	(9.50%)	(7.46%)	(5.74%)	(3.76%)	+
Liquidity									
Unrestricted cash (sufficient cash that is free of restrictions is available to pay bills as and when they fall due)	**Unrestricted cash compared to current liabilities** Unrestricted cash / current liabilities	10	(32.43%)	61%	56%	80%	93%	101%	+
Obligations									
Loans and borrowings (level of interest bearing loans and borrowings is appropriate to the size and nature of Council's activities)	**Loans and borrowings compared to rates** Interest bearing loans and borrowings / rate revenue	11	11%	10%	11%	16%	14%	13%	o
Loans and borrowings (level of interest bearing loans and borrowings is appropriate to the size and nature of Council's activities)	**Loans and borrowings repayments compared to rates** Interest and principal repayments on interest bearing loans and borrowings / rate revenue		0.04%	0.58%	1.07%	0.82%	0.82%	0.82%	+
Indebtedness (level of long term liabilities is appropriate to the size and nature of a Council's activities)	**Non-current liabilities compared to own-source revenue** Non-current liabilities / own source revenue		2.61%	19.38%	19.54%	23.44%	21.82%	20.33%	+
Stability									
Rates effort (rating level is set based on the community's capacity to pay)	**Rates compared to property values** Rate revenue / CIV of rateable properties in the municipal district	12	0.45%	0.49%	0.51%	0.53%	0.51%	0.50%	o
Efficiency									
Revenue level (resources are used efficiently in the delivery of services)	**Average rate per property assessment** General rates and municipal charges / no. of property assessments	13	$1,555	$1,606	$1,643	$1,692	$1,743	$1,795	+
Sustainability Capacity									

Key to Forecast Trend:
+ Forecasts improvement in Council's financial performance/financial position indicator
o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

Notes to indicators

5a

1. Satisfaction with community consultation and engagement

Council has used the average result for small rural councils as the basis for this target.

2. Sealed local roads below the intervention level

Council intends to maintain a good level of road condition with the support of grant funded programs.

3. Planning applications decided within the relevant required time

Council intends to increase current servicing levels, noting the resourcing constraints.

4. Kerbside collection waste to landfill

An improvement from previous years results with legislated changes to waste collection, don't anticipate further changes.

5. Working Capital

It is a continuous challenge for Council to ensure working capital is kept above 100% and the long term challenges of rate capping and debt collection legislation impact this position.

6. Asset renewal

Asset renewal is anticipated to increase for the next 4 years. A conservative approach has been taken to capital grant funding which impacts the upgrade and renewal capacity of Council.

7. Rates concentration

A conservative approach to capital grant funding results in rate revenue accounting for a higher percentage of revenue, showing an slight increase in rates concentration over the coming 4 years.

8. Expenditure level

Total expenses is anticipated to slightly decrease, however this is forecast to continually increase over the outer years with CPI increases which impact Council. The number of assessments has not increased for the purposes of this KPI in the forecast years.

5b

9. Adjusted underlying result

Council continues to review the long term impact of decision making on the adjusted underlying result. The impact of rate capping and increases in cost of materials is anticipated to continue to impact this result.

10. Unrestricted Cash

The impact of rate capping as well as a conservative approach taken to capital grant funding has meant the expectation of Council to self fund capital works at a higher rate, resulting in a decrease in unrestricted cash.

11. Debt compared to rates

Council intends to borrow funds in both the 2026/27 and 2027/28 financial years which have been taken into account in forecasted ratios.

12. Rates effort

The 2026/27 CIV for Central Goldfields Shire has decreased, this represents a plateau in valuations following multiple years of large increases. It is anticipated that the year on year valuations increase at much more moderate levels.

13. Revenue level

The increase in rates revenue property increases slightly due to the assumption of minimum increase in property numbers over the coming years.

6. Schedule of Fees and Charges

This appendix presents the fees and charges of a statutory/non-statutory nature which will be charged in respect to various goods and services during the 2026/27 financial year.
Fees and charges are based on information available at the time of publishing and may vary during the financial year subject to any changes in Council's policy or legislation.

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Art Gallery							
Gallery Admission	Per person	Taxable	by donation	by donation	$ -	0.0%	Non-statutory
Special Gallery Exhibitions	Per person	Taxable	POA	POA	$ -	0.0%	Non-statutory
Art Talks	Per person	Taxable	$ 5.00	$ 10.00	$ 5.00	100.0%	Non-statutory
Guided tour	Per person	Taxable	$ 5.00	$ 10.00	$ 5.00	100.0%	Non-statutory
Special workshops	Per person	Taxable	POA	POA	$ -	0.0%	Non-statutory
School Holiday Children's Workshop Fees	Per workshop	Taxable	$ 5.00	$ 5.00	$ -	0.0%	Non-statutory
Animal Management							
Dog Registration – Animal either neutered, over 10 years old, working stock, breeding stock at registered business or obedience trained	Per dog	Non -Taxable	$ 44.00	$ 50.50	$ 6.50	14.8%	Statutory
Pensioner Dog Registration – Animal either neutered, over 10 years old, working or obedience trained	Per dog	Non -Taxable	$ 22.00	$ 27.50	$ 5.50	25.0%	Statutory
Cat Registration – Animal either neutered, over 10 years old or breeding stock at registered business.	Per cat	Non -Taxable	$ 44.00	$ 50.50	$ 6.50	14.8%	Statutory
Pensioner Cat Registration – Animal either neutered, over 10 years old.	Per cat	Non -Taxable	$ 22.00	$ 27.50	$ 5.50	25.0%	Statutory
Dog Registration	Per dog	Non -Taxable	$ 132.00	$ 142.50	$ 10.50	8.0%	Statutory
Pensioner Dog Registration	Per dog	Non -Taxable	$ 66.00	$ 73.50	$ 7.50	11.4%	Statutory
Cat Registration	Per cat	Non -Taxable	$ 132.00	$ 142.50	$ 10.50	8.0%	Statutory
Pensioner Cat Registration	Per cat	Non -Taxable	$ 66.00	$ 73.50	$ 7.50	11.4%	Statutory
Replacement Registration Tag	Per tag	Taxable	$ 5.00	$ 10.00	$ 5.00	100.0%	Non-statutory
Micro chipping	Per animal	Taxable	$ 50.00	$ 53.00	$ 3.00	6.0%	Statutory
Excess Animal Permit	Per permit	Non -Taxable	$ -	$ 110.00	$ 110.00	100.0%	Statutory
Domestic Animal Business Registration (DAB)	Per registration	Non -Taxable	$ 288.00	$ 297.00	$ 9.00	3.1%	Statutory
Pound release fee	Per dog and cat	Taxable	$ 49.00	$ 51.00	$ 2.00	4.1%	Statutory
Pound release per day	Per dog and cat	Taxable	$ 19.00	$ 22.00	$ 3.00	15.8%	Statutory
Pound release fee (Stock & other)	Per animal	Taxable	$ 118.50	$ 122.06	$ 3.56	3.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Pound release fee (Stock & other)	Per animal per day	Taxable	$ 25.00	$ 26.00	$ 1.00	4.0%	Non-statutory
Pound release (previously impounded)	Per dog or cat	Taxable	$ 70.00	$ 70.00	$ -	0.0%	Non-statutory
Adult Dog Adoption Fee (Over 1 Year Old)	Per animal	Taxable	$ -	$ 440.00	$ 440.00	100.0%	Non-statutory
Puppy Adoption Fee (Under 1 Year Old)	Per animal	Taxable	$ -	$ 520.00	$ 520.00	100.0%	Non-statutory
Dog Bonded Pair Adoption Fee	Per pair of animals	Taxable	$ -	$ 600.00	$ 600.00	100.0%	Non-statutory
Adult Cat Adoption Fee (Over 1 Year Old)	Per animal	Taxable	$ -	$ 160.00	$ 160.00	100.0%	Non-statutory
Kitten Adoption Fee (Under 1 Year Old)	Per animal	Taxable	$ -	$ 260.00	$ 260.00	100.0%	Non-statutory
Cat Bonded Pair Adoption Fee	Per pair of animals	Taxable	$ -	$ 260.00	$ 260.00	100.0%	Non-statutory
Animal Surrender Fee	Per animal	Taxable	$ 50.00	$ 110.00	$ 60.00	120.0%	Non-statutory
Airport							
Site Leases	Per site	Taxable	Market Rate	Market Rate	$ -	0.0%	Non-statutory
Asset Management							
Wood collection fee – per m3	Per m3	Non -Taxable	$ 25.00	$ 26.00	$ 1.00	4.0%	Non-statutory
Pensioner Concession Wood collection fee – per m3	Per m3	Non -Taxable	$ 12.00	$ 12.00	$ -	0.0%	Non-statutory
Consent for excavation works	Per permit	Non -Taxable	$ 178.00	$ 183.00	$ 5.00	2.8%	Non-statutory
Fees for applications for consent to the conduct of proposed works	Per permit		as per schedule 22(1) of Road Management (Works and Infrastructure) Regulations 2015				Statutory
Vehicle crossing fee	Per permit	Non -Taxable	$ 155.00	$ 350.00	$ 195.00	125.8%	Non-statutory
General road occupation	Per permit	Non -Taxable	$ 113.00	$ 116.00	$ 3.00	2.7%	Non-statutory
Construction road occupation fee - First week	Per week	Non -Taxable	$ 113.00	$ 116.00	$ 3.00	2.7%	Non-statutory
Construction road occupation fee - after one week	Per week	Non -Taxable	$ 55.00	$ 57.00	$ 2.00	3.6%	Non-statutory
Consent to conduct of proposed works (as per SCHEDULE 1 of Road Management (Works and Infrastructure) Regulations 2015)	Per permit	Non -Taxable	POA	POA	$ -	-	Statutory
Asset Protection fee	Per permit		$ -	$ 250.00	$ -	100.0%	Non-statutory
Tree Planting fee	Per permit	Taxable	$ 191.00	$ 197.00	$ 6.00	3.1%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease) $	Fee Increase / (Decrease) %	Basis of Fee
Building							
Building Information Fee	Per statement	Non -Taxable	$ 53.62	$ 55.23	$ 1.61	3.0%	Statutory
Stormwater legal point of discharge	Per permit	Non -Taxable	$ 238.34	$ 245.49	$ 7.15	3.0%	Statutory
Report and Consent 130(1) 132(1), 134(2), 153(2) and Part 6 or 10	Per report	Non -Taxable	$ 329.84	$ 339.74	$ 9.90	3.0%	Statutory
Report and Consent - Siting	Per report	Non -Taxable	$ 461.71	$ 475.56	$ 13.85	3.0%	Statutory
Lodgement Fee	Per lodgement	Non -Taxable	$ 138.43	$ 142.58	$ 4.15	3.0%	Statutory
Class 1 Dwelling - value $0-$5,000	Per lodgement	Taxable	$ 610.00	$ 628.30	$ 18.30	3.0%	Non-statutory
Class 1 Dwelling - value $5,001-$40,000	Per lodgement	Taxable	$ 1,246.00	$ 1,283.38	$ 37.38	3.0%	Non-statutory
Class 1 Dwelling - value $40,001-$80,000	Per lodgement	Taxable	$ 1,637.70	$ 1,686.83	$ 49.13	3.0%	Non-statutory
Class 1 Dwelling - value $80,001-$100,000	Per lodgement	Taxable	$ 2,029.10	$ 2,089.97	$ 60.87	3.0%	Non-statutory
Class 1 Dwelling - value $100,001-$200,000	Per lodgement	Taxable	$ 2,214.00	$ 2,280.42	$ 66.42	3.0%	Non-statutory
Class 1 Dwelling - value $200,001-$400,000	Per lodgement	Taxable	$ 3,326.90	$ 3,426.71	$ 99.81	3.0%	Non-statutory
Class 1 Dwelling - value $400,001-$600,000	Per lodgement	Taxable	$ 4,990.35	$ 5,140.06	$ 149.71	3.0%	Non-statutory
Class 1 Dwelling - value $600,001-$800,000	Per lodgement	Taxable	$ 6,653.00	$ 6,852.59	$ 199.59	3.0%	Non-statutory
Class 1 Dwelling - value $800,001 and above	Per lodgement	Taxable	$ 8,317.25	$ 8,566.77	$ 249.52	3.0%	Non-statutory
Class 10A Buildings (Sheds, pools, fences and retaining walls) value $0 - $5,000	Per permit	Taxable	$ 610.00	$ 628.30	$ 18.30	3.0%	Non-statutory
Class 10A Buildings (Sheds, pools, fences and retaining walls) value $5,001 - $10,000	Per permit	Taxable	$ 720.00	$ 741.60	$ 21.60	3.0%	Non-statutory
Class 10A Buildings (Sheds, pools, fences and retaining walls) value $10,001-$20,000	Per permit	Taxable	$ 845.00	$ 870.35	$ 25.35	3.0%	Non-statutory
Class 10A Buildings (Sheds, pools, fences and retaining walls) value $20,001 +	Per permit	Taxable	$ 1,270.00	$ 1,308.10	$ 38.10	3.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Class 2-9 Construction and Demolition and Change of Use (POA) - Owner Builder	Per lodgement	Taxable	AIBS Formula will apply	AIBS Formula will apply	$ -	0.0%	Non-statutory
Class 2-9 Construction and Demolition and Change of Use (POA) - Registered Builder	Per lodgement	Taxable	AIBS Formula will apply	AIBS Formula will apply	$ -	0.0%	Non-statutory
Change of Use Class 1 and 10	Per lodgement	Taxable	$ 680.00	$ 700.40	$ 20.40	3.0%	Non-statutory
Extension of Current Building Permits (all Permits & Extensions)	Per lodgement	Taxable	$ 475.00	$ 489.25	$ 14.25	3.0%	Non-statutory
Renewal of Expired Permit	Per lodgement	Taxable	$ 680.00	$ 700.40	$ 20.40	3.0%	Non-statutory
Redline report liquor licence	Per licence	Taxable	$ 490.00	$ 504.70	$ 14.70	3.0%	Non-statutory
Building inspections	Per inspection	Taxable	$ 315.00	$ 324.45	$ 9.45	3.0%	Non-statutory
Demolition Class 1	Per permit	Taxable	$ 1,050.00	$ 1,081.50	$ 31.50	3.0%	Non-statutory
Demolition Class 10	per permit	Taxable	$ 630.00	$ 648.90	$ 18.90	3.0%	Non-statutory
Minor Amendment of existing Building Permit	per request	Taxable	$ 250.00	$ 257.50	$ 7.50	3.0%	Non-statutory
Major Amendment of existing Building Permit	Per permit	Taxable	$ 630.00	$ 648.90	$ 18.90	3.0%	Non-statutory
Illegal building work	Per permit	Taxable	1.5 times building permit fee	1.5 times building permit fee	$ -	0.0%	Non-statutory
Restump/Reblock Building Permit	Per permit	Taxable	$ 1,050.00	$ 1,081.50	$ 31.50	3.0%	Non-statutory
ESM report	Per report	Taxable	$ 630.00	$ 648.90	$ 18.90	3.0%	Non-statutory
Title search	Per search	Taxable	$ 85.00	$ 87.55	$ 2.55	3.0%	Non-statutory
Archive Document Retrieval - On Site	Per retrieval	Taxable	$ 65.00	$ 66.95	$ 1.95	3.0%	Non-statutory
Archive Document Retrieval - Off Site	Per retrieval	Taxable	$ 200.00	$ 206.00	$ 6.00	3.0%	Non-statutory
Swimming pool or spa registration	Per pool or spa	Non -Taxable	$ 36.16	$ 37.24	$ 1.08	3.0%	Statutory
Swimming pool or spa registration - Compliance Certificate Lodgement	Per certificate	Non -Taxable	$ 23.20	$ 23.89	$ 0.70	3.0%	Statutory
Swimming pool or spa registration - Certificate of Noncompliance Lodgement	Per certificate	Non -Taxable	$ 437.06	$ 450.17	$ 13.11	3.0%	Statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
FRV report and consent comments	Per request	Non -Taxable	$ 800.00	$ 800.00	$ -	0.0%	Non-statutory
Demolition Consent - Section 29A (for complete or partial demolition of a building)	Per request	Non -Taxable	$ 96.71	$ 96.71	$ -	0.0%	Non-statutory
Place of Public Occupation (POPE)	per application	Taxable	$ 650.00	$ 650.00	$ -	0.0%	Non-statutory
Prescribed Temp Structures - Siting	per application	Taxable	$ 440.00	$ 440.00	$ -	0.0%	Non-statutory
Occupation of Temp Structures	per application	Taxable	$ 235.00	$ 235.00	$ -	0.0%	Non-statutory
Alternative Performance Solutions	per application	Taxable	$ 630.00	$ 630.00	$ -	0.0%	Non-statutory
Caravan Park Registrations							
Registration Application Fees less than 26 Sites	Per registration	Non -Taxable	$ 285.77	$ 294.34	$ 8.57	3.0%	Statutory
Registration Application Fees between 26 and 50 Sites	Per registration	Non -Taxable	$ 571.54	$ 588.69	$ 17.15	3.0%	Statutory
Registration Application Fees between 51 and 100 Sites	Per registration	Non -Taxable	$ 1,143.08	$ 1,177.37	$ 34.29	3.0%	Statutory
Registration Application Fees between 101 and 150 Sites	Per registration	Non -Taxable	$ 1,731.43	$ 1,783.37	$ 51.94	3.0%	Statutory
Registration Application Fees between 151 and 200 Sites	Per registration	Non -Taxable	$ 2,302.97	$ 2,372.06	$ 69.09	3.0%	Statutory
Registration Application Fees between 201 and 250 Sites	Per registration	Non -Taxable	$ 2,874.51	$ 2,960.75	$ 86.24	3.0%	Statutory
Registration Application Fees between 251 and 300 Sites	Per registration	Non -Taxable	$ 3,446.05	$ 3,549.43	$ 103.38	3.0%	Statutory
Registration Application Fees between 301 and 350 Sites	Per registration	Non -Taxable	$ 4,034.40	$ 4,155.43	$ 121.03	3.0%	Statutory
Registration Application Fees between 351 and 400 Sites	Per registration	Non -Taxable	$ 4,605.94	$ 4,744.12	$ 138.18	3.0%	Statutory
Registration Application Fees between 401 and 450 Sites	Per registration	Non -Taxable	$ 5,177.48	$ 5,332.80	$ 155.32	3.0%	Statutory
Registration Application Fees between 451 and 500 Sites	Per registration	Non -Taxable	$ 5,749.02	$ 5,921.49	$ 172.47	3.0%	Statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Civil Services							
Checking of Civil drawings for Subdivisions	Per job	Taxable	0.75% of the total construction costs	0.75% of the total construction costs	$ -	100.0%	Statutory
Supervision of construction	Per job	Taxable	2.5% of the total construction costs	2.5% of the total construction costs	$ -	100.0%	Statutory
Private Works for Others	Per job	Taxable	Costs plus 20% plus GST	Costs plus 20% plus GST	$ -	100.0%	Statutory
Drainage Design Review - Single Dwelling or extension	Per plan	Taxable	$ -	$ 135.00	$ 135.00	100.0%	Non-statutory
Drainage Design Review - 2-5 Dwellings	Per plan	Taxable	$ -	$ 270.00	$ 270.00	100.0%	Non-statutory
Drainage Design Review - 5 -9 Dwellings / Commercial	Per plan	Taxable	$ -	$ 405.00	$ 405.00	100.0%	Non-statutory
Drainage Design Review - 10+ dwellings	Per plan	Taxable	$ -	($70 per hour includes oncost) Based on officer time	$ -	100.0%	Non-statutory
Drainage hold point and final inspection - Single Dwelling or extension	Per plan	Taxable	$ -	$ 135.00	$ 135.00	100.0%	Non-statutory
Drainage hold point and final inspection - 2-5 Dwellings	Per plan	Taxable	$ -	$ 270.00	$ 270.00	100.0%	Non-statutory
Drainage hold point and final inspection - 5+ Dwellings / Commercial	Per plan	Taxable	$ -	$ 405.00	$ 405.00	100.0%	Non-statutory
Drainage hold point and final inspection - 10+ dwellings	Per plan	Taxable	$ -	($70 per hour includes oncost) Based on officer time	$ -	100.0%	Non-statutory
Environmental Health							
New Septic Tank application fee	Per permit	Non -Taxable	$ 821.67	$ 846.32	$ 24.65	3.0%	Statutory
Alter Septic Tank fee	Per permit	Non -Taxable	$ 626.17	$ 644.96	$ 18.79	3.0%	Statutory
Septic Tank amendment	Per permit	Non -Taxable	$ 66.45	$ 68.44	$ 1.99	3.0%	Non-statutory
Septic Tank extension	Per permit	Non -Taxable	$ 66.45	$ 68.44	$ 1.99	3.0%	Non-statutory
Additional Site Inspection	Per inspection	Non -Taxable	$ 233.20	$ 240.20	$ 7.00	3.0%	Non-statutory
Search Fee	Per search	Taxable	$ 96.00	$ 98.88	$ 2.88	3.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Finance							
Land Information Certificate	Per certificate	Non -Taxable	$ 30.59	$ 30.59	$ -	0.0%	Statutory
Land Information Certificate - Priority	Per certificate	Non -Taxable	$ 60.00	$ 60.00	$ -	0.0%	Non-statutory
Food Premises							
Class 1	Per registration	Non -Taxable	$ 415.50	$ 427.96	$ 12.46	3.0%	Non-statutory
Class 2 Fixed food premises	Per registration	Non -Taxable	$ 362.50	$ 373.38	$ 10.88	3.0%	Non-statutory
Class 2 Community Group fixed food premises	Per registration	Non -Taxable	$ 180.80	$ 186.22	$ 5.42	3.0%	Non-statutory
Class 2 Mobile Food Vehicle	Per registration	Non -Taxable	$ 362.50	$ 373.38	$ 10.88	3.0%	Non-statutory
Class 2 Mobile Food Vehicle (Community Group)	Per registration	Non -Taxable	$ 108.70	$ 111.96	$ 3.26	3.0%	Non-statutory
Class 2 Temporary Premise	Per registration	Non -Taxable	$ 362.50	$ 373.38	$ 10.88	3.0%	Non-statutory
Class 2 Temporary Premise (Community Group)	Per registration	Non -Taxable	$ 180.70	$ 186.12	$ 5.42	3.0%	Non-statutory
Class 2 Domestic Kitchen	Per registration	Non -Taxable	$ 362.50	$ 373.38	$ 10.88	3.0%	Non-statutory
Class 2 Community Group (Registration of a food van or temporary premises associated with a fixed premises)	Per registration	Non -Taxable	$ 265.70	$ 273.67	$ 7.97	3.0%	Non-statutory
Class 2 Registration of a food van or temporary premises associated with a fixed premises	Per registration	Non -Taxable	$ 545.50	$ 561.86	$ 16.36	3.0%	Non-statutory
Class 3 Fixed food premises	Per registration	Non -Taxable	$ 220.50	$ 227.12	$ 6.62	3.0%	Non-statutory
Class 3 Mobile Food Vehicle	Per registration	Non -Taxable	$ 220.50	$ 227.12	$ 6.62	3.0%	Non-statutory
Class 3 Mobile Food Vehicle (Community Group)	Per registration	Non -Taxable	$ 107.60	$ 110.83	$ 3.23	3.0%	Non-statutory
Class 3 Temporary Premises	Per registration	Non -Taxable	$ 220.50	$ 227.12	$ 6.62	3.0%	Non-statutory
Class 3 Temporary Premises (Community Group)	Per registration	Non -Taxable	$ 180.80	$ 186.22	$ 5.42	3.0%	Non-statutory
Class 3 Domestic Kitchen	Per registration	Non -Taxable	$ 220.50	$ 227.12	$ 6.62	3.0%	Non-statutory
Class 3 Registration of a food van or temporary premises associated with a fixed premises	Per registration	Non -Taxable	$ 324.00	$ 333.72	$ 9.72	3.0%	Non-statutory
Class 3 Community Group (Registration of a food van or temporary premises associated with a fixed premises)	Per registration	Non -Taxable	$ 213.30	$ 219.70	$ 6.40	3.0%	Non-statutory
Class 4 Street Trader Notification	Per registration	Non -Taxable	$ -	$ -	$ -	0.0%	Non-statutory
Initial Registration fee for new business	Per registration	Non -Taxable	Renewal fee as per above + 50%. Fees applied on a pro-rata quarterly basis for new registrations	Renewal fee as per above + 50%. Fees applied on a pro-rata quarterly basis for new registrations	$ -	0.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Transfer of proprietor fee	Per transfer	Non -Taxable	50% of applicable renewal fee as per the above. Plus inspection fee	50% of applicable renewal fee as per the above. Plus inspection fee	$ -	0.0%	Non-statutory
Requested inspection fee	Per inspection	Taxable	50% of applicable renewal fee as per the above. Plus inspection fee	50% of applicable renewal fee as per the above. Plus inspection fee	$ -	0.0%	Non-statutory
Reinspection fee as a result of noncompliance follow up inspection required	Per inspection	Non -Taxable	50% of applicable renewal fee as per the above. Plus inspection fee	50% of applicable renewal fee as per the above. Plus inspection fee	$ -	0.0%	Non-statutory
Freedom of Information							
Printing	Per A4 page	Non -Taxable	$ 0.25	$ 0.25	$ -	0.0%	Statutory
Search fee per hour	Per hour	Non -Taxable	$ 25.22	$ 25.91	$ 0.69	2.7%	Statutory
Request fee	Per search	Non -Taxable	$ 33.62	$ 34.54	$ 0.92	2.7%	Statutory
Goldfields Family Centre							
Daily Long Day Care	Per day	Non -Taxable	$ 150.00	$ 155.00	$ 5.00	3.3%	Non-statutory
Health Registrations							
Skin Penetration fee	Per registration	Non -Taxable	$ 174.00	$ 179.22	$ 5.22	3.0%	Non-statutory
Hairdressers fee	Per registration	Non -Taxable	$ 87.00	$ 89.61	$ 2.61	3.0%	Non-statutory
Beauty Therapy	Per registration	Non -Taxable	$ 174.00	$ 179.22	$ 5.22	3.0%	Non-statutory
Prescribed Accommodation fee	Per registration	Non -Taxable	$ 228.20	$ 235.05	$ 6.85	3.0%	Non-statutory
Initial Registration fee Skin Penetration, Hairdressers or Beauty Therapy	Per registration	Non -Taxable	$ 87.00	$ 89.61	$ 2.61	3.0%	Non-statutory
Initial Registration fee Prescribed Accommodation fee	Per registration	Non -Taxable	$ 115.90	$ 119.38	$ 3.48	3.0%	Non-statutory
Transfer of proprietor fee Skin Penetration, Hairdressers or Beauty Therapy	Per transfer	Non -Taxable	$ 87.00	$ 89.61	$ 2.61	3.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Transfer of proprietor fee Prescribed Accommodation Fee	Per transfer	Non -Taxable	$ 112.80	$ 116.18	$ 3.38	3.0%	Non-statutory
Requested inspection fee	Per inspection	Taxable	50% of annual renewal fee as per the above.	50% of annual renewal fee as per the above.	$ -	0.0%	Non-statutory
Reinspection fee as a result of noncompliance follow up inspection required	Per inspection	Taxable	50% of annual renewal fee as per the above.	50% of annual renewal fee as per the above.	$ -	0.0%	Non-statutory
Aquatic Facility Registration Category 1 (public aquatic facility)	Per registration	Non -Taxable	$ 401.00	$ 413.03	$ 12.03	3.0%	Non-statutory
Aquatic Facility Registration Category 2 (residential apartment complex, hotel, motel or hostel)	Per registration	Non -Taxable	$ 229.20	$ 236.08	$ 6.88	3.0%	Non-statutory
Immunisations							
Influenza (Flu)	Per dose	Non -Taxable	$ 20.00	$ 20.60	$ 0.60	3.0%	Non-statutory
Chickenpox/Varicella	Per dose	Non -Taxable	$ 63.85	$ 66.00	$ 2.15	3.4%	Non-statutory
Meningococcal B (Bexsero)	Per dose	Non -Taxable	$ 135.00	$ 135.00	$ -	0.0%	Non-statutory
Meningococcal ACWY	Per dose	Non -Taxable	$ 69.00	$ 72.50	$ 3.50	5.1%	Non-statutory
Shingles (Shingrix)	Per dose	Non -Taxable	$ 364.00	$ 375.00	$ 11.00	3.0%	Non-statutory
RSV Adults (Arexvy)	Per dose	Non -Taxable	$ 320.00	$ 330.00	$ 10.00	3.1%	Non-statutory
DTPa (Boostrix)	Per dose	Non -Taxable	$ 42.00	$ 43.30	$ 1.30	3.1%	Non-statutory
Library Services							
Book Club Registration on Institution	Per registration	Taxable	$ 170.00	$ 170.00	$ -	0.0%	Non-statutory
Fines per day	Per book	Taxable	$ -	$ -	$ -	0.0%	Non-statutory
Lost Card	Per card	Taxable	$ 2.00	$ 2.00	$ -	0.0%	Non-statutory
Library Bags	Per bag	Taxable	$ 3.60	$ 3.60	$ -	0.0%	Non-statutory
Photocopy A4 B&W	Per page	Taxable	$ 0.25	$ 0.25	$ -	0.0%	Non-statutory
Photocopy A3 B&W	Per page	Taxable	$ 0.50	$ 0.50	$ -	0.0%	Non-statutory
Photocopy A4 Colour	Per page	Taxable	$ 1.00	$ 1.00	$ -	0.0%	Non-statutory
Photocopy A3 Colour	Per page	Taxable	$ 2.00	$ 2.00	$ -	0.0%	Non-statutory
Fax - sending	Per page	Taxable	$ 2.00	$ 2.00	$ -	0.0%	Non-statutory
Fax - receiving	Per page	Taxable	$ 0.25	$ 0.25	$ -	0.0%	Non-statutory
Processing fee - lost books	Per book	Taxable	$ 6.00	$ 6.00	$ -	0.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Reservations/Inter-Library Loan	Per book	Taxable	$ 3.00	$ 3.00	$ -	0.0%	Non-statutory
Reservations/Inter-Library Loan - Tertiary	Per book	Taxable	$18.40 - $23.40	$18.40 - $23.40	$18.40 - $23.40	0.0%	Non-statutory
Local Laws							
Advertising A Frame	Per permit	Taxable	$ 120.00	$ 123.60	$ 3.60	3.0%	Non-statutory
Outdoor Dining per 6 lineal metres	Per biennial permit	Taxable	$ 300.00	$ 309.00	$ 9.00	3.0%	Non-statutory
Impounded Vehicle Release fee	Per vehicle	Taxable	$ 160.68	$ 165.50	$ 4.82	3.0%	Non-statutory
Impounded Vehicle - towing costs	Per vehicle	Taxable	at cost	at cost	$ -	0.0%	Non-statutory
Shipping Container Permit	Per permit	Taxable	$ 130.00	$ 133.90	$ 3.90	3.0%	Non-statutory
Skip Bin Permit	Per bin	Taxable	$ 115.00	$ 118.45	$ 3.45	3.0%	Non-statutory
Keeping of livestock	Per permit	Taxable	$ 45.30	$ 46.66	$ 1.36	3.0%	Non-statutory
Camping Caravan and Motorhome permit	Per permit	Taxable	$ 148.00	$ 152.44	$ 4.44	3.0%	Non-statutory
Busking Permit	per permit	Taxable	$ 30.00	$ 30.90	$ 0.90	3.0%	Non-statutory
General Local Laws Permit	Per permit	Taxable	$ 149.35	$ 153.83	$ 4.48	3.0%	Non-statutory
Itinerate Trade Permit (Quarterly)	Per permit	Taxable	$ 280.00	$ 288.40	$ 8.40	3.0%	Non-statutory
Itinerate Trade Permit (Annual)	Per permit	Taxable	$ 1,000.00	$ 1,030.00	$ 30.00	3.0%	Non-statutory
Local Law Infringements - Offences are liable to the penalty indicated in the Central Goldfields Shire Council General Local Laws 2025 and are charged per penalty unit	Per penalty unit	Non -Taxable	As per Central Goldfields Shire Council General Local Laws 2025	As per Central Goldfields Shire Council General Local Laws 2025	$ -	0.0%	Statutory
Open Air Burning Permit	Per permit	Taxable	$ 30.00	$ 30.90	$ 0.90	3.0%	Non-statutory
Street Party, festivals and Procession Permit #	Per permit	Taxable	$ 165.00	$ 169.95	$ 4.95	3.0%	Non-statutory
Compliance - Parking Infringements							
Parking Infringement general	Per fine	Non -Taxable	Per legislation	Per legislation	$ -	0.0%	Statutory
Stop contrary to a no parking sign	Per fine	Non -Taxable	$ 70.00	$ 72.10	$ 2.10	3.0%	Statutory
Parked contrary to requirement of parking area	Per fine	Non -Taxable	$ 70.00	$ 72.10	$ 2.10	3.0%	Statutory
Parked not completely within a parking bay	Per fine	Non -Taxable	$ 70.00	$ 72.10	$ 2.10	3.0%	Statutory
Parked for period longer than indicated	Per fine	Non -Taxable	$ 70.00	$ 72.10	$ 2.10	3.0%	Statutory
Compliance - Fire Prevention							
Fire prevention contractor administration fee	Per job	Taxable	25% of contractor fee	30% of contractor fee	$ -	0.0%	Non-Statutory

#events on Council land which are not required to obtain a POPE

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Compliance - Animal Infringements							
Animal Infringements - Offences are liable to the penalty indicated in the Domestic Animals Act 1994 and are charged per penalty unit	Per penalty unit	Non -Taxable	As per Domestic Animals Act 1994	As per Domestic Animals Act 1994	$ -	0.0%	Statutory
Planning							
Extension to Planning Permit – First extension	Per extension	Taxable	$ 356.00	$ 366.68	$ 10.68	3.0%	Non-statutory
Extension to Planning Permit – Second extension	Per extension	Taxable	$ 550.00	$ 566.50	$ 16.50	3.0%	Non-statutory
Extension to Planning Permit – Third extension	Per extension	Taxable	$ 750.00	$ 772.50	$ 22.50	3.0%	Non-statutory
Secondary Consent	Per consent	Taxable	$ 300.00	$ 309.00	$ 9.00	3.0%	Non-statutory
Written Planning Advice	Per report	Taxable	$ 167.00	$ 172.01	$ 5.01	3.0%	Non-statutory
Request for copying of Planning Permit (onsite and active search)	Per copy	Taxable	$ 100.00	$ 103.00	$ 3.00	3.0%	Non-statutory
Request for hard copy of Planning Permit or other documentation	Per copy	Taxable	$ 211.00	$ 217.33	$ 6.33	3.0%	Non-statutory
Notice of Planning Application	Per notice	Taxable	$ 100.00	$ 103.00	$ 3.00	3.0%	Non-statutory
Notice letters (only above 12 letters/notices)	Per letter	Taxable	$ 3.00	$ 3.09	$ 0.09	3.0%	Non-statutory
Public notice in newspaper or Government Gazette	Per notice	Taxable	At cost	At cost	$ -	0.0%	Non-statutory
Planning Panel Costs	Per panel	Taxable	At cost	At cost	$ -	0.0%	Non-statutory
Request to Approve Development Plan	Per request	Taxable	$ 190.00	$ 195.70	$ 5.70	3.0%	Non-statutory
Sporting Grounds Casual Use/Hire							
Frank Graham Oval - Casual	Per hour	Taxable	$ 56.65	$ 58.00	$ 1.35	2.4%	Non-statutory
Princes Park Oval Casual Hire - training without lights	Per hour	Taxable	$ 56.65	$ 58.00	$ 1.35	2.4%	Non-statutory
Princes Park Oval Casual Hire - training with lights	Per hour	Taxable	$ 77.25	$ 79.00	$ 1.75	2.3%	Non-statutory
Princes Park Netball Court Casual Hire - training without lights	Per hour	Taxable	$ 15.45	$ 16.00	$ 0.55	3.6%	Non-statutory
Princes Park Netball Court Casual Hire - training with lights	Per hour	Taxable	$ 30.90	$ 32.00	$ 1.10	3.6%	Non-statutory
Jubilee Oval - Casual	Per hour	Taxable	$ 56.65	$ 58.00	$ 1.35	2.4%	Non-statutory
Hedges Oval - Casual	Per hour	Taxable	$ 56.65	$ 58.00	$ 1.35	2.4%	Non-statutory
Jack Pascoe Reserve - Casual	Per hour	Taxable	$ 56.65	$ 58.00	$ 1.35	2.4%	Non-statutory
Soccer Fields - Casual	Per hour	Taxable	$ 56.65	$ 58.00	$ 1.35	2.4%	Non-statutory
Personal Training Licence Application 1-10 participants	Per quarter	Taxable	$ 108.15	$ 111.00	$ 2.85	2.6%	Non-statutory
Personal Training Licence Application 1-10 participants	Per annum	Taxable	$ 422.30	$ 435.00	$ 12.70	3.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
Personal Training Licence Application 11-20 participants	Per annum	Taxable	$ 149.35	$ 154.00	$ 4.65	3.1%	Non-statutory
Personal Training Licence Application 11-20 participants	Per quarter	Taxable	$ 607.70	$ 626.00	$ 18.30	3.0%	Non-statutory
Tullaroop Leisure Centre - Squash courts	Per hour/ per court	Taxable	$ 10.30	$ 11.00	$ 0.70	6.8%	Non-statutory
Tullaroop Leisure Centre - Main court	Per hour	Taxable	$ 20.60	$ 24.00	$ 3.40	16.5%	Non-statutory
Tullaroop Leisure Centre - Multi-purpose room	Per hour	Taxable	$ 10.30	$ 11.00	$ 0.70	6.8%	Non-statutory
Tullaroop Leisure Centre - All facilities	Per hour	Taxable	$ 46.35	$ 48.00	$ 1.65	3.6%	Non-statutory
Tullaroop Leisure Centre - All facilities	Per day	Taxable	$ 164.80	$ 170.00	$ 5.20	3.2%	Non-statutory
Nolan Street Gymnasium - entire building excluding the designated Youth space (community group)	Per hour	Taxable	$ 10.30	$ 11.00	$ 0.70	6.8%	Non-statutory
Nolan Street Gymnasium - All facilities excluding the designated Youth space (community group)	Per day	Taxable	$ 164.80	$ 170.00	$ 5.20	3.2%	Non-statutory
Nolan Street Gymnasium - All facilities excluding the designated Youth space (other users)	Per hour	Taxable	$ 46.35	$ 48.00	$ 1.65	3.6%	Non-statutory
Nolan Street Gymnasium - All facilities excluding the designated Youth space (other users)	Per day	Taxable	$ 164.80	$ 170.00	$ 5.20	3.2%	Non-statutory
Nolan Street Gymnasium - Front room (community group)	Per hiring	Taxable	$ 16.38	$ 18.00	$ 1.62	9.9%	Non-statutory
Nolan Street Gymnasium - Front room (other users)	Per hiring	Taxable	$ 38.21	$ 42.00	$ 3.79	9.9%	Non-statutory
Nolan Street Gymnasium - Main court (community group)	Per hour	Taxable	$ 21.84	$ 24.00	$ 2.16	9.9%	Non-statutory
Nolan Street Gymnasium - Main court (other users)	Per hour	Taxable	$ 21.84	$ 24.00	$ 2.16	9.9%	Non-statutory
Tourism and Resource Centre							
Visitor Centre Heritage Tours	Per tour	Taxable	$ 5.00	$ 10.00	$ 5.00	100.0%	Non-statutory
Photocopy A4 B&W	Per page	Taxable	$ 0.25	$ 0.25	$ -	0.0%	Non-statutory
Photocopy A3 B&W	Per page	Taxable	$ 0.50	$ 0.50	$ -	0.0%	Non-statutory
Photocopy A4 Colour	Per page	Taxable	$ 1.00	$ 1.00	$ -	0.0%	Non-statutory
Photocopy A3 Colour	Per page	Taxable	$ 2.00	$ 2.00	$ -	0.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26 $	2026/27 $	Fee Increase / (Decrease) $	Fee Increase / (Decrease) %	Basis of Fee
Venue Hire							
Resource Centre Meeting Foyer - Other users	Per hire	Taxable	$ 41.20	$ 41.20	$ -	0.0%	Non-statutory
Resource Centre Meeting Foyer - Not-for-profit	Per hire	Taxable	$ 15.45	$ 15.45	$ -	0.0%	Non-statutory
Community Hub – Community groups	Per hiring	Taxable	$ 15.45	$ 15.91	$ 0.46	3.0%	Non-statutory
Community Hub – Other users	Per hiring	Taxable	$ 41.20	$ 42.44	$ 1.24	3.0%	Non-statutory
Maryborough Town Hall* #	Per hiring	Taxable	$ 432.60	$ 445.58	$ 12.98	3.0%	Non-statutory
Maryborough Town Hall Kitchen Only #	Per hiring	Taxable	$ 61.80	$ 63.65	$ 1.85	3.0%	Non-statutory
Maryborough Town Hall Hourly Hire Rate	Per hiring	Taxable	$ -	$ 63.65	$ 63.65	100.0%	Non-statutory
Maryborough Lower Town Hall	Per hiring	Taxable	$ 61.80	$ 63.65	$ 1.85	3.0%	Non-statutory
Maryborough Town Hall sound system hire *	Per hiring	Taxable	$ 66.95	$ 68.96	$ 2.01	3.0%	Non-statutory
Garden and Reserve Hire – Weddings and Ceremonies*	Per hiring	Taxable	$ -	$ 150.00	$ 150.00	100.0%	Non-statutory

** Plus Bond $300 # Plus Key Bond $100*

Waste Services							
Kerbside Collection							
Garbage collection – Standard bin Urban 80L	Per year	Non -Taxable	$ 203.14	$ 223.45	$ 20.31	10.0%	Non-statutory
Garbage collection – Standard bin Rural 140L fortnightly	Per year	Non -Taxable	$ 203.14	$ 223.45	$ 20.31	10.0%	Non-statutory
Garbage collection – Optional larger bin - Urban 140, Rural 240	Per year	Non -Taxable	$ 347.35	$ 379.87	$ 32.52	0.0%	Non-statutory
Garbage collection – Optional larger bin - Rural 240	Per year	Non -Taxable	$ 347.35	$ 379.87	$ 32.52	9.4%	Non-statutory
Garbage collection – Multiple service (per bin)	Per year	Non -Taxable	$ 203.14	$ 223.45	$ 20.31	10.0%	Non-statutory
Recycling collection	Per year	Non -Taxable	$ 181.73	$ 195.69	$ 13.96	7.7%	Non-statutory
Recycling collection – Multiple service (per bin)	Per year	Non -Taxable	$ 181.73	$ 195.69	$ 13.96	7.7%	Non-statutory
Service establishment/bin supply cost for additional garbage bin	Per service	Taxable	$ 90.00	$ 91.67	$ 1.67	1.9%	Non-statutory
Green Waste collection	Per year	Non -Taxable	$ 91.21	$ 96.68	$ 5.47	6.0%	Non-statutory

Waste Management fee							
Waste Management fee	Per year	Non -Taxable	$ 236.97	$ 260.67	$ 23.70	10.0%	Non-statutory

Transfer Station Gate fees							
Waste Disposal	Per cubic metre	Taxable	$ 60.07	$ 85.00	$ 24.93	41.5%	Non-statutory
Waste Disposal	Car boot load	Taxable	$ 22.44	$ 31.75	$ 9.31	41.5%	Non-statutory
Waste Disposal	240 litre bin	Taxable	$ 13.42	$ 21.25	$ 7.83	58.3%	Non-statutory
Green Waste Disposal	Per cubic metre	Taxable	$ 48.00	$ 55.00	$ 7.00	14.6%	Non-statutory
Car Tyre Disposal - Passenger Tyres	Per tyre	Taxable	$ 10.00	$ 10.30	$ 0.30	3.0%	Non-statutory
Car Tyre Disposal - Passenger Tyre with rim	Per Tyre	Taxable	$ 17.00	$ 17.51	$ 0.51	3.0%	Non-statutory
Car Tyre Disposal - Passenger Tyres (contaminated)	Per tyre	Taxable	$ 30.00	$ 30.90	$ 0.90	3.0%	Non-statutory

Description of Fees and Charges	Unit of Measure	GST Status	2025/26	2026/27	Fee Increase / (Decrease)	Fee Increase / (Decrease)	Basis of Fee
			$	$	$	%	
4WD Tyre Disposal - Passenger Tyre	Per tyre	Taxable	$ 14.00	$ 14.42	$ 0.42	3.0%	Non-statutory
4WD Tyre Disposal - Passenger Tyre with Rim	Per tyre	Taxable	$ 27.00	$ 27.81	$ 0.81	3.0%	Non-statutory
Tyre Disposal - Light Truck Tyres	Per tyre	Taxable	$ 17.00	$ 17.51	$ 0.51	3.0%	Non-statutory
Tyre Disposal - Light Truck tyres (contaminated)	Per tyre	Taxable	$ 24.00	$ 24.72	$ 0.72	3.0%	Non-statutory
Truck Tyre	Per tyre	Taxable	$ 30.00	$ 30.90	$ 0.90	3.0%	Non-statutory
Truck Tyre (Contaminated)	Per tyre	Taxable	$ 60.00	$ 61.80	$ 1.80	3.0%	Non-statutory
Contaminated Tyre Charge (Extra Charge Per Tyre)	Per Tyre	Taxable	$ 30.00	$ 30.00	$ -	0.0%	Non-statutory
Small Tractor Tyre Disposal - Per tyre	Per tyre	Taxable	$ 927.00	$ 927.00	$ -	0.0%	Non-statutory
Large Tractor Tyre	Per tyre	Taxable	$ -	$ 956.41	$ 956.41	100.0%	Non-statutory
Large Earth Moving Tyre	Per tyre	Taxable	$ -	$ 1,200.00	$ 1,200.00	100.0%	Non-statutory
Mattress Disposal	Per mattress	Taxable	$ 31.42	$ 31.42	$ -	0.0%	Non-statutory
Televisions - Each	Per television	Taxable	$ 25.50	$ 25.50	$ -	0.0%	Non-statutory
Building demolition waste (applies to loads less than one tonne and up to one cubic metre)	Per cubic metre	Taxable	$ 248.60	$ 248.60	$ -	0.0%	Non-statutory
Building demolition waste (up to 3 tonne)	Per cubic metre	Taxable	$ 292.46	$ 292.46	$ -	0.0%	Non-statutory
Gas Cylinders small	Per cylinder	Taxable	$ -	$ 5.00	$ 5.00	100.0%	Non-statutory
Gas Cylinders	Per cylinder	Taxable	$ -	$ 10.00	$ 10.00	100.0%	Non-statutory
Refrigerators (Fee is for degassing)	Per fridge	Taxable	$ -	$ 20.00	$ 20.00	100.0%	Non-statutory
Air Conditioners (fee is for degassing)	Per air conditioner	Taxable	$ -	$ 20.00	$ 20.00	100.0%	Non-statutory
Large Gas Cylinders	Per cylinder	Taxable	$ -	$ 35.00	$ 35.00	100.0%	Non-statutory
Bus Hire							
Half day hire of Community Bus – Private group or organisation	Half day	Taxable	$ -	$ 80.00	$ 80.00	100.0%	Non-statutory
Full day hire of Community Bus – Private group or organisation	Full day	Taxable	$ -	$ 160.00	$ 160.00	100.0%	Non-statutory
Half day hire of Community Bus – Community group or organisation	Half day	Taxable	$ -	$ 40.00	$ 40.00	100.0%	Non-statutory
Full day hire of Community Bus – Community group or organisation	Full day	Taxable	$ -	$ 80.00	$ 80.00	100.0%	Non-statutory
Per KM charge for use of Community Bus – Private group or organisation	Per KM travelled during booking	Taxable	$ -	$ 0.85	$ 0.85	100.0%	Non-statutory
Refundable Bond	Per booking	Taxable	$ -	$ 110.00	$ 110.00	100.0%	Non-statutory
Community Bus Trip (Bealiba, Carisbrook, Talbot)	Per person per booking	Taxable	$ -	$ 5.00	$ 5.00	100.0%	Non-statutory

BUDGET 2026/27 FEEDBACK SUBMISSIONS

Number	NAME	ITEM	SUBMISSION	MANAGER FEEDBACK
S1	[redacted]	Opposed to the closure of Waste	Hi, please help us save our Dunolly tip. With the cost of everything going up, we need to be able to get rid of our waste local, with no petrol stations in town it is hard enough already. Also, I think a lot of people would just dump it in the bush, which is wrong, but it will become another problem. I have lived in this area for over 20 years, and the tip was an asset to Dunolly and keep some in a job. Please keep this all-in mind when you are considering closing Dunolly tip down.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S2	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear Sirs/Madams of goldfields Shire council I am a resident of Bealiba, I and many residents of Bealiba vigorously object to the closure of all 3 transfer stations. The average age of the residents are 62yrs of age, many use the community bus for their shopping needs do you suggest they take their waste on the bus to Maryborough? Under law you can hike the rates no more than 2.75% yet under the heading of waste management you will increase this portion of the budget by 7% and you want to close down the stations!!! .....really? The closures will affect 1200+ voting age people... 1400+ residences and the waste from these will be dumped in the bush. I have photos of this already happening!! The dumping of rubbish will be the responsibility of the council to clean up a figure of well over 2. 4 Million dollars have been declared recently. I've read your 164-page budget proposal in it there are many statements that the council shall NOT	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			detrimentally harm /alter the liveability or the quality of life of its residents... as a result we will no longer be able to walk, gold detection or use the bush for all the dumped rubbish your proposal shall inflict on our small community . At your council meeting [redacted] stated/implied [redacted] was at a meeting with regards the transfer station. [redacted] in fact was at a reservoir meeting the 6 yes 6 people discussed the closure of the stations... I've made enquiries and not one person mentioned that they were anticipating its closure, in fact all present rejected the proposal outright!! Therefore, after watching the council meeting video [redacted] blatantly lied to the committee in stating, we as a community were expecting its closure and implying we are ok with the transfer stations closure. So, in closing I again protest against the abhorrent proposal of the closure the 3 transfer stations, this will be evident in my signature on the petitions that are going around. Hoping this matter prompts you to apply logic and stop the ludicrously of the said proposals.	
S3	[redacted]	Opposed to the closure of Waste Transfer Stations	We urge council to reconsider the closing of the Bealiba waste transfer station. We live in rural Bealiba and do not have a roadside rubbish collection, so we rely on the Bealiba transfer station to dispose of our rubbish. To travel to Carisbrook, it would mean a 100k round trip. We can see rubbish been dumped on roadsides and in the bush. It is not feasible for some people to travel such distances.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S4	[redacted]	Opposed to the closure of Waste Transfer Stations	Leave Dunolly Waste Transfer Station, cancelling (if you must) Bealiba and Talbot. This means careful Bealiba residents will still dispose of waste with a 22km road trip and a little longer for Talbot.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			The most careful of Bealiba residents will not undertake an 84km round trip with a heavy trailer of waste to Maryborough. Removing Dunolly would result in our beautiful Tunstall's forest (heritage nature reserve) scattered with decaying mattresses and smashed TV's. The forests surrounding our Bealiba Resi, where the still water reflects the overhanging gum trees, will be littered with old truck tires and empty poisons containers, if you remove any Waste Disposal within reasonable distance. Appeal to Victorian Government Heritage, to preserve our wonderful box/ironbark forests and their wildlife.	
S5	[redacted]	Opposed to the closure of Waste Transfer Stations	Hi there , I've just recently read about the possible closure of the Dunolly , Talbot & Bealiba transfer stations .I think it's a bad idea . Surely there could be something arranged such as less opening days . Ie Saturday or Sunday all day , instead of Sat, Sun, & weds till lunchtime. Maybe there could be curb side pickup a couple of times per year , but just stopping the services would be disastrous . Towns that have local businesses , a school, chemist & Drs surgery as well as aged care facility & local hobbies such as art classes & woodwork need our tip. Our local op shop desperately needs our tip . Our local op shop is very important to our town. It brings money in & keeps peoples living costs down by selling products at a cheap rate. & probably most importantly is a place where people (local & otherwise) Can get together & socialize with others & feel welcomed with a sense of belonging . I believe that our op shop is one of the most important	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			businesses in the area . Especially for the wellbeing, & mental health of our locals. & op shops need tips . I live in Dunolly & know that our town really relies on the service of our tip. Travelling to Maryborough to dump recyclables & rubbish is a long, & risky way to drive with a loaded trailer on the back . I hope my letter has opened some eyes on our much-needed tip. Dunolly would not cope if our tip were to close .	
S6	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly object to the Talbot tip closing. Being in an outlying area not everyone has access to bin collections. Luckily, we do although we pay extra for it! We fill our 240-litre bin every 2 weeks with just 2 of us imagine how much rubbish a family of 4 or 5 must accumulate! This would mean a trip to the tip at least every 2 weeks. I have a great fear that most of this rubbish will be dumped in the bush upsetting our fragile ecosystem. As well as being unsightly this will also add to council's cost of cleaning up the mess. We are receiving less and less services from the council in outer regions. We pay rates too! Regards [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S7	[redacted]	Opposed to the closure of Waste Transfer Stations	The recommendation to close the transfer stations in Bealiba Dunolly and Talbot would have to be the most short-sighted decision I can imagine . If this shire is struggling now , particularly in the current global crisis the closure of these amenities will seal our fate . A return to rubbish dumping in the bush , the hardship and cost of travel to dump that so many residents will not be able to manage will create a community backlash undermining any confidence in council. Wherever savings have to be made , essential services	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			as rubbish and recycling cannot be an area of consideration. Council should be looking at increasing the services in capacity , sorting and education. We can do better	
S8	[redacted]	Opposed to the closure of Waste Transfer Stations	Do NOT close transfer stations! Talbot transfer station is important; there is enough rubbish dumping in the Eglington Forest. I propose making it compulsory to have rubbish collection on the rates bill together with tip passes included in rates. This would deter rubbish dumping. There really should be no opt out clause. I can send you lots of pictures of rubbish in the forest. People won't travel far to dump rubbish, so taking away local transfer stations will just magnify the rubbish dumping in our forests.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S9	[redacted]	Opposed to the closure of Waste Transfer Stations	I am objecting to the closure of the Dunolly transfer station. As treasurer of Dunolly Uniting Church Op Shop this will inconvenience us to a very great extent not to mention very great increase in costs. And I am concerned that our facility will now become an even more dumping place for people that won't drive the great distance to get to the only tip in the shire. I think the local council has an obligation to provide a local facility… I would think rubbish is a core service council should provide.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S10	[redacted]	Opposed to the closure of Waste Transfer Stations	How sad to just eliminate Dunolly's transfer Station. By doing I can't really see the saving. Purely because what I have seen in the past having worked as Council Ranger in the Albury/ Wodonga area. So, with the money you save make sure that in your new budget you put aside a large amount of Dollars for the clean-up and removal of "dumped rubbish" throughout our many off bitumen roads and tracks around our now beautiful bush Goldfield areas. In my opinion, unfortunately I believe dumping will increase 10-fold and will not only include General Waste but extra amounts of Mattresses	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			& Tyers. Also, in your new budget don't forget that the council General Waste/ Green Waste and Recycling that all Ratepayers pay for and most use responsibly . It will go to S--t . No need to explain why because it answers itself. What will go in many the bins now.? What about the poor retired elderly when who accumulate a few unwanted rubbish odds and ends and took the short drive to the Transfer Station in the boot of the car. Now, considering the rising costs in fuel, council are basically forcing ratepayers to travel the much longer distance to dispose of their rubbish. (or will they) Given the above, I believe councils intending "money saving" changes will bring out ratepayers "money saving" methods because we are forced into a corner. Finally, make sure when you print out the tip vouchers for Ratepayers that you also attach a fuel travel vouchers as well . Not Likely!! for the simple reason that our	
S11	[redacted]	Opposed to the closure of Waste Transfer Stations	By closing the transfer traction means that our property - without a bin pick up will be forced to take our rubbish out of town. This is a timely and costly exercise. Residents in this situation are either going to illegally burn their rubbish or illegal dump in the bush both costing the community and environment huge dollars	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S12	[redacted]	Opposed to the closure of Waste Transfer Stations	I am not for the closure of the tips because then rubbish will be dumped in the bush	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S13	[redacted]	Opposed to the closure of Waste Transfer Stations	I don't agree with closing the tips at all. So many people will be at a loss. If you close the tips, it will just make more people want to dump rubbish and our economy doesn't deserve that.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S14	[redacted]	Opposed to the closure of Waste Transfer Stations	It's an essential that we have those three tips open as Maryborough opens five days out to 7	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S15	[redacted]	Opposed to the closure of Waste Transfer Stations	The proposed closure of all the waste management except the Carisbrook facility is a flawed decision that will have serious ramifications to the local bush areas and the local residents because of the extra travel time and fuel cost. The draft budget includes an amount for all waste management i.e. "Provides all waste management, policy development and education services from kerbside bin collection, transfer station management and management of closed land fill sites". This amount to around four million dollars seems to be a redacted figure. I would appreciate our council providing an itemised account of all the cost that make this figure. This itemised account would ideally contain the individual waste management sites within our council boundaries. If the decision to close some or all	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			of these facilities is made with a sound financial basis, the need for this level of secrecy would not be required.	
S16	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly oppose the closure of the talbot transfer station. I currently don't receive a bin pickup service as its cheaper for me with my minimal waste to drop off at the transfer station. I consider all transfer stations as an essential service. I do not consider a rail trail which I am sceptical of the proposed benefits and costs as essential. Far too much money has been put into feelgood projects via grants and rates only for the maintenance bill to be propped up by the rate payer. To maintain budget discipline, this practice needs to stop otherwise council WILL remain unviable	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S17	[redacted]	Opposed to the closure of Waste Transfer Stations	As a rate payer. I find it unbelievable that the council is considering closing the waste transfer stations in Dunolly (my local transfer station) Bealiba and Talbot. As this is a core service of council, maybe we should look at other non-service areas to cut costs. As a bush user it will increase the amount of rubbish dumped in the bush. This also will add more pain to already stressed home budgets having to travel further.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S18	[redacted]	Opposed to the closure of Waste Transfer Stations	With the cost of diesel, my young family[redacted] will not be able to bare the extra expenses to get to Carisbrook tip. Our rates rise, our green bin cost rises, everything is rising, I'm paying to get YOUR nature strip mowed, yet I can't park my car on it! If this goes through, I will be dumping my rubbish in the local bush for my family to be able to survive, and I will not feel guilty!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S19	[redacted]	Opposed to the closure of Waste Transfer Stations	It's impossible to close Talbot, Dunolly and Bealiba tips it's just crazy, no one will drive all the way to Carisbrook to get rid of their rubbish it will end up in the bush .I'm	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			speaking on behalf of the Bealiba people we need our tip to stay open	
S20	[redacted]	Opposed to the closure of Waste Transfer Stations	I don't agree with the closure of the Dunolly tip as I use it week since the garbage truck does not stop as my property. You have not issued me bins yet. With the cost of fuel travelling to big a distance for a tip to dispose of my weekly waste will be unreasonable for me.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S21	[redacted]	Opposed to the closure of Waste Transfer Stations	I'm semi-retired plumber still helping community and friends with small projects in regular to Bealiba and at times Dunolly transfer station Carisbrooke is no option for me	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S22	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to ask you not to close the tips. Please find another way to save money. We pay a lot of money in rates and having the tip is necessary for nearly all of us. We don’t have a hard rubbish collection and therefore need to be able to go to the tip. I can’t afford to drive further, and you know that if you close the tips rubbish will start getting dumped in the bush not only creating an eyesore but effecting wildlife and fuelling bushfires.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S23	[redacted]	Opposed to the closure of Waste Transfer Stations	If you close the said depots. You are only making ppl dump their rubbish on the road or in our parks . Plz think of our community. And our country.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S24	[redacted]	Opposed to the closure of Waste Transfer Stations	Do not bloody close our Dunolly Tip, seriously this would be a huge mistake made by YOU.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S25	[redacted]	Opposed to the closure of Waste Transfer Stations	I am concerned the closure of the transfer stations in the region will end up costing the community more than having them open. Recently the shire reduced tickets for the tips, then they reduced the bin collection dates and now to close them altogether would be an environmental disaster. the amount of rubbish that will be dumped in the bush will go up. Residents of the shire will use other services which are further away, increasing time and fuel consumption. I'll go one further and say if I have to drive to Loddon to dump my rubbish, I will move there too. It is an absolutely ridiculous this is even being considered.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S26	[redacted]	Opposed to the closure of Waste Transfer Stations	Tip closures will affect many community members. You ask people to keep their properties clean then make it hard to recycle it at the tip. If this does occur surely you will need to replace it with hard rubbish collection.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S27	[redacted]	Opposed to the closure of Waste Transfer Stations	I am time poor and have never taken the opportunity to comment before but the proposal to close the Dunolly transfer station seems so ludicrous to me I think it should have been announced on April 1st!! I look after my elderly mother's property on the Dunolly-Eddington Rd and use the Dunolly transfer station regularly. The proposal to close this busy, essential service smacks of being made by a paper pusher who has no idea of the real world. Surely council is there is provide services to the community does not remove basic ones. If this eventuates, I will need to drive to Dunolly, load and then drive to Maryborough and repeat. This is not financially or environmentally sustainable. Maryborough Station will be clogged, some, if not a lot of people will dump it on their property or in the bush. The Council is supposed to be working for us so make sure you include Talbot, Dunolly and Bealiba. Trying very hard to be civil.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S28	[redacted]	Opposed to the closure of Waste Transfer Stations	transfer station closing will cost us more with longer drives to tip and mor bush dumplings will happen	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S29	[redacted]	Opposed to the closure of Waste Transfer Stations	We as ratepayers need all of our transfer stations this is a service we pay for ! Closing them down is a total disregard to the communities that PAY you ! If you are indeed in need of making savings perhaps you all shouldn't give yourselves pay rises and perks that's where it should start ! Our rates are forever increasing	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			but you cut services and where do you think the rubbish is going to go if you close all the tips " the bush" that's where it will go . This makes NO SENSE!	
S30	[redacted]	Opposed to the closure of Waste Transfer Stations	Do not close our tips , we don't want more rubbish dumped in our bush than already is	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S31	[redacted]	Opposed to the closure of Waste Transfer Stations	Regarding the possible closure of the Dunolly Transfer Station. We consider this station as a valuable asset to the people of Dunolly and surrounding districts. To close this facility, which is well used, would ,in our view be detrimental to the environment and to the people of our town. Closure of this asset will certainly result in items being dumped ,1. in the bush,2.on roadsides. This is not a desirable result, either for our citizens, or for the council. In the event Dunolly transfer station is closed, this would inflict considerable cost in travelling to the Maryborough transfer station at Carisbrook, there is a difference of 46 kilometres extra travel involved .Total running costs for a medium size vehicle is $1.38 c per kilometre; a round trip is around $63. Right now, as I write this letter, there are 15 mattresses neatly stacked at the Dunolly transfer station, brought there, and the $30 disposal fee paid for by our citizens. If our facility closes, we cannot see someone paying $63 on extra travel, plus $30 on a disposal fee, as even now, as late as last week we noticed two mattresses dumped by the roadside near	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Maryborough, and this with the transfer stations still open. Only last week ,I took to our local tip, a microwave oven left in our local laundromat. I have also on previous occasions, dropped off items picked up in the bush. The council is suffering from a cash shortage, this we understand, but we also know that there are people in our town that are struggling from day to day. I enclose information on other councils in Victoria who have closed transfer stations and the results of their decisions! [redacted]	
S32	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly oppose the decision to close the transfer stations at Talbot, Dunolly & Bealiba, as they are a much-needed facility for the outer areas of Maryborough. As it will be more expensive to the Goldfields Shire Council to remove illegal rubbish that is dumped in the bush areas, which will no doubt become more prevalent. I would be prepared to pay extra on my rubbish rates to keep these facilities open.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S33	[redacted]	Opposed to the closure of Waste Transfer Stations	We strongly oppose the closure of the Dunolly transfer station, we are on a limited income and to have to pay much more to travel to the proposed site would be difficult ,We have seen too much rubbish dumped in the bush around here and if the Dunolly transfer station was to close it would be disaster for the area around here We really thank the shire for the tip vouchers yearly and hope they will continue they all help . Many thanks for the opportunity to contact you [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S34	[redacted]	Opposed to the closure of Waste Transfer Stations	I am deeply opposed to the closing of the Talbot transfer station. We rely heavily on the local tip as we have been renovating and also my partner does rubbish removal for his clients here in Talbot, with the cost of fuel so high this will impact not only our family but also	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			the local residents especially the elderly and disadvantaged families that are already struggling with the cost of living. . I am also very concerned about the impact closing the transfer station will have on the local environment. Rubbish dumping in our beautiful forest and roadsides is already a problem; this will only make it worse and will not only be unsightly but will pose a danger to local wildlife. I hope that the people of Talbot stand up to save this very important service that gives Talbot residents the ability to get rid of their hard rubbish and excess waste. I also believe the town will be impacted by unsightly rubbish hoarding in yards that will greatly impact the beauty of this unique historical town.	
S35	[redacted]	Opposed to the closure of Waste Transfer Stations	I am deeply disappointed in the council's decision to include the Talbot tip closure as a proposal in the draft budget. We own a carpentry business and are regular customers here at least once a week, we know that locals utilise this service and are so upset at the thought of losing this valuable service. Due to the low socioeconomic status of the community, I feel rubbish dumping would increase as people scramble to afford fuel out to Carisbrook transfer station. Please consider reducing the hours of these stations to maintain viability rather than scrapping them altogether, instead of the new bins rolling out in 2027, could the tip have free green waste and glass like the Hepburn shire transfer station? This is a Vital service, sustainability and creativity could make this a positive outcome for all.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S36	[redacted]	Opposed to the closure of Waste Transfer Stations	Hi, I would like to raise my concerns over the proposal of closing the Talbot tip. I work in talbot doing gardening and handyman services for the elderly and disabled here in Talbot. I rely heavily on the tip to help with rubbish removal for my clients. I pride myself in making their yards and properties clean and tidy. I fear if the tip	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			is closed Talbot, it will become a way messier town. I am also really worried what impact this will have on illegal dumping in the surrounding forests and how it will affect our local wildlife and also the mess it will cause on the roadsides and forests. I also worry with the high price of fuel that people won't be able to drive to Carisbrook. People will keep more rubbish in their yards which is already a big problem in this town. I am committed to beautifying this town and closing the local tip will make that much more challenging.	
S37	[redacted]	Opposed to the closure of Waste Transfer Stations	Don't close the Talbot Tip. It's a well utilized facility and there are many of us on the outskirts who do not have a rubbish collection and don't want to travel the extra km to Carisbrook. Closing the tip will mean more rubbish dumping in state forest areas and along roadsides. Don't take away more facilities from our small towns.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S38	[redacted]	Objection to overall budget	Submission – Draft Budget 2026/27 Central Goldfields Shire Council I have reviewed the Draft Budget 2026/27 and would like to provide feedback regarding service prioritisation, financial sustainability, and the alignment between Council's stated objectives and on-the-ground delivery. Council has clearly identified the need to improve its financial position, including finding $3.2 million in savings, managing constrained revenue growth, and maintaining existing assets. The importance of strengthening the Shire's long-term sustainability and supporting growth is well understood. However, there appears to be a disconnect between these strategic objectives and how they are being implemented in practice. The Draft Budget outlines a focus on financial discipline and the need to grow the rate base over time. Achieving this outcome necessarily	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services. Thank you for the feedback. Your response to the draft budget is noted.

			relies on enabling development, supporting housing supply, and ensuring that existing land within the municipality can be utilised effectively. At present, there is a concern that the systems and processes in place are not consistently supporting these outcomes. The Cambridge Street road reserve provides a practical example. This is not a new subdivision, but an opportunity to enable development on already titled land within an existing township area. A fit-for-purpose rural standard road would represent a relatively low-complexity and low-cost infrastructure outcome capable of unlocking housing and incrementally increasing the rate base. While the uplift from any single project of this nature may be modest in the context of Council's overall financial position, this is precisely the type of "low hanging fruit" that contributes to long-term sustainability when applied consistently across the municipality. In attempting to progress a practical outcome, I have engaged with Council and explored collaborative approaches. However, the pathway presented ultimately places the full burden of cost, risk, and process on the individual landowner, including the requirement to fund legal and administrative costs associated with formal agreements. While this may align with a strict interpretation of statutory responsibilities, the practical effect is that even relatively simple, low-impact infrastructure projects become difficult to deliver. This approach appears to reflect a broader issue. If enabling infrastructure is treated in this way, there is a risk that: • Development opportunities on existing titled land remain unrealised • Housing supply is constrained • Opportunities to grow the rate base are delayed • Additional pressure is placed on existing ratepayers This concern is reinforced by proposed reductions to core services, including the	

			closure of waste transfer stations. Waste services are a fundamental function of local government. Reducing access to these services, particularly in regional areas, risks shifting the burden onto residents, increasing illegal dumping, and reducing overall service standards. More broadly, it represents a concerning direction — where essential, day-to-day services are reduced while the underlying drivers of long-term financial sustainability, such as enabling growth and development, remain constrained. There is also a question of efficiency. In progressing this matter, engagement has involved multiple Council officers across different areas, without a clear or coordinated pathway to resolution. This suggests that there may be opportunities to improve internal processes to deliver more streamlined, outcome-focused results. The Draft Budget also acknowledges that not all services provided by Council are mandated. In a constrained financial environment, it is reasonable to expect that essential services and growth-enabling infrastructure are prioritised, and that systems are aligned to support these outcomes. The key issue is not any individual project, but whether the current approach enables or constrains practical development outcomes. If relatively simple opportunities such as Cambridge Street are difficult to progress, it raises a broader question as to how Council intends to facilitate the growth necessary to achieve its stated financial and strategic objectives. I encourage Council to: • Clearly prioritise essential and growth-enabling infrastructure • Review processes that may unintentionally discourage practical development outcomes • Consider mechanisms that allow for more balanced sharing of cost and risk where broader community benefit is achieved • Strengthen coordination across departments to improve efficiency	

			and clarity This is ultimately a question of alignment. The Draft Budget sets out a clear need for growth and financial sustainability. Ensuring that systems and decision-making processes actively support these outcomes will be critical to achieving them. Kind regards, [redacted]	
S39	[redacted]	Opposed to the closure of Waste Transfer Stations	I'm really struggling re closing the transfer stations We don't have a rubbish waste pick up or if we applied it would cost us extra 100s dollars per annum To drive to Dunolly tip isn't too difficult but to have to go further would be extremely difficult as we don't have adequate transport We keep our rubbish to a minimum and recycle what we can .Being on a pension ,unnecessary trips can be quite costly	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S40	[redacted]	Opposed to the closure of Waste Transfer Stations	I understand the Council has to save money but closing down our transfer station in Dunolly and surrounding areas is not a good thing in this environment we live in. We use our transfer station often and it would inconvenience people dramatically with the cost of fuel and travel not to mention people will start dumping in the bush not good for the environment I ask you all at the council to reconsider this move immediately to save rubbish been dumped on our bush land nobody wants that. As for cutting out of the grants the community needs them for projects and entertainment purposes as [redacted] Goldfields Music Club were very pleased to accept a grant to run our Vibes Dunolly street festival 2025 the grant helped us dearly please consider my comments as I am a rate payer in Dunolly. [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S41	[redacted]	Opposed to the closure of Waste Transfer Stations	The closure of our local transfer station in Talbot would make my life very difficult. Living in Talbot and being a carer for my partner who is unable to drive and needs	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			my assistance most of the time. If I had to drive to Carisbrook to the transfer station it would put a strain on my already hectic life. I moved to this area to be close to facilities while being away from the hustle and bustle of a bigger town. With the cost of fuel as it is currently to have to drive the additional distance to the transfer station, I would not be able to afford it which means rubbish would be piling up in my yard which then causes other issues like rodents etc hanging around my property. I utilise the transfer station multiple times a quarter to get rid of scrap metal or cardboard or general waste as it is convenient for me currently.	
S42	[redacted]	Opposed to the closure of Waste Transfer Stations	Please do not close the transfer stations unless you are going to do kerbside pickup for every rural house that currently drives their rubbish to the local transfer point Rubbish will be dumped or burnt in back yards	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S43	[redacted]	Opposed to the closure of Waste Transfer Stations	Like most government departments are in the red. Surely there are other ways to save some money other than close 3 local transfer stations, which will have people dumping more rubbish in our forest. Could you not tender out the transfer stations?	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S44	[redacted]	Opposed to the closure of Waste Transfer Stations	I write to formally respond to the proposed closure of the Bealiba Transfer Station, as part of the broader consideration of service changes affecting Bealiba, Dunolly and Talbot. My family has owned property in Bealiba since 1996,	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			and over that time, we have observed a steady and significant decline in the availability of essential local services. This reduction has had a tangible impact on the liveability and sustainability of the township. Bealiba is a small rural community with a disproportionately ageing population. Many residents rely heavily on the limited essential services that remain locally, including the transfer station. Accessing alternative facilities requires travel to Maryborough, which presents practical challenges due to limited public transport options and the increasing cost of fuel. For many residents—particularly older individuals—this is not a minor inconvenience, but a substantial barrier. The local economy is also heavily reliant on agriculture. Farmers and landholders are already facing escalating operational costs, and the removal of a core service such as the transfer station would impose further financial and logistical strain. The requirement to travel greater distances to manage household and property waste represents an additional and avoidable burden on a community already under pressure. More broadly, the proposal raises concerns regarding equity in the allocation of public resources. The redirection of funding toward larger centres—where infrastructure and services are already more established—risks disproportionately disadvantaging smaller communities. This is particularly relevant given that residents of Bealiba contribute to council rates yet may receive diminishing direct benefit from local service provision. The removal of this essential service would not only impact current residents but also undermine the long-term viability and future growth potential of the town. Access to basic infrastructure is a key factor in maintaining rural communities, supporting population	

			stability, and encouraging new residents. I respectfully urge Council to reconsider this proposal and to carefully weigh the cumulative impact on the Bealiba community. Decisions of this nature should reflect not only financial considerations, but also the broader social, economic and equity implications for rural residents.	
S45	[redacted]	Opposed to the closure of Waste Transfer Stations	Regarding the closure of the Tips, we pay our rates and all the places involved do not have public transport, this a community area that residence can access easily. It's employment. We don't have kerb side hard rubbish days, The council should look under roof for cuts, as its top heavy. This will increase dumping of rubbish within the shire then we have to get it cleaned up , cost again to the shir	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S46	[redacted]	Opposed to the closure of Waste Transfer Stations	Having read the draft budget, I would like to comment on the decision to close three transfer stations, I.e. Dunolly, Bealiba and Talbot. This would be a great inconvenience for rate payers some of whom do not have a weekly rubbish collection. The distance from Carisbrook is great. Plus, I believe the bush will be used for a lot more illegal tipping than it is now, which means more cost for manpower and use of equipment to clean it. Ratepayers are entitled to this service, one of the services we pay rates for	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S47	[redacted]	Opposed to the closure of Waste Transfer Stations	Closure of local tips will make it harder to keep your property clean and well maintained. If this is done does this mean the council will provide hard rubbish and green matter collections? This may of course end up being more expensive	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S48	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing local tips is a health and wellbeing issue, our elderly population having to travel more than 20ks for fuel and waste disposal is a backward step for our communities. The CEO must go.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S49	[redacted]	Opposed to the closure of Waste Transfer Stations	Councils are meant to deliver the basics first. Rubbish disposal is one of the fundamental services. Reduce Councillors' Fees, Management Salaries and defer Capital Projects until funding surpluses are made and grant secured. KEEP TRANSFER STATIONS OPEN	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S50	[redacted]	Opposed to the closure of Waste Transfer Stations	The closures of the Bealiba, Dunolly and Talbot transfer stations is totally ludicrous. As a resident of Archdale, we do not get rubbish collection. We use the tip in Bealiba every couple of weeks. The idea that we can take our rubbish to Carisbrook or ridiculous. That is a 94km round trip. We work, have a farm to run as well as kids sports on the weekends. We need to have access to the Bealiba tip. If this tip closes people of Bealiba will not make the trip to Carisbrook, dumping in our bush land will increase costing the shire more in the long run to clean up. Having access to the tip is an essential service. We don’t get much for all the rates we pay in Bealiba. We have some of the largest rate payers in our shire due to property size and we don’t receive many services for the money we contribute. The idea of closing the tip is ridiculous, make the money up somewhere else.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S51	[redacted]	Opposed to the closure of Waste Transfer Stations	The Bealiba tip is essential for residence. We don't get rubbish collection, and we cannot take our rubbish to Carisbrook. That idea is ridiculous. We need access to our tip.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S52	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the transfer stations will be a costly mistake, in my opinion. If they are closed. Where do you expect the people who are currently using then to dispose of rubbish? Will you remove that portion of their rates? Have worked out how much it will cost to have illegal dumped rubbish removed from the bush? You can be 100% sure that the illegal dumping of rubbish will sky-rocket. The addition cost plus the increasing environmental cost will be remarkable most than the saving. Please reconsider the proposal to close the transfer stations	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S53	[redacted]	Opposed to the closure of Waste Transfer Stations	As ratepayers who also pay for rubbish pickup every fortnight that is often inadequate, as we run an Airbnb, and often have up to seven guests who can generate lots of rubbish. Therefore, we often have to take excess rubbish to the Talbot transfer station. It's 11 kms return trip. Whereas Carisbrook is 40 kms! Also, we have a major concern re the dumping of rubbish in the bush and roadside. We already pick up rubbish on the roadside. This problem will get a lot worse as people will certainly not travel the extra kms to Carisbrook, therefore, we oppose the idea of closing the Talbot transfer station.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S54	[redacted]	Opposed to the closure of Waste Transfer Stations	I am strongly against the closure so the Talbot transfer station. This is an essential service for local people. As	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			a low-income family, we would not be able to afford the extra cost to travel to Carisbrook to dump rubbish. Also, the amount of rubbish that is dumped not only on the side of the road but also in the bush will increase which not only affects the environment and our wildlife but the cost to clean it up would increase.	
S55	[redacted]	Opposed to the closure of Waste Transfer Stations	Cannot believe the council is considering closing the tips at Dunolly and Talbot to save money. Not only is this completely short-sighted, but it also completely abrogates your responsibility as a council. Isn't 'roads, rates and rubbish' the mantra of local government? We live in a regional area and actually pay extra on our rates for a fortnightly collection; we rely on the local tip to dispose of all other rubbish and larger material. In today's economic climate, the extra travel will place an unnecessary burden on residents. It seems there is room in the budget for discretionary spending - how many people are actually in need of an updated aerodrome? Why do we need a mayor AND a deputy mayor - where are all these civic functions they are attending that require residents to fork out more than $100 thousand in wages, for what? It is very difficult to support a council that can't even provide the basic services for its residents. Your job is to manage the budget - please do your job.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S56	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing on behalf of our many dedicated volunteers of London House Community Garden in Talbot. Over the last 24 years the garden has developed into a mature and beautiful place for townsfolk and visitors alike. CGS has generously supported the garden, by allowing us to transport trailer loads of extra pruning's (which we cannot mulch) to green waste at Talbot Transfer Station after our twice monthly working bees. We are dismayed to hear of the planned closure of	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Talbot Transfer Station. As volunteers, having to travel many kms to another locality to dispose of green waste seems quite unfair. Surely common sense will prevail, and the facility can continue to provide an important service locally. Our other concerns are the likely increase of dumping of garden waste in the bush by residents of CGS, adding to environmental issues in our beautiful bushland.	
S57	[redacted]	Opposed to the closure of Waste Transfer Stations	I am strongly opposed to the closure of the 3 transfer stations. There is already enough rubbish dumped in the bush, and this will lead to more of it happening. Our shire covers a lot of area and residents who don't live in Carisbrook or Maryborough will have a lot of km's to travel to correctly dispose of rubbish. With the current cost of fuel and living expenses, this will be an extra unnecessary expense for those residents	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S58	[redacted]	Opposed to the closure of Waste Transfer Stations	The closure of the Dunolly, Bealiba and Talbot Transfer stations would impact these three communities and surroundings significantly. Transporting their waste to Maryborough, will be costly as well as being almost impossible for some residents. People will unfortunately dump their rubbish in the surrounding bushland , which brings with it a whole new set of problems and expenses for the shire, The Shire will have to spend money on cleaning up this rubbish, not ONCE, but it will be an ongoing cost. We don't have a huge problem with dumped rubbish in our bushland at the moment compared to some other shires, BUT I can guarantee it will become a major problem if the proposed closure of these three tips goes ahead. What is the Shire going to offer the people of Dunolly, Bealiba, and Talbot, to get rid of their hard rubbish, and their green rubbish, besides taking it to Maryborough. Dunolly residents do	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			not get much for the rates they contribute to the shire, and closing the tip is just another blow for this community. I use the tip regularly, to dispose of the green waste and extra recycling, which does not fit into my bins, and taking it to the Maryborough tip will be expensive and time consuming. I urge the shire to reconsider the proposed closure of all three transfer stations, for the sake of these communities and the surrounding bushland and the ongoing costs to the shire for cleaning up the dumbed rubbish. I don't think the council has thought about the impact that this proposal will have on the people of these three townships and their surroundings. This proposed closure of the three transfer stations is one of the worst decisions this current council has made. PLEASE RECONSIDER THE CLOSURE OF THE DUNOLLY, BEALIBA, AND TALBOT, TRANSFER STATIONS, Cheers	
S59	[redacted]	Opposed to the closure of Waste Transfer Stations	Dunolly needs station I'm in Goldsborough with no bin service rubbish will end up in the bush must be city people thinking	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S60	[redacted]	Opposed to the closure of Waste Transfer Stations	I would like to reply to Dunolly transfer station closure. This is absolutely ridiculous don’t councillors drive around with their eyes open and see the rubbish already dumped along roads already. What do they think people will drive to Carisbrook to dump rubbish. Waste etc if this is the case councillors have lost touch with reality they need to be voted out at next election.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S61	[redacted]	Opposed to the closure of Waste Transfer Stations, Community Grants	Why spend money making an Ad to encourage groups to apply for Grants and now cut them? Maybe leave it open for the good of the community and see who applies. These people are volunteers and don't get paid like yourselves and are doing good things. Also, Tip closure will increase traffic around Maryborough tip and more rubbish being dumped in the tip the only to avoid this is to have 1 hard rubbish collection but that would cost as well rethink.it	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S62	[redacted]	Opposed to the closure of Waste Transfer Stations	The closure of the transfer stations in Central Goldfields Shire is an appalling suggestion. Many of us live of rural properties (me included) and don't even get garbage collection. This means having to drive our waste to the tip and pay for it each time we go as the vouchers don't go far. In a cost-of-living crisis when diesel is nearing $3.50 a litre, you're proposing that people now have to drive over an hour to take their waste to the tip. The illegal dumping in the area is already horrendous, and a proposal like this will see much more of that occur leading to irreparable damage to local ecosystems as well as toxic run off on to local farmlands where people's livelihoods rely on our pristine nature scape. Please don't take another local amenity away from a rural town - we don't have much as it is and the impacts WILL be much greater than the inconvenience you cause your community	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S63	[redacted]	Opposed to the closure of Waste Transfer Stations	The closure of transfer stations The illegal dumping of waste in the forest will be an eye sore as well as a health risk and fire hazard. The rubbish will become an environmental hazard which will cost the shire more money to clean up (because we all know that the state government has none), than keeping the transfer station open. Instead of hurting your rate payer, who by the way pay for your wages why not get rid of some of the office staff, give the councillors a pay cut or stop	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			wasting money on putting up narrow bridge signs on a bridge that has been narrow for the past 50 years	
S64	[redacted]	Opposed to the closure of Waste Transfer Stations	I am aware that local 'tips' are possibly going to close - I think this would be a huge mistake - there are already oodles of blocks of land housing car wrecks (an eyesore) - and council needs to develop policy to regulate this - getting rid of tips - will result in rubbish being dumped in bush land - keep all the tips open - [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S65	[redacted]	Opposed to the closure of Waste Transfer Stations	If Bealiba Transfer Station is to close, which some seem to think is a foregone conclusion there will be an explosion of rubbish dumped in our bushland. Will Council clean this up? People living outside of the town boundary do not receive rubbish collection (which we pay rates for) so have no option but to use the transfer station. Once again Bealiba is the forgettable/irrelevant town in the Shire	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S66	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the tips is beyond belief	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S67	[redacted]	Opposed to the closure of Waste Transfer Stations	This is absolutely ridiculous to close three tips where it will leave so many people to have to travel up to 100 km round-trip to go to the tip at best. Should leave Dunolly tip open so the surrounding people can go there from Bealiba and surrounds and people from Talbot and surrounds can go to Carisbrook. Closing all	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			three tips is a sure way to get people to dump their rubbish in the bush.	
S68	[redacted]	Sustainability and Opposed to the closure of Waste Transfer Stations	1) Any spending associated with "Man-Made Climate Change" or "Sustainability" should be immediately scrapped for two reasons; these issues, if they are issues, are well outside the control or the domain of a local government. Secondly, there is no such thing as "Man-Made" climate change anyway; the science is crystal clear on this. 2) With regards to the closure of the Talbot tip. This will be a severe inconvenience to Talbot residents, who are already reeling from the closure of the local RACV office, the local Telstra office, and the sky-rocketing price of fuel. In addition, I would not like to see household rubbish, stored on private properties, increase from its already high levels, nor would I like to see our currently attractive bushland become the actual 'Talbot Tip' which will be the inevitable and predictable result of a total tip closure. Then of course, council will eventually be tasked with the removal of such piles of rubbish from the bushland. If there is no "Talbot Tip" anymore, then clearly the end result will be that Talbot itself become the "Tip". Maybe this is council's aim? If savings must be made at the three identified tips, then I would suggest reduced working hours.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S69	[redacted]	Opposed to the closure of Waste Transfer Stations	The Talbot tip is vital to the community, being where I am our bins are emptied every two weeks, I'm emptying them every week to keep the smell of food and children's nappies. Also, very handy with property cleaning up and fire prevention	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S70	[redacted]	Opposed to the closure of Waste Transfer Stations	I am absolutely appalled to hear about the intention to close the Talbot tip next year. Alongside 2 other local tips. It will bring devastating consequences for the environment and also for the poorer and elderly people. .. which we have plenty in our shire....Pensioners... or people on benefits. I have not heard of one person being happy about this proposal. With $ 3.50 for a litre of diesel and extra time spend it makes it very expensive to do your tip run. it simply makes no economic sense, as it will cost more to clean up illegal dumplings and contamination of the local environment. I live now in the Shire since over 30 years .. pay an incredible amount on rates for 2 properties and find that services cut again and again. This shows that most of the money goes to administration, rather than to services for ordinary Australians, ... or to projects only the wealthier residents benefit from. I and my family will oppose this closure passionately. There is already a lot of rubbish dumped in our local environment, this will make it much worse. Maybe start to save money with administration and leave the tip open for the people of Talbot. Regards [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S71	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the transfer stations will only incur higher costs as there will be a lot of people dumping rubbish in the bush. Also, if it's true that the c e o fly's in and out of Maryborough that incurs a large cost. If the council is paying maybe some savings there. After spending all that money on Talbot transfer station Also being the street cleaning trucks, cleaning depot you are going to have to spend more money on building another one. Yet alone the inconvenience to everyone. Then there will be the traffic jams that will occur at Carisbrook transfer station .	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S72	[redacted]	Opposed to the closure of Waste Transfer Stations	The idea to close 3 tips in close towns has to be the silliest idea ever. What alternatives are you offering to your ratepayers re rubbish collections? Why do you need to close all 3 why not one only and better manage the other 2? Can you not find a way to make them more profitable by encouraging recycling of product that will make money for the shire through a volunteer run recycle shop? Your Closure Idea will only encourage ratepayers to illegally dump or store on properties both of which will create fire hazards	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S73	[redacted]	Opposed to the closure of Waste Transfer Stations	As a resident of a property in the Dunolly region, I believe closure of the transfer station will not only impact myself and my family due to our pickups being once a fortnight (as I'm not in the town but outer) this will cause extra expenses and travel time to be able to drive to Carisbrook for the disposal of extra rubbish. I believe that rubbish and items will just end up being place in the bush areas around Dunolly , costing the local council more expense to clean up dumped waste. Regards [redacted].	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S74	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the Talbot transfer station is going to create more rubbish getting dumped in our forests. It is already a problem that will become even worse!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S75	[redacted]	Opposed to the closure of Waste Transfer Stations	I'm a rate payer in Talbot and do not have a bin service but still pay a waste management fee every year like many others I find it will have great impact on the Talbot community if the tip is closed As the added expense to travel to another tip site Also the tip being closed will lead to more people	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			dumping rubbish in and around the C.G.S. this will add an extra cost to the rates and create an environmental eye sore as well as an impact on the wildlife. extra burden on the community as we as a community will have to cover the cost to clean up And if the tip is closed The C.G.S. will sell the land But the land needs to be decontaminated before a sale could be realised This will add an extra experience to the already struggling community I urge you to reconsider your actions as this is a disaster waiting to happen	
S76	[redacted]	Opposed to the closure of Waste Transfer Stations	we need to have the tip kept in talbot as a lot of older people can't drive to Carisbrook	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S77	[redacted]	Opposed to the closure of Waste Transfer Stations	My name is [redacted], and I am 95 years old. I have lived in Talbot for many years, and I am writing to you with a heavy heart about the proposed closure of our local tip. At my age, I never imagined I would have to fight to keep something as basic as a nearby place to take my rubbish. The Talbot tip is not a luxury for people like me—it is a lifeline. I can no longer travel long distances easily or safely. Asking me, and others like me, to go all the way to Maryborough or beyond is simply too much. I have always tried to do the right thing. I sort my waste, I keep my property tidy, and I care deeply about this town. But if the tip closes, I honestly do not know how I will manage. I worry not just for myself, but for many	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			older residents in our community who are in the same position but may not have the strength to speak up. Talbot is a small, proud town. We look after one another. Taking away our local tip feels like we are being forgotten. It sends a message that rural communities and older people do not matter as much. I am also worried about what will happen to our beautiful surroundings. If people cannot easily dispose of waste, some will leave it where they shouldn't—not because they are bad people, but because they have no other choice. I do not want to see our roadsides and bushland suffer. I have paid my rates for many, many years. I have contributed to this community all my life. All I ask now is that you consider people like me when making this decision. Please, I respectfully ask you to keep the Talbot tip open or find a way to make it accessible for those of us who depend on it. Thank you for listening to me.	
S78	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly disagree with the proposal to close the Talbot, Dunolly & Bealiba transfer stations, as they are a much-needed service for the communities. There will also be so much more dumping of rubbish in the bush areas and will be a big cost to the council to clean up. Also, a lot of people in the surrounding district do not have a tip service, so they will have to travel even further to dispose of their rubbish. It is an absolutely ridiculous idea to even consider.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S79	[redacted]	Opposed to the closure of Waste Transfer Stations	DRAFT BUDGET DISCUSSION REGARDING PROPOSED CLOSURE OF BEALIBA, TALBOT AND DUNOLLY WASTE TRANSFER STATIONS. I have perused the Draft Budget for the upcoming financial year. The main issue that sticks in my mind is the proposed closure of three waste transfer stations within the district, only leaving Carisbrook open to	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			service the whole shire. Elaboration on objections that have been recognised; namely • The extra distance, cost of fuel and time required to convey rubbish to Carisbrook o For Bealiba residences approx. 30 kms RETURN o For Talbot residences approx. 26 kms RETURN o For Dunolly residences approx. 52 kms RETURN TOTAL TRIP TAKING CLOSE TO ONE HOUR AND POSSIBLY MORE • The possibility of an increase in illegal dumping of rubbish amongst the bushlands. this is a disgraceful act, and I would be very saddened if this becomes a “norm” POSSIBILITY OF EXCESS RUBBISH CAUSING DAMAGE TO NATIVE FLORA Other concerns: • Increase in fire fuel with heightened danger to lives, buildings and livestock o Due to possible non-compliance with yard clean ups (due to the above concerns) o Extra rubbish along roadsides and amongst bushland due to illegal dumping INTENSIFIES FIRE RISK • Reduction in large item recycling o Items destined for Professional Recycling being placed into Council Pick Up Bins MISMANAGEMENT OF RECYCLED GOODS HOW DO WE ADDRESS THESE PROPOSED CLOSURES The reasoning put forward by the Council regarding the price capping and increases in costs is a difficult situation, and one that needs to be taken seriously for the Shire to remain solvent. INSTEAD OF CLOSING THREE STATIONS,	

			WOULD THE COUNCIL CONSIDER REDUCING THE NUMBER OF DAYS EACH STATION IS OPEN. I think this compromise will go a long way to placating locals who rely on a convenient location to discard their waste which is too big to be accommodated within the normal Bin Pick Up system. Thank you for reading my comments. I hope you will find them helpful and I would appreciate your consideration of my suggestion.	
S80	[redacted]	Opposed to the closure of Waste Transfer Stations	Please do not close the Dunolly tip. It is only open three days of the week so not a high cost in wages. We live at Havelock and can visit the Carisbrook tip, but it is 4 km further away. Not much difference for us, but for residents of Dunolly it is a huge difference. We do a lot of bike riding and horse riding in the bush locally. We often see dumps of rubbish. I believe this problem will become worse if residents have to drive further to the tip. In your “strategic objectives” number 5 states a desire to “enhance environmental sustainability”. For me, sustainability involves being able to use other people’s ‘rubbish’ as a resource - in a world of finite resources we should be aiming to re-use and repurpose as much as possible - this has the added be benefit of reducing land fill. As a resident who has attended both the Carisbrook and the Dunolly tip, I can tell you that we have found it impossible to take resources (perfectly good, corrugated iron) from the Carisbrook tip (even when we offered to pay) but we have sourced many useful materials from the Dunolly tip. The Dunolly tip fulfills your 5th objective to “enhance environmental sustainability” Please do not close the local tips!!!!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S81	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to oppose the proposal to close the Talbot tip. As a resident we already pay an extra $600 on our	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			rates for a fortnightly delivery. With no roadside hard rubbish collection, we rely on the local tip to dispose of our excess rubbish. I have yet to read or hear a valid reason for closing the tip beyond 'cost saving'. I feel if we allow the council to close one of the services councils is responsible for - roads, rates and rubbish - we don't know what vital service will be next. Will the next 'cost saving' measure involve closing the local library, the gallery or the visitor centre? This decision has highlighted the many instances in the past when the council could actually save money but didn't. • Why (or who) made the decision to ignore the fair work ruling in a pay dispute with council workers and spend hundreds of thousands of dollars fighting a court case council (rate payers) ultimately lost? • Who decided to move the Information Centre to a renovated office at the railway station, only to move them about a year later, and then back again? Surely ratepayers would have saved hundreds of thousands of dollars had the centre been moved once. • Why do we need a mayor and a deputy mayor - at a cost to ratepayers of more than $100,000? If 'cost saving' is really the goal of council - perhaps practice what you preach.	
S82	[redacted]	Opposed to the closure of Waste Transfer Stations	We are quite dismayed at the news of the possible closure of Talbot Transfer Station, along with those in Dunolly and Bealiba. Our respective communities rely on these services, which we as ratepayers believe is essential. • At Talbot, we truly appreciate an efficiently managed Transfer Station. Quite often, we assist several elderly folk - who do not have access to trailers, may be compromised with their mobility and/or are living alone -	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			with transporting garden pruning's, etc to the Transfer Station. • We also regularly transport extra pruning's (too large to mulch) from London House Community Garden. Central Goldfields Shire generously does not charge the Garden volunteers for this service. • The distances required to attend another facility will increase our fuel costs, add many kms to our vehicle - and add another degree of difficulty to a simple delivery to the tip. • We are also quite concerned about environmental damage with probable increased dumping of green waste and household goods in our beautiful bushland. It is already a major problem, of which I am sure the Shire is well aware. • Already many folk don't seem to care what they burn in their piles of "rubbish" on their properties. Closure of the Transfer Station will most likely encourage people to "burn off" illegally, polluting the atmosphere and generally impacting on the ambience of those around them. When the sensible decision is made to reverse this very unwise decision, may we suggest free green waste all year round as a generous gesture to the communities you serve.	
S83	[redacted]	Opposed to the closure of Waste Transfer Stations	I wish to give my opinion regarding the Talbot tip closure. I have utilised the transfer station since buying a property in Lillicur approximately 16 years ago. Over this time the staff have been very courteous and provided great service. It has been very convenient to dispose of all my recycling and waste. If the Talbot transfer station is closed, it will be very inconvenient and more expensive to use the Carisbrook Transfer Station. I also think the closure of transfer stations will lead to an increase in illegal dumping which will not only	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			affect the amenity of the area but will affect the councils budget rectifying the issue. The staff are providing a great service and given the current economic environment, being made redundant will make their life difficult. Regards, [redacted]	
S84	[redacted]	Objection to overall budget	PLEASE VARY RATES & CHARGES UPWARDS OR BORROW BEFORE CLOSING ESSENTIAL SERVICES LIKE TRANSFER STATIONS Dear Councillors and Executive of Central Goldfields Shire. RE - CLOSURE OF TRANSFER STATIONS Having read the proposed 2026/7 budget, and proposal to close the Talbot, Bealiba and Dunolly transfer stations, I wish to strongly object to this proposal. Waste services are an ESSENTIAL SERVICE of Local Government. The transfer station at Talbot has been an ESSENTIAL SERVICE to our farming and domestic residence for over 50 years. This is an ESSENTIAL SERVICE we are very willing to pay reasonable fees and charges to retain. The ADDITIONAL time and fuel cost to transport our waste to Carisbrook instead of Talbot will be approximately $80 per round trip (additional 1-hour wages @ $40, additional $40 fuel). Depending on the time of year, we will use the Talbot Transfer Station weekly. We estimate the cost to our operation of the closure will be in excess of $2000 per year. We additionally anticipate amplified cost due to illegal dumping around our farming property requiring clean-up from us and loose waste that will cause health effects to our livestock. The domestic kerbside collection is painfully inadequate for most rural properties dealing with wire, other metals, bulk plastics and other forms of hard rubbish. In lieu of the supposed cost savings of these proposed closures I encourage: - review of the TRUE cost of the waste service and ensure full allowable cost recovery through the waste	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			charge - including future costs, and maintaining a waste reserve - increase the gate fees - identify other revenue-generating/cost saving opportunities for use of the transfer stations (i.e. lay-down areas or truck parking for contracted kerbside waste and recycling providers) - borrowing to keep this service open, whilst other Council service reviews occur. Then - seek a RATE CAP VARIATION that puts Central Goldfields Shire on a financially sustainable footing, so it can retain ESSENTIAL SERVICES and value-adding services. Central Goldfields Shire has suffered enough from the City-centric views of State Government - including this horrendously inadequate Rate Capping system and waste charge guidelines that strips away the value of Rural Councils to their community. Please don't close the transfer stations. [redacted]	
S85	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to protest the proposed closure of the waste transfer station at Dunolly. I do not receive any kerbside collection at my address in Shepherds Road Bowenvale, and it would cause me great hardship if the proposed closure of the Dunolly transfer station were to occur. Why is Council considering the closure of waste transfer stations at Bealiba, Dunolly and Talbot? These transfer stations cost about $160,000 a year to run and receive only $16,000 in revenue, meaning their operations are paid for from other parts of the waste management budget, which runs on a cost-neutral basis (no profit, no loss). So, if these run on a cost neutral basis why the need to close them and from that you won't be saving money which seemed the reason for "cost cutting measures"? Savings won't go back to Council; they'll be returned to eligible ratepayers, and we estimate this will be about $20 each.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			So, are we saving money or is it being run on a cost neutral basis as stated in the sentence earlier? If $20 comes back to “eligible ratepayers” that “return” won’t pay for one trip in fuel from Bealiba so can’t see these residents being excited about that. I see no benefit in the closure of these transfer stations	
S86	[redacted]	Objection to overall budget	I am writing to raise several concerns regarding the initiatives proposed to improve Council’s financial position. Firstly, if labour costs are to be reduced, it would be reasonable to begin with the management sector. There is a widely held view within the community that Council has an excess of management roles and insufficient frontline staff who carry out the essential day-to-day work. A review and reduction at the management level would be a more appropriate and equitable starting point. Secondly, the proposal to end Community Grants is deeply concerning. Small towns rely heavily on volunteers who dedicate significant time and effort to fundraising and delivering projects that benefit their communities. Removing support for these groups effectively penalises those who already contribute the most. It also raises the question of whether this policy would apply equally to larger, Council-supported events such as Energy Breakthrough and Pride events, or whether smaller towns will once again bear the brunt of these cuts. There is a growing perception that Council decisions are disproportionately focused on Maryborough. The proposal to sell surplus land also warrants scrutiny. The community will be watching closely to see which assets are sold and to whom. Transparency in this process will be essential to maintain public trust. The planned closure of tips in three regional towns is another example of inequity. These closures will significantly impact residents: • Dunolly to Carisbrook return trip: approximately 50 km • Bealiba return trip: approximately 70 km	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services. Thank you for the feedback. Your response to the draft budget is noted. In relation to the land sale, Council is working to review the excess property and disposal and any property plan for disposal will be processed in accordance Council's governance and Disposal Policy as per LGA 2020. Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the

			• Talbot return trip: approximately 30 km Residents in these towns already pay substantial rates for limited services. In Dunolly alone, with approximately 550 homes, garbage and tip fees total around $391,600 annually. Despite this, services are now proposed to be reduced on the basis of cost efficiency. This is difficult to justify and feels fundamentally unfair. Regarding the projects Council has highlighted, it is important to acknowledge that some already benefit from external funding or significant community effort. The Deledio Reserve Pavilion, for example, has received government grant support and has relied heavily on years of volunteer fundraising. There is also concern that funds previously allocated to the Maryborough Pool were redirected elsewhere. Finally, I urge Council to reconsider its spending priorities. Continued investment in beautification and upgrades within Maryborough, while smaller towns experience service reductions, reinforces the perception of imbalance across the Shire. All communities contribute to the Shire and deserve fair and equitable treatment. Council's responsibility is to represent and support the entire Shire. The current direction risks undermining that responsibility and eroding community trust.	program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback received before making a final decision. Thank you for taking the time to provide your feedback on the proposed budget initiatives. We understand the community's interest in how Council allocates its resources, including the balance between management and frontline roles. Our workforce structure is regularly reviewed to ensure it aligns with service delivery needs and provides value to the community. As part of our broader financial sustainability planning, Council is actively considering a range of measures to manage costs responsibly. This includes careful vacancy management, natural attrition, and ongoing reviews of organisational structure to ensure roles at all levels are aligned with operational priorities and community expectations. It's important to note that any workforce adjustments are approached thoughtfully, with a focus on maintaining essential services, supporting our people, and ensuring Council remains capable of delivering for the community both now and into the future.

				We appreciate your perspective and will continue to consider community feedback art of our decision-making process.
S87	[redacted]	Opposed to the closure of Waste Transfer Stations	I read the talbot and other local tips may be closing. Please don't do this! We are a household who doesn't have the ability for a weekly bin collection, instead having to transport our rubbish to local transfer station. If you close Talbot we will have to drive an extra 20-30 minutes to a tip... One other thing to consider is people dumping more rubbish in the bush (we have enough of those idiots already).	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.are also required to bring all the transfer stations up to modern workplace standards.
S88	[redacted]	Councillor	My suggestion for $40,000 of annual Shire cost saving is to abolish the position of Deputy Mayor. Being Deputy Mayor obviously failed to prepare the current Mayor to avoid running a confused meeting procedure on the 25/3/26 . Neither did he show at that meeting that he had learnt to prepare by doing his homework in understanding the CEO's waste proposal budget saving. There is an introduction to the draft budget in the 25/3/26 council agenda. It is signed off by both the CEO and Mayor Green. At the time he signed this why didn't he get the facts about Talbot waste transfer station from the CEO so he could have matched Cr Long in informing us with facts about the issue in his ward . He then could have avoided, pausing the meeting for some 10 min to try and create a new budget, only to then decide to not do that and resume	The option was raised at the Statutory Meeting to elect the Mayor and Deputy May on 19 November 2025. Councillors voted to retain the Deputy Mayor position at this meeting. Both the Mayor and Deputy Mayor, after being elected, are required to complete mandatory training for their positions. This is conducted by the Victorian Local Governance Association (VGLA), regardless of if they have held the position before. To prevent any pre-bias, Councillors are also required to not make a decision on a recommendation until the Council Meeting has commenced. The Mayor does not know who will speaking to a motion until the meeting has

			the council meeting and adopt the recommendation without amendment. Then he told the meeting “My views are only partially formed I need more information “ So he had signed off on the closures proposed in the preamble when he didn’t have enough information to make the decision. I say the deputy mayor position is a waste of money as a training ground to become Mayor and Dunolly and Bealiba can use the saving by removing deputy mayor allowances from the budget to help keep a waste transfer station open.	commenced and thus will not know the details of the contents of the speaker’s speech. This may cause a delay in any decisions or comments by the Mayor.
S89	[redacted]	Objection to overall budget	At the end of the day, it is like a household, you cannot spend more than you make, I know it will be hard and we will have some pain but at the end of the day if we done do it the outcome will be a lot worse	Council is facing rising costs and increasing service demands while rate capping limits our revenue. This is putting pressure on the overall budget, but we’re actively reviewing services, finding efficiencies and managing costs to stay financially responsible.
S90	[redacted]	Opposed to the closure of Waste Transfer Stations	Extremely disappointed about proposed closure of transfer stations. As ratepayers at a 1-acre Dunolly address we use the facility regularly for green and other waste to keep our property clear of hazard. This is in addition to using the council green bin service. Council should have priority to manage waste management.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S91	[redacted]	Opposed to the closure of Waste Transfer Stations	I write as a local resident, farmer, and ratepayer in Bealiba to strongly oppose the proposed closure of our local waste transfer station. This facility is not a luxury—it is an essential service that our community depends on. Its removal would represent a significant failure to support rural residents who already face limited access to services. Expecting residents to travel long distances to alternative facilities is unreasonable and demonstrates a lack of	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			understanding of the realities of living in smaller communities. The consequences of this decision are both predictable and serious. Increased travel distances and higher disposal costs will place an unfair burden on ratepayers. More importantly, this will inevitably lead to a rise in illegal dumping across bushland and waterways. This is not speculation—it is already happening. My property on Ponderosa Road has experienced multiple instances of illegally dumped rubbish, and any further reduction in accessible waste services will only accelerate this problem. Closing the Bealiba transfer station will not reduce waste volumes—it will simply shift the burden elsewhere. Other facilities will face increased demand, requiring additional staffing, expanded infrastructure, and higher operational costs. Any perceived financial savings from this closure are likely to be offset, if not exceeded, by these downstream impacts, along with the environmental and cleanup costs associated with illegal dumping. From a ratepayer's perspective, this proposal is difficult to justify. It removes a functioning, necessary service, creates new problems, and shifts costs rather than reducing them. It is both an inconvenience to residents and a questionable use of public funds. I urge Council to reconsider this proposal and to engage meaningfully with the community before proceeding further. Rural residents deserve equitable access to essential services, not decisions that leave them worse off. I expect a clear explanation of how Council intends to mitigate the very real consequences outlined above should this proposal proceed.	

S92	[redacted]	Opposed to the closure of Waste Transfer Stations	I as an old talbotite strongly oppose the closure of our transfer station , if you go to some parts of our bushland, you can already see the negative effect of your suggestive proposal and even now, I see dumped rubbish on Talbot and Clunes road absolute…	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S93	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing in opposition of the planned closure of the Talbot Waste Transfer Station. With the current economic climate, i.e. Diesel costing over $3 per litre, there is a serious economic cost to local people having to drive further in order to dispose of their waste. This in turn increases the chances of local illegal dumping which we all do not want to see. With our current waste pickup collections only being once every 2 weeks, most local residents rely on the local waste station to safely dispose of regular additional waste. Please reconsider this planned closure.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S94	[redacted]	Opposed to the closure of Waste Transfer Stations	It is understandable that Council is financially constrained due to the level of State support it receives. It is, however, my contention that budget cuts such as the closure of the waste management facilities impact negatively on the very community that Council is supposed to support. In the case of Talbot, the waste management facility acts as "social glue" in a town that does not have a wealth of other facilities or opportunities for regular interaction at spaces like the waste management facility. In addition, it serves a rural community that, in many case, does not have kerbside collection which will force residents to do the waste disposal at Carisbrook, which they are not part of.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Given that many of the Strategic Objective's centre around the provision of community infrastructure, boosting of population growth, and good governance, it is held that Council could instead focus some of their attention and energy on the apparent anti-development stance it holds outside of its town boundaries. At this stage, Council is losing credibility in the eyes of the communities living outside town boundaries due to the perceived unwillingness to support development on rural land.	
S95	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing as a local farmer in the Talbot district to strongly oppose the proposed closure of the Talbot waste facility. On a working farm, waste is a constant and unavoidable part of daily operations. Whether it's fencing wire, chemical containers (disposed of appropriately), feed bags, broken equipment, or general rubbish, we rely on having a nearby, practical place to take it. The Talbot tip provides that essential service. Closing this facility will mean significantly longer trips to dispose of waste, taking valuable time away from farm work. For many of us, that could mean hours lost in a day just to deal with rubbish. It also adds fuel costs and wear and tear on vehicles and trailers, which are already under pressure with rising input costs. There are also safety concerns. Transporting farm waste longer distances increases the risk of unsecured loads on rural roads, which can create hazards for other drivers. Keeping disposal local reduces these risks. Importantly, if access becomes too difficult or time-consuming, there is a real risk that waste disposal standards will slip—not out of neglect, but out of practicality. That could lead to more on-farm stockpiling or illegal dumping in isolated areas, which none of us want. Farmers care deeply about the land—we depend on it—and we need practical systems that support	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			responsible behaviour. The Talbot tip also plays a role during fire season and storm recovery. After extreme weather events, farmers need to clear debris quickly to restore fencing, protect stock, and maintain safe conditions. Having a local disposal point is critical in those situations. Rural communities like ours already operate with fewer services than larger centres. Removing another essential service places an unfair burden on farmers and rural residents who are already doing it tough. urge the Central Goldfields Shire Council to reconsider this decision and work with the community to find a more workable solution. Options such as reduced hours, improved cost recovery, or better facility management should be explored before closure is considered. Closing the Talbot tip will not reduce waste—it will only make managing it harder, more expensive, and less safe for those of us on the land. Thank you for considering my submission	
S96	[redacted]	Opposed to the closure of Waste Transfer Stations	In general I agree with the budget with one major exception WASTE MANAGEMENT Roughly 10 years ago we were ask to vote on whether we wanted a garbage collection or not we voted yes even though it was going to but an extra $200 a year on our waste part of the rates we were to get a new bin & a weekly pick up neither happened We are still paying for that extra roughly $2000 since that vote We were told after woods that the garbage truck can't turn around so it won't be able to turn around So we have relied on the Talbot Tip & the staff have been extremely hopefully & good As I'm on a pension for me to take my waste an extra 40 kms round trip is a disgrace in these days of hardship (petrol , cost of living etc) Something will have to give in my case it may be having to stop making the monthly payment or our rates & if I done that it would extremely be hard to find that amount yearly if at all I also believe	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			there will be a lot more rubbish being dump in the state parks & state reserve We have already notice extra rubbish in the state reserve next to us You can image what an eye sore the bush will become, little worrying about environment ,& the extra vermin	
S97	[redacted]	Opposed to the closure of Waste Transfer Stations	The Proposed closure of the transfer stations at Dunolly, Talbot and Bealiba appears not to have had an effective risk assessment of the implications on council (increased legal liability) and the community such as aged, disability or non-Maryborough Residents particularly coming so close after WorkSafe visits for potential safety breaches. Coming so close after such an event could be further placing the council at risk of court proceedings for utilising budgetary constraints as a means of impacting those reporting safety issues and since the council asked for a potential wish list and improvement to services this could be a support for such a case against the council. Also, the removal of the transfer stations would require extra pickup (roadside) services to be introduced which will impact on regional non surfaced roads which are already occurring where garbage trucks are degrading unsealed roads and with increase use will require additional grading of dirt roads (up to twice a year whereas currently it is about once every 18 months or as road degrades). Many residents are located where they have been advised the garbage truck will not come up their street requiring them to somehow transport the bins on weekly basis over a kilometre to the truck pickup point and return, which those that are aged or have a disability would not be able to do. This may require the garbage collector (as other councils do) to actually leave their vehicle and pickup and transport the bin to the truck and back on the resident's behalf further increasing the safety risk and cost to the Council. Further to the above the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			requirement for residents to then travel to Carisbrook would be a further impost on those mentioned above. I am happy to talk to the Mayor or Council directly on this matter prior to the meeting so that there is a clear understanding of my comments .	
S98	[redacted]	Opposed to the closure of Waste Transfer Stations	I disagree with the closure of the 3 transfer stations. I fear that our local bush areas will become the new rubbish drop off point. What happens when we start finding rubbish dumped in these locations? Who will be responsible for the removal? We already have lazy residents that habitually dump garden waste in the bush.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S99	[redacted]	Opposed to the closure of Waste Transfer Stations	There always seems to be a lot of people in the office. Are you cutting costs there " course not". Also paying a councillor that lives in Eden	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S100	[redacted]	Opposed to the closure of Waste Transfer Stations	I am a Talbot resident and a ratepayer and am alarmed that the Shire has voted to shut down our transfer station, Gerard Murphy being the only councillor voting against this move. Hear, hear to Gerard and shame, shame, shame to those who voted for its closure! Talbot's transfer station is a necessary amenity of our little town, a town that will DIE completely if you people are willing to shut it! My husband and I use the Transfer station regularly due to its proximity and cleanliness, unlike other transfer stations we have been to. Talbot is a very small town and the rates I pay, include services such as its transfer station. The closure of this tip will	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			simply encourage more roadside/forest dumping! In the end we, as ratepayers, ultimately pay for shenanigans instituted by not only the State Government of Victoria but now by the Goldfields Shire and little by little, these small towns, such as Talbot, will no longer exist. So should the transfer station close, will our rates reduce substantially? Also, will there be two hard rubbish collections every calendar year? Further, if the transfer station is to close, then I would like to see incinerators re-introduced. I cannot attend the meeting in person on 29 April 2026, as I'll be away, but rest assured, I do NOT vote for Talbot's transfer station to be closed.	
S101	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the transfer stations in Dunolly , Bealiba and Talbot , would be detrimental to locals who continue to use these facilities, it would cause dumping of rubbish in bush land and along roadways , we need to find a solution to keep these open	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S102	[redacted]	Opposed to the closure of Waste Transfer Stations	The proposed closing of the transfer station at Bealiba is a disgrace I'm not prepared to pick up any extra rubbish dumped on the roadside , an extra 90 km trip to drop off rubbish is just not on , if the council goes ahead with this are they prepared to make rural rubbish collection available , how about you cut Maryborough's rubbish collection so they can deliver to Carisbrook as they are closer once again a city centred council that doesn't understand rural living is showing thru , the extra cost of you picking up roadside rubbish will break your budget because we will all get snap send solve & it is your responsibility to clean it up at your cost !!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S103	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the removal of the Bealiba transfer station, as an 82yr old how do I dispose of my waste as I don't get	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			a garbage service. I am of the opinion that during the summer months fires shall be ignited through magnification through dumped glass and other rubbish	
S104	[redacted]	Opposed to the closure of Waste Transfer Stations	I [redacted] absolutely disagree with the closure of the transfer stations in all 3 townships being Bealiba , Dunolly and Talbot. This goes against the very definitions of what a council should be providing as a minimum , waste removal is a fundamental right of each and every citizen within the shire's boundary. In your own budget you mentioned that no township shall not be detrimentally affected and sustainability and liveability shall be maintained. Closure of such facilities shall definitely inhibit the liveability and functionality of the area in relation to waste removal for our elderly citizens. Waste will be dumped in the surrounding bush, and the famous GOLDEN TRIANGLE will be renamed THE TRIANGLE OF TRASH!!! Gold detectors will no longer find the odd nail they will have to sift through dumped the rubbish to get to ground level as all the shafts will be full of rubbish and the council shall incur the costs. I want the transfer stations to remain open for a minimum of 10yrs ,so that we are not forced to revisit this abhorrent and ludicrous proposal annually. Yours Sincerely [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S105	[redacted]	Opposed to the closure of Waste Transfer Stations	I write to lodge my objection to the proposed closure of the Dunolly Transfer Station. To be clear I AM NOT a resident of CGS. We live in [redacted] in Loddon Shire, 580 metres from the boundary of CGS and for all intents and purposes we are residents of Dunolly. Our family moved here in 1986, and we have used the Dunolly Transfer Station for the past 40 years. We've	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			never had a bin collection service, even under the previous Shire of Bet-Bet, so we've always taken our refuse to the Dunolly Tip for those 40 years and paid for the privilege. Conscious of environmental concerns we follow a mantra of "Refuse - Reduce - Reuse and Recycle" and, for the majority of those 40 years, we've taken only two or three wheelie bins of rubbish to the tip each year - i.e. one wheelie bin every 4-6 months. This also reduces the hassle involved in loading and unloading the bin onto off my Ute. Additionally, we take all our recycling to the tip; glass, hard plastic, metals and cardboard. This amounts to approx. four or five 200 litre drums per year. If the Dunolly tip were to close, we would be obliged to travel much further than the 5 km we now travel taking additional time and incurring extra costs for fuel. At the very least this would be a massive inconvenience. We are not the only ones in this situation; our neighbours who are in similar circumstances will also be greatly affected by what I regard as a short-sighted and ill-thought-out proposal. Should this proposal be adopted there will, inevitably, be an increase in dumping of rubbish in the bush and along roadsides. There will also be increased hoarding of rubbish which will have environmental and health impacts and lead to increased fire risk, especially toxic fires. The costs of remediating dumped rubbish alongside roads and in the bush is likely to exceed the meagre savings gains by the closure of the Transfer Station. This proposal appears to be little more than a cynical exercise in cost-shifting with residents bearing the burden of the change. Council, and its officers, would probably do much better and be more effective if they looked elsewhere (closer to home??) for them savings. Local Govt has a responsibility to serve the people, and the old maxim "Roads, Rates and Rubbish"	

			is still relevant and should be uppermost in the deliberations of CGS Councillors and its officers. Do not adopt this dumb proposal!	
S106	[redacted]	Opposed to the closure of Waste Transfer Stations	My major concern is the closing of three regional rubbish tips; these are such a mainstay to our regional living- I live in Dunolly so we have bin pickups every week but there are a lot of outlying properties that rely on the tips in their region to dispose of their rubbish. We also utilize all of our free ratepayer tip tickets each year very easily. People will resort to dumping in our beautiful bushland or digging holes in their property to dispose, both an environmental nightmare for future generations- there has also been numerous sightings of rubbish and in one case a trailer dumped down a disused mine shafts- a dangerous practise. Please don't get rid of our transfer stations we need them. [redacted] Dunolly Resident & Ratepayer	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S107	[redacted]	Opposed to the closure of Waste Transfer Stations	Living in Goldsborough we only have fortnightly council waste pickups. Closing the tip will impact rural residents who rely on the tip for excess waste. It is too far round trip to take waste to Carisbrook. This impact will be both financial and could issues with wastes building in on property which is Akko a Fire risk. Living close to Bealiba barb state forest I see how much waste in dumped in the bush	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S108	[redacted]	Opposed to the closure of Waste Transfer Stations	It is with great concern that we have learnt of the intended closures of Dunolly, Bealiba and Talbot. Transfer Stations. I represent the people of Dunolly who wish to prevent the closures, and to this end we have obtained signatures for your consideration. As you can see, a great many people think that this move is a mistake. We all need to dispose of rubbish, and the township transfer stations are the perfect way of doing this. While consolidating to Carisbrook may be	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			considered a smart move initially to save costs, many are of the opinion that travelling that far, particularly now during the fuel crisis (duration unknown), will result in people simply dumping in the bush. This will impact our wildlife and the beauty of our bush, but in the long run will result in added expenses to have the waste removed. We hope that Council will reconsider and keep the transfer stations open total 527 signatures	
S109	[redacted]	Opposed to the closure of Waste Transfer Stations	As I delivered a load of rubbish to the Bealiba Refuse Centre this morning, I was advised that there were plans to close the tip down. Why would that happen? I asked. I was advised plans were underway to close Bealiba, Dunolly and Talbot and everything has to be taken all of the way to Carisbrook. How stupid was this? I said to the nice man at the tip. Who would have the time or the inclination to take a trailer load of rubbish all of the way to Carisbrook? Our house sits in Mount Road Bealiba and backs onto the sand hills and forest and old diggers holes behind our house. My fear is that people will simply dump rubbish in the forest and old diggers holes. This could attract unwanted rodents and odours and add to a potential fire hazards. I am sure you will have already heard these concerns, but they are real. Please reconsider your decision and leave the refuse centre open	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S110	[redacted]	Opposed to the closure of Waste Transfer Stations	The draft budget is absolutely ridiculous. In particular, the proposed closure of 3 local tips. I invite you to walk around the bushland in our local area to see the disgraceful amount of rubbish everywhere. The closure of tips will increase this amount of rubbish. Secondly, my family of [redacted] only has fortnightly bin collection so we frequently rely on Dunolly Tip to dispose of our excess	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			rubbish. What do you suggest I do with this rubbish as I will not be taking it to Carisbrook?	
S111	[redacted]	Opposed to the closure of Waste Transfer Stations	There are many reasons to prevent the closure of the Transfer Stations: The inconvenience of losing the access to the dumping but also to the recycling facilities and the tip shop. The future forever costs of additional fuel (and time) to make the trip to Carisbrook. The fact that Dunolly and Talbot hard standing areas were upgraded ($300,000 plus) only a few years ago shows short term and flawed logic. The additional cost for those who can least afford it (By the latest Census $100 less household income in affected areas) The incomplete and inaccurate justification to the cost. (Is it $20 per head as suggested in the FAQ on your website or is it over $100,000 as suggested otherwise?) The whole budget with errors which make the an unreliable and inaccurate document (Page 16 on the "cost of heating and cooling" at $500,000 per year - 2026-27 figures have been transposed? as you can't have income of $389,000, Spend $135,000 and end up with a surplus of $523,000. On the assumption that the figures are correct this will effectively make the budget $400,000 incorrect (The question needs to be asked was this whole document checked or ever reconciled as this should never have gone to Councillor voting or Public Comment if it had). The risk of increased illegal dumping will increase. I would really appreciate time to discuss this personally. I have tagged the CGSC in several online posts and unfortunately have not had any direct conversations with any employees. VERY SAD!! [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S112	[redacted]	Opposed to the closure of Waste Transfer Stations	To the Central Goldfields Shire CEO, Mayor and Councillors, We are writing to express our disappointment about the Bealiba Transfer Station's suggested closure as written in the Central Goldfield	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Shire's Draft Budget for 2026-2027, as a means of saving the Shire approximately $160,000.00.We believe that the Bealiba Community is being sacrificed for the inept and non-visionary financial management of the Central Goldfield Shire over the past decade or even longer. The shire's debt can surely not be attributed to the Bealiba, Talbot and Dunolly Transfer stations only. The Bealiba Transfer Station is from the smallest town of the 3 towns being put forward for closure but we at Bealiba have a very high need for support due to our population's age, employment status, welfare dependency and income levels. According to the Census snapshot quoted in the Bealiba and District-Our Community 2030 36.2% of the population are aged 65 years and over (Victoria 15.6%); 13.5% were unemployed (Victoria 6.6%) and 55% of households had a weekly income of less than $650 (Victoria 20.3%) These figures have probably changed since first published but not necessarily for the better. The town's population is very dependent on the services provided by the Shire, and we believe it is the Shire Council's duty to improve upon our infrastructure does not reduce it. It is impractical financially for most to travel any further than Bealiba to dispose of their rubbish. We believe rubbish will mount up on properties and more burning of rubbish will occur adding to pollution and for fires getting out of hand. The bins in public places will be overflowing, causing our town and park to be unsightly and off putting to visitors. Some people are already taking rubbish on the Community bus to dispose of in bins in Maryborough and this will only get worse if there is no transfer station. There are some aged residents who can only drive locally so driving to Dunolly or Carisbrook is out of the question. We are concerned that Council is putting money into	

			discretionary services or non-essential projects in Maryborough and Dunolly and not into the provision of essential services like waste management, road maintenance and social care. We believe these services should be mandatory for all Shires to provide. With specific reference to the Bealiba Transfer Station, we do not support its closure. Not only do we want to see it remain open, but we also want the Council to put more funds towards it, so it has better working conditions for staff, more tickets for rate payers/household use, hard rubbish days that include the picking up of mattresses and TVs and other electronics. Many residents cannot afford trailers or Ute to dispose of larger item and as a part of your waste management protocols 'hard rubbish' should be included. We know that improving waste management in the Shire is an added cost, but we believe with careful forward planning this could be a feature of what the shire ha to offer its residents. We are also concerned that if the transfer stations are closed more rubbish will appear in the bush and along roadsides. It is already a problem because of the cost at the Transfer stations for its disposal. It is not obvious that the Council pick up rubbish along the roads and in the bush. We see mattresses on public land for months and years that could have been collected by council. Here at Bealiba, we have been very proactive in keeping our town clean. Just last year we have held Working Bee, participated in the Clean Australia campaign and organised university students through the 'Big Lift' Project to help bolster our volunteer base to clean up and maintain many areas in the town. We have continually asked for support from the Council to improve our dirt roads including cleaning the culverts to stop the water and leaf rubbish from running down the	

			road and causing damage. We have asked the Council to skirt and lift many overgrown trees for safer driving, improve local road signage, keep the Orme Sowden Park mowed on a routine basis, provide more trees to enhance our street scapes and to provide better guttering on the roads outside the town boundary as well as in town. The Scent Farm Road is used by many locals as well as tourists and it needs more permanent work on it for the safety of its users. The volunteer base is lessening and we're unable as a group to help with these jobs listed. We feel the Shire's inability to improve our liveability is very unfair and the possible closure of the Transfer station is just being added to the list. We have witnessed firsthand mismanagement of resources- for example thousands of dollars was spent on the re-sheeting of Cemetery Rd when it was still in good condition and used only by a few people. This re-sheeting could have been put toward Scent Farm Rd instead. We have read the Draft Budget 2026-2027 and believe there should be more rationalising of Positions of Employment the Shire pays for and also more opportunities explored to seek Government Grants. We are not in support of the closure of any of the transfer stations and wish for the Shire to explore other avenues to cut costs that are more widespread rather than targeted.	
S113	[redacted]	Opposed to the closure of Waste Transfer Stations	My concern is with the closure of the three transfer stations. I live in Talbot and its closure will definitely affect me and my household. I value having the tip open 3 days a week and do use it for green waste, excess household waste and on occasion, recycles. I am encouraged to use the transfer station at Talbot because it is nearby and open. If I had to travel to Carisbrook tip, the time taken to do the 40km return trip, and petrol costs, would be very annoying and	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			inconvenient. And there would be no shopping in Maryborough on the way home due to my attached trailer. So, it would be a single purpose trip. I would be happy if instead of closing completely it opened for 2 days a week, or one day with a longer opening time. I do not know the annual costs of having the Talbot Transfer Station open, but as a rate payer in the Central Goldfields Shire who pays over $1250.00 a year, I expect a tip and 3 transfer stations, is one of things that I pay for. Thank you for listening.	
S114	[redacted]	Opposed to the closure of Waste Transfer Stations	Very dissatisfied that tip will be closed. Only fortnightly pick up where I reside. The bush will become a dumping ground. Expensive trio to travel to Carisbrook. Cancelling the community grant scheme is also devastating for community groups in our local area. These grants are much needed	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S115	[redacted]	Opposed to the closure of Waste Transfer Stations	where am I going to take my rubbish and will that cause people to dump on the roads near me	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S116	[redacted]	Opposed to the closure of Waste Transfer Stations	I believe that closing Rubbish transfer stations is a terrible idea as people will dump waste in bushland and roadsides. Maybe cut the services down so that one person can manage the three sites Dunolly, Bealiba and Talbot on four separate days of the week and leave Carisbrook site times are they are. I would like to see Shire figures on how savings are to be made by	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			complete closure of the three regional sites because the shires information we were provided with about saving money by downgrading the airport has shown their figures are a sham as that decision now places many obstacles in the way because of Grandfather clauses that now apply, whereas they would not have should the airport have been maintained. Shire councils are primarily responsible for the three Rs (Rates, Roads and Rubbish) so find another way to save money rather than deprive communities of facilities to dispose of their waste. As someone who has not seen the country road past my house graded for some 15 years then you fail on roads too! Has any consideration been made to lease or tender these Tip services out to interested parties?	
S117	[redacted]	Opposed to the closure of Waste Transfer Stations	We think closing the waste transfer station would be a huge mistake. We rely on the Talbot transfer station as we don't have a curb side pickup of our rubbish. We are good rate payers that don't receive anything from the council except a rates bill and now you are taking yet another thing from Talbot. If this happens, we can see more rubbish dumped in the state forests, more people burning their rubbish because they can't afford to drive over 20kms to get rid of their rubbish. Who will clean that up?	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S118	[redacted]	Opposed to the closure of Waste Transfer Stations	To whom it may concern I am writing to you after hearing of the news that there is a proposal to shut the Waste Transfer Stations at Bealiba, Dunolly and Talbot. As a resident on the outskirts of Bealiba area, I find the proposal of the Central Goldfields Shire to close these facilities very disturbing and mentally worrying as to being able to dispose of my waste in my area. I don't have a roadside collection and fully rely on the depot. If I was to travel to my next nearest depot it would be a round trip of 90klm and as I use my car to transport my	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			waste, this would not be appropriate in summer due to the amount of time I am in the car with any potential smell for this significant amount of time and distance. Currently you have 3 people managing these sites with a combined 36hrs a week with an estimated average of $120,000 per year in total and I am unable to fathom the reasoning for these closures as I am sure these costs are not as much as the salaries of the 69 employees you currently have on your books. We currently pay a 'waste fee' on our rates and I believe that if the closure goes ahead that this fee then needs to be waved due to nothing close in or area, thus our fuel prices will increase due to the new travelling distance we must do. I also can see in the future that the potential of rubbish being dumped in our forests and along the roads will potentially increase, which in turn could then cause a cost blow out to have it cleaned up. In closing, I think your proposal needs to be scrapped and the other areas which you are considering putting funds to .like 1.pool upgrade2. Pavilions rebuild at Dunolly 3. Bike park Not to mention many more. I really would like to know how many people use the skate park that was built. We may have a young generation, but they only use these facilities for a short time and all this money wasted then sits doing nothing or not being used. Once again, it seems like the Council is looking after the city side and forgetting about the semi/rural areas. You have now created a lot of people to worry and be upset with your proposal, and this is not acceptable especially when you get a lot of money from your farming community for rates and you cannot keep a fundamental right for them to dispose of their waste in their area. You really need to rethink this potential proposal of closing the Bealiba, Dunolly and	

			Talbot Waste Management Depots, We need them to stay OPEN!!!!!	
S119	[redacted]	Opposed to the closure of Waste Transfer Stations	Please don't close down the Talbot Tip. It really means a lot to all of us in Dunach, Talbot and the rest...	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S120	[redacted]	Opposed to the closure of Waste Transfer Stations	Hey absolutely disappointed to hear the proposal to close three tips are closing in the shire. I have a local carpentry business in Talbot. I go to the tip every week or two. And for me having to travel an extra distant to Carisbrook tip will add big costs in travel, fuel and time. This will hand balled onto the customer making jobs more expensive and might not be viable for some. Also work for a farmer that needs to dump huge amounts of rubbish and wire. This being further away will add huge costs for him. The tip being in town encourages responsible dumping. If people have to drive the extra and pay more in tip fees, we will expect to see a lot of illegal dumping. There is a lot of bushland around this town which already has rubbish everywhere. The bush will be full of rubbish. What an eyesore and destruction to the environment it will be. Can imagine what EPA and FFMV will think, let alone the public who uses the bush. The facility is already there. Leave it open and maybe just drop an open day. No point shutting it down. The waiting line at Carisbrook will also add time. Carisbrook is too small to handle extra cars, trailers and trucks. People aren't patient and won't wait in line. Once again will end up in the bush. The cost to have a crew	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			constantly cleaning up the bush will be ridiculously expensive	
S121	[redacted]	Objection to overall budget	Dear Mayor [redacted] I read with concern the discussion in Council re the 2026/27 budget deliberations. I do not make any comment on those specific decisions — you and your council understand your circumstances far better than any outsider — but because I believe the underlying pressure your council is navigating is something I have spent several years studying systematically, and I think I may have something useful to offer. I am a practitioner/researcher based in Castlemaine Over the past three years I have been analysing business ownership demographics across rural councils in Victoria, using ABS Census employment data. The picture that emerges is consistent and troubling. Across Rural Councils Victoria member councils, 43.6% of all business owners were aged 55 or over at the last Census (2021). In the councils under greatest fiscal pressure, that figure is higher. These are not people who will necessarily retire from their businesses next year. But they are people who, in the absence of active succession infrastructure, are statistically likely to close rather than transfer. We know most owners have not drafted an exit plan. Each closure removes commercial rates revenue that rate-capped councils cannot replace. Your observation that the gap between income and expenditure has been growing for ten years captures precisely what the data shows. The tip closures, the community grants reduction, the staffing pressures — these are the visible surface of a fiscal erosion whose underlying driver is the slow attrition of the commercial rates base. That attrition is not primarily a result of mismanagement or external economic shocks alone. It is the downstream consequence of a business succession crisis that has	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			been running silently for a decade, one retirement at a time, without plan and without support. This is not a problem unique to Central Goldfields. It is, to varying degrees, the structural condition of every rural Victorian council. What varies is the severity and the timeline. Some councils have five years of buffer remaining. Some have less. I have been developing a methodology for understanding and managing this challenge — identifying the businesses at greatest succession risk, quantifying the fiscal exposure, and building the infrastructure to support transitions that preserve commercial activity and the rates revenue it generates. The work is practical, evidence-based, and designed for councils operating under exactly the fiscal constraints you are navigating. I am not writing with a proposal or a fee schedule. I am writing because I think a conversation would be worthwhile — for you to hear whether what I have found matches what you are experiencing from the inside, and for me to understand whether the approach I have developed speaks to what you actually need. I have attached a short White Paper which provides some additional information on how this dynamic plays out in the Central Goldfields and outlines potential remedial actions. I would welcome thirty minutes at a time that suits you. I am happy to come to Maryborough. (Plus, there also a paper attached to the submission for reading)	
S122	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the closing of our transfer station at Talbot. As I am a pensioner, I cannot afford the cost of traveling to the Carisbrook Station. This is a backward step to our town. The amount of rubbish that will be dumped in our forest will be great, not to mention the damage to our wildlife from the rubbish that is dumped. This is a backward step that I object to.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S123	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the closure of the transfer station at Talbot; this will make it very hard for anyone like me that is a low-income household. The cost to travel to Carisbrook will just force more people to dump their rubbish on the side of the roads and in the bush which will then make the whole council look like a Tip.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S124	[redacted]	Opposed to the closure of Waste Transfer Stations	I [redacted] Need and request this transfer stations in Bealiba stay open and functional as we are concerned that copious amounts of rubbish will be dumped in the state forest. We have absolutely no service for the rates we pay and if forced to transport our waste to Carisbrook the costs incurred will severely impede our way of life . We will have to do a 130km round trip and at the ato 82c /km it will cost 106 dollars before tip fee s are incurred at Carisbrook ....both sue and I being pensioners find your proposal detrimental to our lifestyle/existence. [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S125	[redacted]	Opposed to the closure of Waste Transfer Stations	If the Talbot transfer station closes it would be too much trouble for me to take my rubbish to Carisbrook. I want to be able to take my rubbish when I want to so would not be happy with reduced hours or days	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S126	[redacted]	Objection to overall budget	refer this to attachment S126	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S127	[redacted]	Opposed to the closure of Waste Transfer Stations	Regarding the closure of the Talbot Transfer Station. 1. As a Talbot Resident, I regard the transfer station as one of the most essential services provided to me by the council. 2. The incremental direct cost of operating the transfer station are small - essentially wages for one person for 3 half days. Any cost associated with moving or disposing of waste would simply move from Talbot to another site should the transfer station close. 3. Closure of the station will create an incentive for residents to simply dispose of their waste in the bush - particularly green waste but also hard rubbish as is already evident now. This would create environmental problems as well as increase the Council costs to clear any rubbish so dumped. 4. Reviewing the draft budget there appears to be an inconsistency between the revenues and expenses. (Waste Management deficit 2.946M) The revenue of 417K appears to be the direct revenue earned from the transfer stations etc. and does not properly allocate a proportion of the rates for which as a resident I contribute to waste management. 5. The closure of the Talbot transfer station will add costs in terms of additional time to dispose of waste and fuel costs. 6. I note the mission of the Council is to "To seek, capture and develop opportunities to make our Shire a place of choice to live, work, visit and enjoy". Why would anyone want to visit a town which is encouraged by its Council to dump waste in the bush and to play havoc with the environment. By considering the closure of the Talbot transfer station, the Council fails in delivering to its residents on its core mission. I submit that the Talbot transfer station should not be closed.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S128	[redacted]	Opposed to the closure of Waste Transfer Stations	I wish to make this submission regarding the closure of the Bealiba, Talbot & Dunolly tips. As the inaugural past president & founding member of the now disbanded "Ironbark Heritage & Tourism Group' I strongly urge you to reconsider this decision. Our group was interested in learning more about the historic & natural environmental aspects of our wonderful bush. We worked to protect & appreciate sites like the Aboriginal wells, various unmarked graves, the ruins of numerous dwellings, & the lovely native orchids to be found in our bush, for example. We spent a day tidying around the Birthing Tree at Talbot, & a day weeding & tidying the grave of Edward Mandeville, miner, in the Timor cemetery, for example. My concerns then are the same as now regarding the dumping of rubbish in the bush. Can the shire guarantee that rubbish dumping will not become a bigger problem following the closure of these tips? I strongly implore you to reconsider this retrograde decision. [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S129	[redacted]	Opposed to the closure of Waste Transfer Stations	I am very disappointed at the decision to close three local transfer stations. People are already struggling to pay tipping fees, inspire of the vouchers provided by Council. Closures will have an immediate and severe impact on the environment, with people simply dumping in the bush or by the roadside, which Council will have to clean up. [redacted] at Talbot does an excellent job of sorting and recycling, is this not a 'Green' Council? Green waste in the bush will lead to degradation of the native bush as well as increasing costs to farmers. Those people who are prepared to go to Carisbrook Transfer Station instead will incur unnecessary petrol costs. It seems that the costs to Council will remain the same, as the amount of waste at other transfer stations will increase, with the same labour and handling costs. Also, I have looked at the figures, and it seems that the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			revenue attributed to waste management in the budget - 417,000 K - has been considerably understated as it appears the rate revenue collected for waste management has not been included. Nine thousand rateable properties at $240 per annum per property equals $2.16 Million, not $417 K. Someone has got their sums wrong. Given that the Council is also proposing to abandon the Community Grant Scheme, while continuing to sponsor the Energy Breakthrough (an outdated idea in these times) it seems that this is an anti-environment and anti-community Council.	
S130	[redacted]	Opposed to the closure of Waste Transfer Stations	Please accept this email as a formal objection to the planned closure of council transfer stations. I am a resident of Mt Glasgow, on the very southern edge of the Shire, I regularly use the Talbot transfer station primarily for recycling and for limited amounts of waste disposal. Being located at the southern extremity of the Shire I often combine recycling/waste trips with material and supply trips which are generally sourced from Ballarat (approx. 80% Ballarat and 20% Maryborough) due to competitive pricing and greater range availability. Closure of the Talbot transfer station is going to impose an unreasonable burden of having to make dedicated recycling/waste trips in the opposite direction to where the majority of materials and supplies come from, this impost will have the effect of burdening a round trip of approximately 37km with an empty return trailer and thus imposing an unreasonable cost associated both time and fuel to my monthly routine. As such I hereby formally lodge my protest against the closure of CGSC transfer stations, and request the council reconsider the proposed closures	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S131	[redacted]	Opposed to the closure of Waste Transfer Stations	I find this completely absurd that this is the only Council that wants rubbish all over there township. I work away a lot of the time and travel through small towns that are	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			clean and beautiful. Why don't we want to make this the same to our own shire. Mark my words closing the transfer stations instead of getting rid of top-heavy staff is going to be the worst decision made. The bush lands will be polluted the water ways will be a disgrace and the clean-up bill will be 10 times more than the budget to keep the stations open.	
S132	[redacted]	Opposed to the closure of Waste Transfer Stations	Proposed closure of the Talbot and other Waste Transfer Facilities. I grew up in Maryborough and have returned to the area after forty years. I lived in the Werribee area for about 20 years as 2 of my family members ran small businesses which used the Wyndham Waste transfer station 2 or 3 times per week. I was well aware of the prices that were charged. I noticed a steady increase in illegal dumping of rubbish as per the increases in tip fees. I would suggest the following was a direct result of price increases. I would put it to you that closing the local facilities will cause the following. This will in fact become a higher burden on the Shire resources and funds. Danger of poorly secured loads being transported on major roads. Environmental problems from illegally dumped rubbish in our historic local forests. Increased costs to shire to clean up illegally dumped rubbish. Widespread Dumping: Significant incidents, including large piles of household garbage, furniture, and building materials, Environmental and Wildlife Risk: Dumped waste breaks down, with plastics and smaller pieces flowing into waterways and being consumed by animals. Causes: Factors contributing to the crisis include illegal dumping of construction materials, household waste, and lack of responsible disposal, sometimes attributed to increased construction activity and rental moves. Hazards: Waste often includes mattresses, sofas, broken glass, and in	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			some cases, hazardous materials like. Kindest Regards David Carr	
S133	[redacted]	Opposed to the closure of Waste Transfer Stations	Not to close the tips we are on fortnightly bin collection, and we have to do a tip run 1 a month	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S134	[redacted]	Objection to overall budget	I am writing to raise several concerns regarding the initiatives proposed to improve Council's financial position. Firstly, if labour costs are to be reduced, it would be reasonable to begin with the management sector. There is a widely held view within the community that Council has an excess of management roles and insufficient frontline staff who carry out the essential day-to- day work. A review and reduction at the management level would be a more appropriate and equitable starting point. Secondly, the proposal to end Community Grants is deeply concerning. Small towns rely heavily on volunteers who dedicate significant time and effort to fundraising and delivering projects that benefit their communities. Removing support for these groups effectively penalises those who already contribute the most. It also raises the question of whether this policy would apply equally to larger, Council-supported events such as Energy Breakthrough and Pride events, or whether smaller towns will once again bear the brunt of these cuts. There is a growing perception that Council decisions are disproportionately focused on Maryborough. The proposal to sell surplus land also warrants scrutiny. The community will be watching closely to see which assets are sold and to whom. Transparency in this process will be essential to maintain public trust. The planned closure of tips in three regional towns is another example of inequity. These closures will significantly impact	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services. Thank you for taking the time to provide your feedback on the proposed budget initiatives. We understand the community's interest in how Council allocates its resources, including the balance between management and frontline roles. Our workforce structure is regularly reviewed to ensure it aligns with service delivery needs and provides value to the community. As part of our broader financial sustainability planning, Council is actively considering a range of measures to manage costs responsibly. This includes careful vacancy management, natural attrition, and ongoing reviews of organisational structure to ensure roles at all levels are aligned with operational priorities and community expectations. It's important to note that any workforce adjustments are approached thoughtfully, with a focus on maintaining essential services, supporting our people, and

			residents: • Dunolly to Carisbrook return trip: approximately 50 km • Bealiba return trip: approximately 70 km • Talbot return trip: approximately 30 km Residents in these towns already pay substantial rates for limited services. In Dunolly alone, with approximately 550 homes, garbage and tip fees total around $391,600 annually. Despite this, services are now proposed to be reduced on the basis of cost efficiency. This is difficult to justify and feels fundamentally unfair. Regarding the projects Council has highlighted, it is important to acknowledge that some already benefit from external funding or significant community effort. The Deledio Reserve Pavilion, for example, has received government grant support and has relied heavily on years of volunteer fundraising. There is also concern that funds previously allocated to the Maryborough Pool were redirected elsewhere. Finally, I urge Council to reconsider its spending priorities. Continued investment in beautification and upgrades within Maryborough, while smaller towns experience service reductions, reinforces the perception of imbalance across the Shire. All communities contribute to the Shire and deserve fair and equitable treatment. Council's responsibility is to represent and support the entire Shire. The current direction risks undermining that responsibility and eroding community trust.	ensuring Council remains capable of delivering for the community both now and into the future. We appreciate your perspective and will continue to consider community feedback as part of our decision-making process. Your response to the draft budget is noted. Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback

				received before making a final decision.
S135	[redacted]	Opposed to the closure of Waste Transfer Stations	refer this to attachment S135	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S136	[redacted]	Opposed to the closure of Waste Transfer Stations	I see Ben green has become Ben over on our tip in Talbot	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S138	[redacted]	Objection to overall budget	[redacted] firmly believe with improved management and a direction to adhering to policies and the LG Act and staff working to achieve the targets they are employed for, we believe over $3million could be saved just with sound, professional and community minded decision making. In this submission we have Highlighted several area's which stand out. We only address the first 20 pages, and we firmly believe if our concerns were used across the complete Draft budge, council would have the community onboard and be an a far better situation looking forward. All we ask is council and councillors do what they are engaged to do properly and adhere to their policies and the LG Act. Thank You refer this to attachment S138	Council is facing rising costs and increasing service demands while rate capping limits our revenue. This is putting pressure on the overall budget, but we're actively reviewing services, finding efficiencies and managing costs to stay financially responsible.
S139		Opposed to the closure of Waste Transfer Stations	refer this to attachment S139	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S140	[redacted]	Opposed to the closure of Waste Transfer Stations	I wish to provide feedback regarding the proposed closure of the transfer stations at Dunolly, Bealiba and Talbot. My husband and I have lived in the shire for 18 years and as we do not receive a rubbish collection to our address, we use the Dunolly transfer station on a monthly basis to dispose of our household waste and recycling. This is a 30km round trip as opposed to what will be a 60 km trip if we have to travel to the Maryborough transfer station. I think this proposal is short sighted and will result in more dumping of rubbish in the bush and also in residents on rural blocks burning their rubbish, which will impact the air quality. I urge you to reconsider this proposal.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S141	[redacted]	Opposed to the closure of Waste Transfer Stations, Community Grants	I am writing to express my profound disappointment and growing frustration regarding the Council's recent decision to close three waste transfer stations. While I appreciate the necessity of fiscal responsibility, the manner in which this budget is being "balanced" suggests a fundamental disregard for the core services that ratepayers fundamentally rely on. Waste management is not an optional luxury; it is a primary function of local government. This is underscored by the fact that it is listed as a distinct levy on our rates notices. We are already paying for this service. I find it difficult to reconcile the $144,000 shortfall of our transfer stations with the significant revenue collected through waste management fees across the Shire. Surely these fees are intended to bridge exactly this kind of gap to ensure essential infrastructure remains accessible. Furthermore, it is disheartening to see that as of March 17th, the Shire is actively recruiting for seven administrative and strategic positions, including: • Site Operations Energy Breakthrough • Service Design Lead – Statutory Planning • Property Officer • Facilities Management Officer • Coordinator Strategic Property and Facilities Management • Operations Officer • Coordinator Health and Safety This raises a serious question of priority: How is the	PF: Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services. MK: Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is

			recruitment of additional personnel deemed a higher necessity than the maintenance of existing, vital community infrastructure? There is a glaring disconnect between the Council's perceived mandate and the expectations of the community. Ratepayers view the Shire as a service provider first and foremost. However, decisions like this fuel the perception that the Council's priority is the expansion of its own bureaucracy, with actual community service treated as an incidental byproduct. On a final note, the decision to phase out community grants is equally baffling. It was only on February 16th that the Shire's own social media proclaimed, "Our Community Grants keep our community vibrant!" To move from public praise to a total phase-out in such a short window suggests an impulsive and contradictory approach to leadership. The community deserves better than the erosion of the very services we fund. I urge the Council to reconsider these closures and realign its spending with the basic needs of its residents.	fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback received before making a final decision.
S142	[redacted]	Opposed to the closure of Waste Transfer Stations	I wish to voice my opinion regarding the closure of the 3 transfer stations. Every time I attend the Talbot transfer station it is always busy. I think it is a stupid idea to close it and Bealiba and Dunolly. There must be a better way to save money. IT IS COMPLETE MADNESS.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S143	[redacted]	Opposed to the closure of Waste Transfer Stations	We would like to protest against the proposed closure of the Talbot Transfer Station. Our thoughts and concerns are listed below. 1. The surrounding bush will become more of a dumpsite option, and I have cleaned litter/rubbish from	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			bushland, roadsides, and crown land as it is for over five decades. 2. Those living in rural Victoria are disadvantaged in many ways, without having to travel, an extra 40 kilometres round trip, to dispose of refuse, and recyclables. The small community is neater and cleaner from having a localised Transfer Station. 3. A compromise may include having the Transfer stations open on one day, perhaps Saturdays only? 4. In relation to the Talbot Transfer Station, can the financial incomings be itemised and presented, such as tip fees given, sale of items at site, (any monies received from any of the recyclables) as to date all we have been presented with is the estimated total of the outgoing expense!	
S144	[redacted]	Opposed to the closure of Waste Transfer Stations	While it is evident that the council has multiple areas that require a re-shuffling of where money can be saved and spent, please consider the impact of closing transfer stations. My experience: I am a new resident having relocated here in 2025 from Queensland via Melton. Having experienced the cost of transfer station fees in Melton and the restrictions placed on the facility, the outskirts of Melton, Harkness and Diggers Rest are covered in rubbish, and some areas leading into Gisborne. I have personally witnessed dumped rubbish such as: - Car tyres - Fridges - Mattresses as well as household rubbish are strewn along all roads leading into these suburbs. - Household rubbish also has been photographed with medications strewn amongst the rubbish and is evident on the Melton Facebook page. It is beyond disgusting and when the council does get around to cleaning up some of the rubbish, it is quickly	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			replaced. In the long term, it costs more to maintain public health by having to clean up what is thrown away. Closing small transfer stations in the Goldfields shire may lead to a similar situation, with rubbish tossed onto the roadsides already noticeable in some areas between Maryborough and Bendigo, etc. People are already stretched as no doubt you are aware as council is also stretched with the budget. Your budget has scope for attracting tourists to the region. This decision around transfer stations could inadvertently impact tourism. My suggestions/Questions: (My apologies if these points have already been considered). - Does it impact the operation of the smaller transfer stations to only open on certain days? I am unsure whether the budget constraints are staffing, operational necessities and utility costs or all of them. - If there is a cost saving of only opening Dunolly or Talbot transfer station two or three days a week or alternate weeks, for example? Could this be a preferable avenue and reduce the fuel requirement of plant equipment on those days? This could be marketed to the residents as the optimal cost saving measure. People would then plan when they used the facility (surely?). - Is there an option to install solar panels and run the transfer stations optimally that way to reduce utility bills? While it is very obvious that cost saving is necessary, and having to choose where that saving will be is incredibly difficult, please accept this feedback as only from the observations of other parts of the state that are enduring a dumping of rubbish crisis. This impacts the council's budget creating further pressures from residents demanding the roadsides be cleaned up. In the current climate, it is difficult for everyone. Thank you for your time. I am unable to attend the budget hearing but hope my feedback is helpful or considered in some small way. :)	

S145	[redacted]	Opposed to the closure of Waste Transfer Stations	We are residents of the Shire, living at 675 Lillicur Rd. Lillicur. We do not have a garbage collection service but pay for the privilege of eight tickets for rubbish disposal with our rates. These tickets are also provided for other rate payers who do have a rubbish collection service. We are opposed to the proposed closure. We visit Talbot transfer station at least once a month to dispose of our recyclables, glass, metal and cardboard and rely on friends to allow us to dispose of one bag of refuse weekly. We also use our precious tickets at the transfer station if we have other items to dispose of, including household waste. We go out into the bush on a regular basis to metal detect and for photography and are astounded at the amount of dumped rubbish that we come across. This problem will only get worse if the transfer stations close. It will degrade our environment and be a cost for someone to clean up more often. We believe that the proposal of closing these transfer stations is false economy and is counter-intuitive to the growth of the shire.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S146	[redacted]	Opposed to the closure of Waste Transfer Stations	The Talbot Transfer Station is both efficiently run and very well managed, it is an essential service for the townspeople and those in the immediate area and should be treated as such. Do not close it.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S147	[redacted]	Opposed to the closure of Waste Transfer Stations	I wish to object to the imminent closure of Talbot transfer station. This is a vital place for the community to take rubbish and recycling and without its residents will need to travel further and rubbish dumping alongside roads and in the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			forests will undoubtedly increase. If we have to pay slightly more on rates bills, then so be it but I fail to understand how residents are able to opt out of paying for rubbish collections. Any resident should have to pay for rubbish collection alongside the rest of their rate bills.	
S148	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing in reference to the above item. The closure of the Talbot Waste Transfer Station will impact the roadsides of our unsealed roadside areas when people realize that the transfer station is closed and do not want to travel into Carisbrook. I fear that the roads into and out of the Talbot Waste transfer station will become the new dumping ground and as of consequence rubbish will be blown across the area with the remainder left to rot and clog up road access. Talbot has a large, aged community with many not able to drive anymore outside of Talbot. They rely on community services for shopping, medical and support services outside of Talbot. For many aged residents stockpiling of rubbish and waste will happen within their properties leading to fire risk. We do not want to go back to the days of where rubbish was dumped on rural properties in creek beds and used to fill holes on properties. Ease of access to the Talbot Waste Transfer Station also means a better environment for Talbot residents. Thank you for accepting my submission.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S149	[redacted]	Opposed to the closure of Waste Transfer Stations	Hi as a resident of Tabot for the past 10 years I have used the Talbot transfer station quite often , I have found that due to not having a hard rubbish collection like my previous shire the transfer station has been not only been convenient but affordable it is run efficiently and is well maintained .I feel by taking this service from our town it will not only be an inconvenience to locals but the surrounding towns who travel to Talbot to use	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			the transfer station and the businesses who use it as well .The council also have to take into consideration the fact that if they shut down the 3 transfer stations as suggested it may end up costing the counsel more money in the long run as they will have to pay for someone to clean up rubbish that will end up being illegally dumped in not only the bush but on the side of the roads as people will not be able to afford to travel to Carisbrook to dump their rubbish with the cost of living the way it stands at the moment . I Implore the council to reconsider the proposed budget cuts and keep the transfer stations open and look at another way to reduce the budget rather that hitting people where it already hurts their hip pockets.	
S150	[redacted]	Opposed to the closure of Waste Transfer Stations, employee cost	Like many others, I also object to having the three outlying transfer stations closed. Basic services need to be maintained so cost savings must be achieved elsewhere. It is clear from the Draft Budget that the biggest cost impost is Employee costs. There must be more significant savings achieved in that area – employee numbers seem to me to be very high at a total of 169 employees. Much more rationalisation in that area needs to be undertaken to help get the budget into a better position.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S151	[redacted]	Object to stopping Community Grants	The decision to cut community grants is not only short-sighted, but also a slap in the face to the volunteers who donate thousands of hours to ensure the community enjoys events/attractions. I can't think of one thing that happens in this shire without the support of community groups. As well as the practical implications, that council would even consider this tells those volunteers their work is, quite literally, worthless. I urge council to reconsider their priorities and perhaps remember their role - to represent those who voted for them.	Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself

				is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback received before making a final decision.

S152	[redacted]	Opposed to the closure of Waste Transfer Stations	As a long-term resident in the area (45 years) and ratepayer in Central Goldfields Shire, and previously Shire of Talbot and Clunes, I think it unbelievably unfair to close and take away our local tip (Talbot) which only has limited days/hours each week as it is at the moment. It is not easy to travel distances with loads of rubbish, also costly and will more than likely even be more so with fuel prices and availability questionable. The Central Goldfields Shire is set to become one big dumping ground...the roadsides and forest areas will end up being an absolute disgrace! And what cost is this going to be to the Shire? Maryborough used to be a fairly clean place but obviously cleaning and picking up of litter is something which is not addressed too well these days. I even remember when dead animals used to be removed and not left to rot where they died. A horrible and depressing sight! I always thought it was required of Shires/Councils to "look after the residents and ratepayers" needs and requirements for a decent and healthy/safe life. I have noticed over the last year or so things have really been "let go" in the town and surrounds. What is happening to our Shire? Money needs to be spent on the things that really matter! Rubbish/roads/recreation areas/parks and gardens, safety of footpaths, better fire prevention, etc. At this time, it is not happening. LOCALS NEED A LOCAL TIP...TOTALLY UNFAIR AND DISCRIMINATORY TO CLOSE THE TIPS/TRANSFER STATIONS FOR RESIDENTS IN OUTER AREAS OF THE SHIRE. PLEASE DO NOT LET THIS HAPPEN TO US!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S153	[redacted]	Opposed to the closure of Waste Transfer Stations	I think the proposal to close the transfer stations within the shire is shortsighted and foolish, I am positive it will lead to a significant rise in illegal dumping which will in turn cost the council and community more to clean up. Maybe we could consider reviewing the CEO's pay and seeing if some savings could be made there.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S154	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the transfer station doesn't make sense. I strongly believe it would be a huge mistake and create a massive problem with illegal dumping of rubbish in the bush if you close it.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S155	[redacted]	Opposed to the closure of Waste Transfer Stations, Community Grants	Understandably, cuts need to be made. However, close three transfer stations is going to cause much hardship to many people. Travelling additional distances to dispose of rubbish and goods is going to cost people in fuel and time. Unfortunately, I can see dumping becoming a huge issue. Is it possible to have these stations opened every second or third weekend? There must be alternatives to consider. I read in The Advertiser yesterday that council is considering axing community grants. Considering the number of volunteer run groups who work tirelessly to support recreational, social, educational and economical, I find this possibility very sad and disappointing. These groups already work so hard to deliver to their communities. Why are they being overlooked / punished for all their free hard work? I understand things are tough in our shire (as well as other shires), however, making these cuts is simply making life harder in already difficult times.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S156	[redacted]	Opposed to the closure of Waste Transfer Stations	Please do not close the Bealiba transfer station. We need the access, and to not have to drive further away.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S157	[redacted]	Opposed to the closure of Waste Transfer Stations	I am a 92-year-old [redacted] in Talbot. I have been a resident of this area for the last 72 years. I have done my part in the community over those years as a volunteer, from mother's club to my last role as a volunteer in the newly opened London house cafe some 20 years ago. I have always paid my rates and have never ever complained about the shire, but this move to close the Talbot transfer station has got me quite angry. I can see the shire has got themselves in quite a pickle. This is not my problem; it is solely a shire problem. Do you think it's fair that a 92-year-old women will now have to pay extra to have my gardener take my waste to Carisbrook? Do not throw your problems back on your rate payers. The tip/transfer station was here long before any of this generation running the shire came into office. All my 72 years in Talbot area, we have had a tip and now you are telling me that we can't afford it. It seems to me that the cuts need to be made in the office the not to services. Regards [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S158	[redacted]	Opposed to the closure of Waste Transfer Stations	As a business owner in CGFS for the last 40 years, I was dismayed to learn of the possible closer of the Talbot Transfer Station. Talbot Timbers uses the station quite regularly, we produce waste as in old timber wrap, cardboard and steel strapping. If the station closes, we will be forced to carry the extra cost of transporting it to Carisbrook. As you are well aware of the current fuel emergency, the high cost of fuel and time will greatly impact our business. Our business is already struggling because of the Victorian government's decision to extinguish our log licence from State forests. I have very little faith in the CGFS in supporting my business. 4 years ago, I put a submission the shire to support Talbot Timbers in gaining full control to the Majorca Plantation, the shire did not support us and did not even take the time to explain why they did not. The shire needs to support local business, come and talk to us, ask how you can help. In my 40 years of business this has not happened once. Please support local business, don't make it harder. Regards [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S159	[redacted]	Opposed to the closure of Waste Transfer Stations	After reading your draft budget document, I have come to the conclusion that your argument for closing the 3-transfer station make no sense at all. Your office staff numbers are the place where you should be looking for savings. The tips have been in existence long before I was born in 1960, they have endured all that time though many different administrations, from the shire of Talbot and Clunes to now Central Goldfields Shire. Now we have a new CEO and all of a sudden, we cannot afford our stations. A quick internet search will show that CGFS has a staff ratio of 1 staff member to every 69 residents. Hepburn is 85, Pyrenees is also 85. The state average is 117. What makes our shire so special that we need so many staff? This is where you need to	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			be looking at budget cutbacks, not on what I believe is an essential service. Regards Alistair Hull	
S160	[redacted]	Opposed to the closure of Waste Transfer Stations, Roads and Grass Slashing	Hi, I am concerned about the possible closure of the Talbot Transfer Station. As a regular visitor to our public land in the shire, I am always dismayed to see rubbish dumped in the forests and along public roads. It is bad enough now but imagine what it will be like when the stations close. I know the forests have nothing to do with the shire, but you will be creating a community problem, which is then a Victorian problem. The shire likes to talk about sustainability, climate change and what the community and do to help. It starts with you, the shire, please lead by example. I also feel Talbot and other smaller town of the shire are often treated as the poor cousins of the shire. We don't have all the services of Maryborough, but we still have to pay for everyone's in our rates. We have deplorable roads, road grading is very limited, lack of foot paths, no sewer network (I know this is not a shire issue) etc. Grass slashing is now only one mower width, not fence to fence as it used to be. You only have to look at what happened at Harcourt this year to see how important the grass slashing is to residents in our small communities. Please don't treat us as the poor cousins. Regards [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S161	[redacted]	Opposed to the closure of Waste Transfer Stations	1. Very disappointed at the proposed closure of Talbot Transfer station. Ido does not have a roadside pickup service. 2. I use it frequently - about every 3 weeks. 3. Concerned about the increase in illegal dumping. 4. Smarter way would be to- A. Open only 1 day on the week-end. Or open every 2nd or 3rd week-end. B. Increase fees for transfer station. C. Increase council fees for all special roadside waste pick up. D. Cutting staff and hours council is open to public. E. Using	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			council land to open caravan park(s) + camping etc... revenue to council.	
S162	[redacted]	Opposed to the closure of Waste Transfer Stations	refer this to attachment S162	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S163	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the transfer stations Talbot, Dunolly and Bealiba tips closing. It is important for them to stay open for various reasons. *with the cost of fuel increases recently, people driving from Talbot, Dunolly and Bealiba have an increase expense. *people on low income will struggle to dispose of their rubbish. Especially if not a home-owner. They are not eligible for tip vouchers. *potential illegal dumping of rubbish in the bush, which will affect wildlife. *affect tourism in the area- unsightly visible bush/parkland. Would affect bush walkers, or people going gold detecting. *who would then clean up the rubbish in the bush/parkland? Council?!! *losing a local tip shop which keeps items out of land fill and increases recycling. Reconsider closing these three transfer stations. They are desperately needed.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S164	[redacted]	Opposed to the closure of Waste Transfer Stations	The Shires, so called closures to our Transfer Stations located in various parts of the Shire in my eyes will cause nothing but added expense to the Shire. Not, just	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			the man-power or Machinery to be cleaning up the waste that will be dumped around our Shire, but due to your shortage of Operational Staff (Not Office Staff) who will be assigned to carry out this clean-up. This is when the Dump Truck is not assigned to working on a New Footpath in the Township of Maryborough, It will not happen !! Perhaps The C.E.O. of the Central Goldfields Shire could start looking at the over Staffing you have at this time. Perhaps trying to fill Positions that are Advertised at this time, could be held off until the Shire are in a better position financially.	
S165	[redacted]	Opposed to the closure of Waste Transfer Stations	Its beggars' belief that council would consider closing local waste transfer stations. Enough resident waste is already being dumped in our bushland by people who just don`t care and I daresay that if you close the waste transfer stations that situation is going to explode exponentially, which in no way shape or form helps the environment or the animals that live in our bushland, plus I daresay rubbish would go into the red, green and yellow bins that shouldn`t be there. I think you are drawing a very long bow if you think all the people who now drive 4 or 5 kms for the transfer stations are going to drive 50 kms or more. Our rates go up every year, and, in your proposal, you are whinging about the rates cap. Find some other way to save money, closing the transfer stations is a very bad move.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S166	[redacted]	Opposed to the closure of Waste Transfer Stations	We value the Dunolly Tip too much to agree to its closure on 30.06.2026.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S167	[redacted]	Opposed to the closure of Waste Transfer Stations	Please do not close the Dunolly Tip - we visit this recycle centre often and value this Shire service a great deal.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S168	[redacted]	Opposed to the closure of Waste Transfer Stations	refer this to attachment S168	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S169	[redacted]	Opposed to the closure of Waste Transfer Stations	The proposed closure of the Central Goldfields Shire Dunolly Transfer Station raises significant concerns for the sustainability and wellbeing of the local community. For residents of Dunolly, this facility is more than just a waste service—it is an essential part of maintaining a liveable, functional town. Rural communities already operate with limited services, and the removal of yet another key resource risks further disadvantaging residents and contributing to the gradual decline of the town's viability. One of the most immediate impacts would be the increased travel burden placed on residents. If the Dunolly Transfer Station were to close, locals would be required to travel more than 25 minutes to access the nearest alternative in Carisbrook. For many, particularly older residents, families, and those without reliable transport, this creates a significant barrier to responsible waste disposal. Increased travel	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			time also adds fuel costs and inconvenience, making regular and appropriate disposal less likely. There is also a very real risk of increased illegal dumping. When access to waste facilities becomes more difficult, some individuals may resort to disposing of rubbish in nearby bushland or roadsides. This not only damages the local environment and wildlife but also places additional financial and operational strain on council resources required to manage and clean up illegal dumping sites. Furthermore, the Dunolly Transfer Station supports the local economy in ways that may not be immediately visible. Residents from surrounding smaller communities often travel into Dunolly specifically to use the facility. While there, they contribute to the town's economy by purchasing fuel (when the fuel station opens), groceries, spending money in our local cafes and bakery, or other goods. Without the transfer station, these visitors are more likely to redirect their travel to Maryborough, resulting in a loss of valuable economic activity for Dunolly's small businesses. In considering the closure, it is important to recognise the broader social and economic ripple effects. Maintaining essential services like the Dunolly Transfer Station helps sustain rural communities, supports environmental responsibility, and ensures equitable access to basic infrastructure. Its removal would not only inconvenience residents but could also accelerate the decline of an already vulnerable township.	
S170	[redacted]	Opposed to the closure of Waste Transfer Stations	The proposed closure of the Dunolly Transfer Station by the Central Goldfields Shire raises significant concerns for the wellbeing, safety, and sustainability of the Dunolly community. In small rural towns, access to essential services is already limited, and the removal of another key facility contributes to increasing isolation and reduced liveability for residents. Requiring locals to	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			travel more than 25 minutes to the nearest alternative in Carisbrook creates a substantial barrier to responsible waste disposal. For many residents, particularly older individuals, families, and those with limited transport, this added distance, time, and cost may make regular use of the service impractical. When access becomes more difficult, there is a heightened risk that rubbish will be disposed of inappropriately in bushland, roadsides, or on private land. This kind of illegal dumping has broader consequences. It can create environmental damage, increase fire risks, and pose public health concerns. It can also lead to ongoing issues such as litter accumulation and sites that attract anti-social behaviour, which can impact community safety and place additional strain on local enforcement and council resources required to monitor, investigate, and clean up these areas. The transfer station also plays an important role in supporting the local economy. People from surrounding smaller communities often travel into Dunolly to use the facility and, in doing so, contribute to local businesses. Without this service, many are likely to redirect their trips to Maryborough, resulting in a loss of valuable economic activity. Reduced foot traffic and local engagement can, over time, diminish the vibrancy and informal community presence that helps towns feel safe and connected. Ultimately, the Dunolly Transfer Station is more than just a waste facility, it is a vital piece of infrastructure that supports environmental responsibility, community safety, and economic sustainability. Its closure would have far-reaching impacts that extend well beyond inconvenience, affecting the overall health and resilience of the Dunolly community.	
S171	[redacted]	Objection to overall budget	Personally, I think that we are being led down a very dark place	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S172	[redacted]	Opposed to the closure of Waste	Re closer of Talbot tip. Please don't close the Talbot tip. We don't get garbage pickup we're I live. Have	Council acknowledges the strength of community feeling in relation to transfer

		Transfer Stations	been told that if I put my bin on a trailer take it to where it can be picked up, wait until empty, put back on trailer and bring it home, remove from trailer. I'm 66 years old; I have spine that is crumbling and a lot of other medical conditions. There is no way that I can do this. Most of my rubbish is recycling. I can't afford to take my rubbish to Carisbrook as it is too far. I have been told that the last day for Steve is 29th April, why is the meeting not before the 29th of April, it looks like you have already made up your mind to close the tip. This shows a great disregard for what the people that employ you need. Stop using the our money on things that are not needed like seats that no one can use.	stations and is considering all options to retain services.
S173	[redacted]	Opposed to the closure of Waste Transfer Stations	Regarding the potential closure of the Dunolly tip. I would like to protest the closure on the grounds that going to the Carisbrook tip is a lengthy drive and would cause residents to outlay extra in fuel costs as well as the inconvenience of travelling the extra 48.6 km round trip, also other residents that live in Bealiba and surrounding areas would need to travel an extra 90.2 km round trip, this is a further strain on the petrol shortages that are currently in place and would be adding to people's financial burdens. Also, there is the potential for people to 'dump' their rubbish in the bushland nearby because they 'can't be bothered' going the extra distance, this would cause devastation to the ecology of the local area. The closure would mean people losing their jobs which is devastating on their	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			families and their mental health. The statement regarding the "Initiatives to improve the council's financial position" does not gel with the "Meeting of community needs" , how does closing infrastructure meet community needs? it would do the opposite as communities need this type of infrastructure . Please reconsider this closure as it will be damaging for this area.	
S174	[redacted]	Opposed to the closure of Waste Transfer Stations	I, [redacted] of TALBOT I do not want our TIP CLOSED. YOU NEED TO SUPPLY A MAP OF WHERE THE TIP IS?	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S175	[redacted]	Opposed to the closure of Waste Transfer Stations	refer this to attachment S175	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S176	[redacted]	Opposed to the closure of Waste Transfer Stations	The proposed closure of the 3 transfer stations (Dunolly, Bealiba, Talbot} is an absolute disgrace. Many people rely on these services, and I recommend the shire think very carefully about this proposed decision . There are many reasons why these stations should remain open such as inconvenience, extra fuel costs, potential illegal dumping (which I believe will be highly likely} and increased costs for businesses. Surely there are many other areas within the shire where costs can	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			be saved. My family have used these facilities for generations and it would be an absolute great shame to see these stations closed down. Shame on the council IF this happens ,	
S177	[redacted]	Objection to overall budget	refer this to attachment S177	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S178	[redacted]	Opposed to the closure of Waste Transfer Stations	re the closing of the Dunolly tip, I do not agree and can foresee many issues arising if you do. The most obvious for local landowners is the increased dumping that will come from this short-sighted decision. It won't save money but add to costs as fixing the growing illegal dumping problem will create further expense. Some people will take this illegal option. Currently the tip is run efficiently by friendly, dedicated staff who always provide up to date information and hints. You will be doing a disservice by removing the tip. The other issues are outlined in the local flyer which are valid and urgent. Don't make this mistake. Rethink this decision.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S179	[redacted]	Opposed to the closure of Waste Transfer Stations	I am very concerned about the closures of the 3 tips. The subsequent spread of rubbish in our countryside	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			will have a very mental effect pin our communities. Especially with the fuel costs at the moment , people will not travel to Carisbrook with their rubbish. We need to find another way to find the finances- perhaps start with withdrawing the deputy mayoral s payment!	
S180	[redacted]	Opposed to the closure of Waste Transfer Stations	The Dunolly Transfer Station should remain open as we don't get hard rubbish collection in town. We would have to drive all the way to Carisbrook, over 50km round trip with current fuel price. I could see an increased in rubbish been dumped in the bush. If Dunolly tip is closed, then we should get a reduction in our rates as the council is longer provided that service.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S181	[redacted]	Opposed to the closure of Waste Transfer Stations	I am concerned about the Bealiba tip closure. Three years ago, we were supplied tip passes with every rate notice and the last two years have only been given one lot of tip passes for our farm. As my mother still resides on our Dunluce property in her house and we have our house with no bin service we need some where to dispose of our rubbish. Also, I try to keep the roads around my farm free of ugly rubbish and pick it up when driving between my properties as I know most of my neighbours do as well. I think it is hard for the shire to expect me to pay to dispose this roadside rubbish at the tip as the extra rate tip passes use to cover this rubbish. Now the one set of tip passes supplied with our rate notice does not cover our two houses and farm rubbish as well as the roadside collections. If the Bealiba tip is closed it will mean that our rubbish will have to be carted through Maryborough to Carisbrook and even though we try to secure our rubbish the best, we can on our Utes and trailers it is a fair bet some will fall out with	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			further to travel. Now I return home from Bealiba along the same roads and make sure I have not lost any. If the Bealiba tip is closed the dumping of rubbish in the bush and along roads will increase and make it harder for the residents who care about where we live and keep Dunluce as free from rubbish as possible. On another topic, with the drought conditions over the past few years the roadside trees have lost a lot more limbs than usual, many of these onto the roads. Like a lot of my neighbours, we use our own tractors and equipment, often after hours to keep our roads safe removing this fallen timber. This at no charge to the shire so a tip close to home should be a fair exchange. If a few more permits for firewood collection from this fallen timber along our roads was given out it would make our area a lot safer for traffic as well as decrease fire danger. If the tip is closed it will probably increase the illegal burning and/or tipping of rubbish on all properties hopefully not in the fire season.	
S182	[redacted]	Opposed to the closure of Waste Transfer Stations	Proposed closure of the waste transfer stations at Bealiba, Dunolly and Talbot. You are wasting money on non-basic things for Maryborough and taking away a very important service in Bealiba being our tip this does not make any sense at all	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S183	[redacted]	Opposed to the closure of Waste Transfer Stations	Proposed closure of the waste transfer stations at Bealiba, Dunolly and Talbot. We only get our bins empty every 2 weeks now you are taking our tips away How are we supposed to go 94km round trip for 1 Ute load Maryborough get weekly rubbish pick up this is going to make people dump rubbish in the bush or burn rubbish	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			that we aren't allowed to . the price is going to be far too high for most people	
S184	[redacted]	Opposed to the closure of Waste Transfer Stations	Proposed closure of the waste transfer stations at Bealiba, Dunolly and Talbot. I am a 95-year-old man how am I going to get rid of my rubbish driving 94km is out of the question We have always had a tip this is the wrong decision Maybe don't do a project in Maryborough to save our TIP	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S185	[redacted]	Opposed to the closure of Waste Transfer Stations	Hi, I don't understand how you can justify the closure of Waste Transfer Stations on cost. There must be more to it. As you would be aware, Waste management services are fully funded via the Waste Service Charge and Kerbside Collection Charge. If you're not recovering your costs, then you're doing it wrong. The closure of Waste Transfer Stations shouldn't save money. I think the preference for all shire residents would be to pay a little more in Waste Service Charges than lose the Transfer Stations. Just in case you don't understand Victorian Local Government Waste Management please see below an AI brief on Waste Management gleaned from localgovernment.vic.gov.au and audit.vic.gov.au. Thanks Rick In Victoria, local government waste management fees and charges—often itemized as a "Waste Service Charge" or "Kerbside Collection Charge"—are legally restricted to covering the costs of providing waste, recycling, and resource recovery services. Under the Local Government Act 2020 and ministerial guidelines, these funds must be used for "cost recovery" and cannot be used to generate profit or fund general council expenses. Here is what Victorian councils can legally use waste management fees for: 1.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Kerbside Collection and Processing • Household Bin Collection: Collection of general waste (red lid), mixed recycling (yellow lid), glass recycling (purple lid), and Food and Garden Organics (FOGO) (green/lime lid). • Processing and Disposal: Costs associated with sorting, processing, and transporting materials to recycling facilities or landfill. • Bin Management: Provision, repair, and replacement of garbage and recycling bins. 2. Public Space and Amenity Services • Street Cleaning: Street sweeping and cleaning services. • Public Litter: Collection and management of bins in public spaces and parks. • Dumped Rubbish: Collection and disposal of illegally dumped municipal waste on council land. 3. Special Waste Services • Hard Rubbish: At least one annual hard rubbish collection per residential property. • Drop-off Facilities: Maintenance and operation of waste transfer stations. • Specific Waste Streams: Collection and disposal of e-waste, soft plastics, and hazardous chemicals. 4. Regulatory and Infrastructure Costs • State Landfill Levy: A state-mandated tax passed to landfill operators for every tonne of waste sent to landfill. • Infrastructure Investment: Planning and constructing new waste infrastructure, such as new landfill cells, transfer stations, or FOGO facilities. • Environmental Rehabilitation: Rehabilitation of closed landfill sites. 5. Education and Planning • Waste Education: Educating residents on correct recycling, reducing waste, and contamination. • Sustainability Planning: Developing strategies to meet state landfill diversion targets. Key Restrictions on Use • Cost Recovery Only: The charge is audited by the Essential Services Commission (ESC) to ensure it does not exceed the true cost of delivering services. • Not for General Expenses: Money collected cannot be used to fund non-waste services such as libraries, leisure	

			centres, or graffiti removal (unless directly related to illegal dumping). • Separation from Rates: The reason for separating this charge is to bypass the Victorian Government's general rate cap, allowing councils to recover the rising costs of waste management specifically, rather than reducing other services to pay for it. References: www.localgovernment.vic.gov.au www.audit.vic.gov.au	
S186	[redacted]	Opposed to the closure of Waste Transfer Stations	I live just outside the town boundaries and so do not receive any rubbish collection service which I pay rates for. My only solution is to take all of our rubbish to the transfer station. If I have to go to Carisbrook Transfer Station, that is a 100km round trip, which I and hundreds of other from Bealiba, Dunolly and Talbot areas will be expected to do. Would Carisbrook be equipped to handle the extra patronage or will I have to spend hours every fortnight waiting to unload our rubbish? I also wonder if Council have budgeted for the clean-up of the increase illegally dumped rubbish which is bound to happen. As a volunteer firefighter, I'm also concerned that people will resort to burning their rubbish in unsafe/fire danger periods which could have catastrophic consequences. Also from a fellow farming point, things get really busy at times as you well know, I don't have time to waste spending hrs to deliver rubbish that I can do in 15 minutes in Bealiba. Hopefully, you are able to put these concerns to Council and put a stop to this proposal.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S187	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear Liesbeth, I am writing on behalf of Bealiba Hall & Reserves	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Committee to express our disappointment in the proposed closure of Bealiba Transfer Station. Such a decision would have far reaching consequences for the residents of Bealiba & District, bearing in mind those who live outside of the town limits do not receive any rubbish collection service. It would mean a 100km round trip to attend Carisbrook Transfer Station, which in a period of exorbitant fuel prices and other cost of living expenses, just would not be possible. We fear a huge increase in dumped rubbish and illegal fires would be the outcome if such a decision is to come to fruition. We hope you & your fellow councillors are able to consider all the consequences and arrive at a decision which does not involve the closure of Bealiba Transfer Station.	
S188	[redacted]	Opposed to the closure of Waste Transfer Stations	I trust you are well and I hope you recall me… Below is a copy of the email I sent to CGS earlier today. As you'd expect I'm opposed to the potential closure tip at Dunolly. I pay rates to Loddon, but I believe that even though I'm not a CGS ratepayer my voice deserves to be heard. There are plenty of others like me who live at Dunolly and use the Dunolly tip for rubbish and recycling purposes but are ratepayers to Loddon. Aside from the reasons listed in my missive to CGS I point out that when I was actively involved in the community in a range of organisations, volunteer members of those organisations undertaking cleaning up at working bees regularly took rubbish and recycling to the tip as part of keeping the township and environs neat and tidy. I'm also aware that people leave rubbish at Deledio Reserve for others to clean up and take to the tip. I	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			doubt if those civic minded people will be as willing to oblige and continue doing such clean-ups if a trip to Carisbrook is required. Please do everything within your power to ensure this stupid and short-sighted proposal is shelved! refer to S105 for the email sent.	
S189	[redacted]	Opposed to the closure of Waste Transfer Stations	Liesbeth I'm writing this email to you in the hope you see the negative aspects of closing of the Bealiba, Dunolly and talbot refuse centres. Rubbish already being dumped in the bush without your constituents having to drive 90km round trip if closure was to take effect. Cost of $200 p/h for clean ups that when illegal dumping occurs. Rubbish along roadside when trash is blown from trailers and Ute's.... requiring council workers to remove. Massive "push back" from communities who already feel disgruntled with council waste management fees and current lack of empathy for the shire's residents. Here's some numbers for you. In Bealiba, Dunolly and talbot there are an estimated as per google. 1202 + residences $200 waste fees per household =$240,400 approx. pa + $17,400 cash fees= $257,800 approx. going to council. 1876 + adults who vote! within area. 3 people @12 hrs each running the three centres … totalling 36hrs per week in total labour costs. Please keep these approx. figures in mind a good number of which are elderly when decisions are to be made. My customers are absolutely outraged at this ludicrous plan and lining up to fight with regards this	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			matter! Where do you stand???? [redacted]	
S190	[redacted]	Opposed to the closure of Waste Transfer Stations	Good day [redacted] I am a resident of Archdale near Bealiba, and it has been brought to my attention that council are considering closing our transfer station. I'm hoping as a rural resident yourself you will be able to help us with this. The notion that residents in our area can simply use the Maryborough transfer station is just totally out of the question. We do not receive rubbish collection at all so must take the trip to the trip every couple of weeks to dispose of our rubbish. This is already made incredibly difficult after council stopped giving tip vouchers on all rate notices and only issues them for residential notices. With 1 voucher per bin 8 vouchers does not last very long. Which means we have to pay to dispose of our rubbish as well as a proposed 90km round trip every second weekend. People in our area do not have the time or means to make the trip to the tip in Maryborough which will lead to dumping in the bush land around Bealiba. We already experience a small amount of dumping in our area which as residents we tidy up if we can. Wozza is the man that runs our tip here in Bealiba. Going to the tip on a weekend is actually quite a social thing to do. You see people, have a chat and discuss the goings on around town. This is very important for a small community like ours. We need the service of the tip. There are many people in our community that want to rally behind this and fight for the tip to remain open. I'm hoping you will stand beside us and help us with this. Regards [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S191	[redacted]	Waste Management and Opposed to the closure of Waste Transfer Stations	S191 I would like to provide feedback to CGSC draft budget 2026/2027 as it relates to waste management. Waste Management and Transfer Stations • I would like to provide feedback to CGSC draft budget 2026/2027 as it relates to waste management. • I have read the parts of the draft budget that relate to waste management. • I am NOT in favour of the proposed closure of the waste transfer stations at Bealiba, Dunolly and Talbot. I believe that this will lead to dumping of waste. Having lived on the edge of the bush since 1988, I always walked our dog with a plastic bag to collect small amounts of rubbish, and I met others doing the same thing to keep our community tidy. I also observed dumping of waste – garbage bags full of rubbish, mattresses, washing machines etc. If we make it too difficult to drop off waste at a waste transfer station, it will encourage more of this and it will be costly to collect. I doubt Parks Victoria has any dollars to assist with this problem. • Has council considered any other ideas to save money with waste management? • Our son in Brunswick West has been involved in a trial of fortnightly collection of rubbish which will be extended to all properties from July 2027. The main feedback is it has made rubbish management difficult for homes where disposable nappies are used. • https://conversations.merri-bek.vic.gov.au/fortnightly-collections • Previously, he lived in Stonnington and was able to purchase a Bokashi bin at a reduced price through council. He lived in an apartment and there was an arrangement to empty his bin via various community composting facilities e.g. community garden, neighbourhood houses	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			• A Bokashi bin is an airtight indoor composting system that uses inoculated bran to ferment kitchen waste, including meat and dairy, without odours. It accelerates decomposition through anaerobic fermentation, allowing food to be buried in the garden after 3-4 weeks. It also produces a nutrient-rich liquid fertilizer (leachate). • I use the bokashi system in Maryborough along with other waste saving measures and only need to put our rubbish bin out every 4-6 weeks. • Education is also needed - it continues to amaze me when I see shoppers putting their bananas in a plastic bag. - just because it is bin night, doesn't mean you have to put out a half-filled bin. • I could speak at Special Budget Hearing Meeting on Wed, April 29, 2026, if required	
S192	[redacted]	Opposed to the closure of Waste Transfer Stations	My name in [redacted], I reside at [redacted] I am writing to let the council know that I disagree with the cost saving measures of closing the 3 transfer stations at Dunolly, Bealiba and Talbot. I do not see how closing these transfer stations will save money. I only see further expense due to council then having to pay for the clean-up of dumped rubbish in the bush areas. This also has a major impact on older local residence in our community that are confident to drive 10mins to their local tip to dispose of waste and recyclables but do not have the confidence to do a 1.5hour round trip drive if coming from Bealiba to Carisbrook, as an example. It is simply the Council offloading the cost of waste management on to the rate payer in the form of time	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			and fuel costs to get to a transfer station much further away while still collecting money through our rates for a service not being provided. As in my situation I receive no services at all, even though I pay for waste management etc and you are now saying I will no longer be provided with a transfer station in my vicinity to dispose of my waste and recycling. I do not have sealed roads, the dirt road of my actual address has never been graded in the 7 years I've owned the property and lucky if the dirt road behind me is graded once a year, no lights, no footpaths, no services other than the transfer station and still, as a council that generate an estimated $2+ million (based on 8000 standard properties at $258.30, although many of those 8000 are charged a lot more due to being large farming properties so being very generous with only saying $2 + million) from waste management fees from rate payers like myself, you are unable to manage the cost of 3 transfers stations for a total of $129 thousand dollar per year for all three locations. $129 000.00 is nothing to the budget and will hardly save the council the hundreds of thousands of dollars it needs to cut back in spending. Has the council considered not giving every staff member a 3.25% pay increase each year for doing the same job they did the previous year? Could the only give a 2.25% pay rise and would that 1% savings in pay rise not more than cover the cost of the transfer station? Or halt Capital works programs for frivolous things like a Dog Park, Kerbside reform ($250k for bins, seriously????). Will this $8.688 million in new capital works programs help to solve the environmental, fire, health and pest risk issues associated with dumped rubbish in the surrounding areas? I think not. A more in-depth thought process needs to be adapted with some realistic goals that actually benefit the community and	

			it's surrounds not one that punishes people who don't live in a large town like Maryborough and tries to pass on costs to the rate payer who receives little to nothing from the local council as it already is. Your accounts analysis needs to look at the future cost the council will be impacted with rather than the current cost of 3 small transfer stations running at a loss. In-depth analysis, which they should be capable of, will show them it will cost the council more money in the long run in closing the 3 transfer stations. Or maybe all of us local farmers should stop producing your grain, wool and meat and then we may get some compensation in the form of a simple transfer station that doesn't require us to drive a round trip of 1.5 hours to get to.	
S193	[redacted]	Opposed to the closure of Waste Transfer Stations	Closure of the waste transfer stations will have a significant impact on local residents that use these facilities. With no kerbside collection available the local transfer station is the only way for residents to dispose of household rubbish. The expectation of residents to drive the additional distance to Carisbrook is an unaffordable option for many. This may lead to an increase in illegal dumping of rubbish in the surrounding areas, the removal and cleanup of which will increase council expenses negating any budget savings made by closing the local transfer stations.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S194	[redacted]	Opposed to the closure of Waste Transfer Stations, Roads	Hi, I am disappointed and disgusted that council are planning to shut the rubbish tip at Dunolly Talbot and Bealiba! Basic services that people need, removing these will cost people so much more in travel time and fuel, as well as extra costs that will be incurred by businesses that rely on the tips. As a business owner and operator who accesses most of the tips on a weekly basis this will directly and adversely affect my business, and I will have to pass on the extra travel, time and cartage costs of disposing rubbish and green	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			waste to the Carisbrook tip instead of the local tips. As the cost-of-living hurts families more and more, this will adversely affect just about every rate payer in the shire!! Also, has council factored in the need for extra staff to clean up and police the inevitable issue of people dumping rubbish and green waste within the shire?? Or even people burning their rubbish and green waste just to get rid of it? And the need for local laws staff to work around the clock?? Not just 9-5 on weekdays?? What happened to council being about roads?? Why do our roads only get repaired or graded once someone complains?? I think council need to have a good look at staffing levels within the office at Nolan street and start the cost cutting process there!!	
S195	[redacted]	Opposed to the closure of Waste Transfer Stations	To close the Dunolly transfer station would be a devastating blow for so many living out to the north of Maryborough .There are so many people who are already doing it very hard so to also add more cost to an already tight budget ,would be very unfair , the added cost of fuel would be a deciding factor as to where to drop their rubbish and recycling, so our bush would become too easy to dispose of unwanted stuff Please reconsider the closure for the sake of so many voters Thank you [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S196	[redacted]	Opposed to the closure of Waste Transfer Stations	I think the closure of the Transfer Stations in our region is ridiculous! We pay for this in our rates! If this is passed, people will start dumping their rubbish in our beautiful bush lands, which will cost council to clean it up! I strongly disagree with these closures!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S197	[redacted]	Objection to overall budget	My husband and I are totally against this proposal. As ratepayers we require this to stay open, you as a council get paid by us to do a service not take it away due to mismanagement of ratepayer's money , I suggest you should be looking at budget cuts elsewhere such as top tier salaries and perks . The	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			closure of our tip is going to increase fuel costs (during a fuel crisis) to all residents a 40/50 km round trip to go the tip ! So, if people can't afford this where do you think the rubbish will go " the bush" that's right they will dump it in our beautiful bush , no tourist will visit here ! Not to mention our small businesses will have to pass on those costs, Dunolly is already on the back foot when it comes to council spending money on our town , wait " our money " , so you increase our rates and cut services ??? Concentrate on what you're all employed for " serving your ratepayers " !!!	
S198	[redacted]	Opposed to the closure of Waste Transfer Stations	This proposal is absolutely ridiculous I have no doubt this will result in rubbish being dumped in the bush because so many people will refuse to travel then the cost to the council to clean up the rubbish because I for one will not let the Forestry bear the cost. Also, I don't believe that the Carisbrook transfer station can cope with the extra waist the bins will fill very quickly which will result in people being turned away and the shire will have to put on extra staff.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S199	[redacted]	Opposed to the closure of Waste Transfer Stations and Permits	I have read some of the draft budget, the part pertaining to the proposed closure of Talbot, Dunolly and Bealiba transfer stations. Last night I attended a meeting in the Bealiba Hall, organised to express our community's opposition to the closure of the transfer stations. My late husband and I bought the Bealiba Post Office almost 23 years ago and, in that time, it has appeared that, as a small community on the fringe of the shire, we receive little consideration. Those who want to settle in our area seem to have obstacles in relation to council permits and processes that last so long, most eventually decide to move elsewhere. Bealiba has an aging population which, I believe, has been exacerbated by the shire's attitude to our community. Our local transfer station is one of the only services provided to our town and now it's under threat. Selling newspapers is a part of my business and I recycle the de-headed papers at the 'tip'. When we first received our yellow bins, we tried to recycle them through the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			garbage collection, but a bin with 2 weeks' returns was too heavy for collection. I regularly drop them at the tip. If I've been busy, Warren gets in touch and collects them to help me out. I assume he helps others in the same way. In our community there are those who help others to use this service. It doesn't cost much time with the transfer station in town, but if we were to lose it, that time greatly increases along with the associated monetary costs of fuel, etc. If the only transfer station was Carisbrook, it means a 94k round trip to dump our rubbish. Even if the Dunolly one remains, we are looking at circa 50k . Those who currently help others would be too busy disposing of their own refuse! This closure would cause a domino effect in our community. Bealiba township is fortunate to have a fortnightly rubbish/recycle collection service. Residents outside the town boundary have neither. Their only option is the transfer station. They too pay council rates and deserve the basic right to dispose of rubbish. Are they expected to make a weekly 'tour' to Carisbrook? If that is your expectation, it shouldn't be! The removal of our transfer station is a serious threat to our way of life and the survival of our community. I can only see it through Bealiba eyes, but I have no doubt the effects on Dunolly and Talbot are no less serious. I urge you to consider this matter carefully and decide to retain all 3 transfer stations. Pray about it, and other money saving measures will be revealed. [redacted]	

S200	[redacted]	Opposed to the closure of Waste Transfer Stations	Transfer Stations are essential for people who do not live in Maryborough. I consider waste management an essential service. By choosing to close down Talbot, Dunolly and Bealiba transfer stations you are putting another extra cost on those who don't live in Maryborough (we are already going through a cost-of-living crisis at the moment, and this will only add to the pain). I don't get curb side pickup for my rubbish and rely on Bealiba transfer station to get rid of my waste. By closing the transfer station down, I will have to do a 90km round trip compared to 10km. The extra time and cost to me and many others in the area should not have to be endured for an essential service. The elderly in my area will suffer the most because they won't be able to afford the extra costs. Considering that the transfer stations cost just over $100k to run all the council would need to do is hire one less person this year or defer a capital project for the following year (a dog park over an essential service). I pay my rates like everyone else in the shire and expect essential services to be provided (roads and waste management). I'm part of this community and by choosing to close down these transfer stations I become a second-rate citizen yet pay full rates. There is plenty of fat in the budget you could easily cut to provide an essential service - stop being Maryborough centric and focus on the whole shire!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S201	[redacted]	Objection to overall budget	The Draft Budget must be rejected in its entirety. The focus of the budget is placed on finance at the expense of the needs of the community. The reason for the existence of the Council is to service the needs of the local community and not to function as a business concerned primarily with economics. No credibility can be assigned to the figures provided in the budget as the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			first three pages of figures [pgs. 8, 9 & 10] contain eight elementary mathematical errors. When the budget is redrawn the welfare of the community must take precedence over any other considerations. The expenditure in some non-essential areas e.g. finance consultants cannot be justified when vital community services and facilities are threatened.	
S202	[redacted]	Objection to overall budget	Refer this to attachment S202	Council is facing rising costs and increasing service demands while rate capping limits our revenue. This is putting pressure on the overall budget, but we're actively reviewing services, finding efficiencies and managing costs to stay financially responsible.
S203	[redacted]	Objection to overall budget	Refer this to attachment S203	Re communications ... Council has identified savings in communications by reducing the frequency of printed newsletters and other savings measures are being investigated. Thank you for taking the time to provide your feedback on the proposed budget initiatives. We understand the community's interest in how Council allocates its resources, including the balance between management and frontline roles. Our workforce structure is regularly reviewed to ensure it aligns with service delivery needs and provides value to the community. As part of our broader financial sustainability planning, Council is actively considering a range of measures to manage costs responsibly. This includes careful vacancy management, natural attrition, and ongoing reviews of organisational structure to ensure roles at all levels are aligned with operational priorities and community expectations. It's important to note that any workforce adjustments are approached thoughtfully,

				with a focus on maintaining essential services, supporting our people, and ensuring Council remains capable of delivering for the community both now and into the future. We appreciate your perspective and will continue to consider community feedback as part of our decision-making process. Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services. Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will

				carefully consider all feedback received before making a final decision. Council acknowledges the feedback regarding the allocation to tourism and events. This investment supports a range of activities that contribute to the local economy, including event delivery, destination marketing, and visitor services. These initiatives play a role in attracting visitation, supporting local businesses, and enhancing community vibrancy.
S204	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S204	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S205	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S205	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S206	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the Dunolly Transfer Station is a very short-sighted way of trying to save money and inconveniencing hundreds of Local people in the Central Gold Fields area. If you are really committed to promoting Tourism and our forests, I suggest you think again before they are used as a convenient dumping alternative. I bush walk every day and even now, I see lots of junk and sundry rubbish that has been dumped. I can assure you that if the Dunolly Transfer Station is closed the illegal dumping of rubbish will become more widespread and prevalent. Surely, we as ratepayers deserve a bit more respect and consideration.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S207	[redacted]	Opposed to the closure of Waste Transfer Stations	I am totally against the closure of the Dunolly Transfer Station for numerous reasons. It's a taxpayer given right to be able to take waste and recycling to a nearby place, to have to travel to Carisbrook (where the service is absolutely non-existent) probably will not happen in many cases and waste will be dumped 'anywhere'. That will cost council more to 'clean up dumped waste' than to open a transfer place for a few hours a couple of days a week. If council has been handed down budget cuts it is up to them to fight for residents, don't just sit back and pass that on to us, fight for the people who pay your wage!!!! Think of the bigger picture, no green waste (places will be overflowing with vegetation because there is no place to take it. Fire hazard!!! Rubbish will be dumped in creeks and waterways, floods hazard. The environment will suffer, no outsiders will come to visit etc. etc. Fight for the people who pay your wage!!! I was absolutely dumbfounded when I heard this was happening, council was not letting us know. Wanted to	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			hide it until a resident found out. Just another asset taken from the ratepayer. My daughter buys everything online and I go to the Dunolly Transfer station to recycle cardboard fortnightly. I won't be travelling to Carisbrook (no service station) fortnightly. It's ridiculous. How much pollution will be occurring when people start burning stuff instead of recycling!!!! Wake up and fight for us, the environment more importantly.	
S208	[redacted]	Opposed to the closure of Waste Transfer Stations	The Dunolly Tip Transfer Station should stay open and not be closed.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S209	[redacted]	Opposed to the closure of Waste Transfer Stations	I am bitterly disappointed at Council's latest tactics, and very strongly oppose the latest closures of Transfer Stations at Dunolly, Bealiba and Talbot. Councils were originally established to undertake Rates, Roads and Rubbish. These are ratepayers' basic rights and should be considered as top priorities. It has become painfully obvious these past 10 years, that Council has become top heavy and needs urgent pruning by dismissing 3/4 of their staff and sell their provided cars. Many of these staff operate in Central Goldfields Shire yet live outside our Shire. They don't spend their money here, which is a drain on Council and our business community. Spare a thought for the elderly and handicapped, who are unable to take their rubbish and recyclables to nearby existing tips.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			It amazes me, that no one from Central Goldfields Shire Council has had the backbone to strongly object to such an in post. Our basic services are continually being diminished, and every ratepayer is now disadvantaged, yet Council continues to advertise for more staff appointments every week, when we read the Maryborough Advertiser. We are paying Shire Rates for service we are not getting. It now poses the question - "Is the CEO and all councillors today - Still fit for purpose?"	
S210	[redacted]	Opposed to the closure of Waste Transfer Stations	As a vibrant community Dunolly can't function or contribute without our Transfer Station. This a short sight and poor decision by the Council elected by the Rate payers.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S211	[redacted]	Opposed to the closure of Waste Transfer Stations	We need to keep the Talbot tip; Carisbrook is not going to cope with the whole shire using just one facility. This will cause more roadside dumping which will create more cost to the council to clean it up. Shutting other facilities is a false saving	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S212	[redacted]	Opposed to the closure of Waste Transfer Stations	We write to support keeping the Dunolly tip open. ***Every town and district needs a tip within a reasonable distance.*** With the current extra fuel costs people will be reluctant to travel distances to dispose rubbish, garden waste, recyclable materials etc. They are more likely to dump it in our nearby, beautiful bush and creeks, potentially harming the flora and fauna and	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			creating a terrible eyesore as well as contributing to possible toxic pollution. Garden pruning's dumped in the bush can lead to the spread of invasive plants. We use the tip to dispose of glass; rubbish unsuited to collection bins as well as old fencing wire and iron which can be recycled. We believe the use of tips actually needs to be expanded. We frequently see piles of old tyres along our roadsides and mattresses dumped in the bush. e.g. piles of tyres left along local roads such as old Eddington Road, Middle Road, Bendigo main road. Tyres need to be recycled! We are aware of the need to keep within budget, but this is a community service that needs to be retained.	
S213	[redacted]	Opposed to the closure of Waste Transfer Stations	As an 86-year-old who has lived in Talbot my entire life, I have seen our town through good times and hard times. I've lived through fires, floods, and the many changes that have shaped our community. Talbot is not just where I live—it is my home, my history, and my heart. The proposal to close the Talbot tip deeply concerns me, as I believe it would lead to the following issues: 1. Loss of Community Convenience • The tip provides an essential, practical service for: o Household clean-ups o Green waste disposal o Hard rubbish • Removing it reduces quality of life and community satisfaction. 2. Emergency & Disaster Preparedness • Local tips are critical during: o Storm cleanups o Fire recovery o Flood events • Losing access reduces the community's resilience in emergencies. 3. Increased Illegal Dumping o Closing the tip will lead to more illegal dumping in bushland, roadsides, and public spaces. o This creates environmental damage, higher cleanup costs, and public health risks. o Prevention is cheaper than enforcement and cleanup. 4. Greater Travel Distance & Costs of Residents will need to travel further to dispose of waste. o This results in: o Higher fuel	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			costs of Increased carbon emissions • It disproportionately impacts elderly, low-income, and rural residents	
S214	[redacted]	Opposed to the closure of Waste Transfer Stations	I am submitting these comments on behalf of the Climate Action Stewarding Group regarding the proposal in the draft budget to close Transfer Stations in 3 Districts surrounding Maryborough. I noted that costs relating to the retention of the transfer stations have been proffered. I would appreciate seeing figures relating to the monetary and social value that these stations provide to residents who don't live near Maryborough or Carisbrook.1. Not everyone in the Shire has a rubbish collection service 2. The cost, both financially and physically for our elderly, infirm and less wealthy residents to take their rubbish further from home can be prohibitive. 3. Residents living on the edge of forests already know that a certain percentage of dumping outside the transfer stations occurs. Parks Vic employ less staff now, and those they do have are busy performing their designated roles. Those of us who live next to forested areas are currently taking care of the dumping in our neighbourhood, I for one do not wish to have to transfer what I collect even further away. I think it is a given that the rates of rubbish dumping will increase should accessible waste disposal become harder to reach. I would like to see a costing on that, I would be happy to supply you with an estimate of what it currently costs my family, in monetary and time terms, to clean up the rubbish in our neighbourhood. This is a valid concern. 4 Tourism is growing in this area, our Box Ironbark Forests are unique, please try to imagine them with household rubbish in them because cleaning up more than our family and others currently do will not be tenable. It is difficult to put a monetary value on social services and	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			the wellbeing of the elderly, the infirm and the underemployed but not impossible. Access to waste disposal is a social service that has many hidden benefits contributing to the welfare of residents. Perhaps a designated rotation of opening the transfer stations could be undertaken i.e., one station for one day per week, that way access could be had every 3 weeks for locals Please don't become a Council that lends itself to accusations of only servicing the needs of those in the largest population centre and ignoring outlying areas and our natural environment.	
S215	[redacted]	Opposed to the closure of Waste Transfer Stations		Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S216	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S216	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S217	[redacted]	Opposed to the closure of Waste Transfer Stations	To the Central Goldfields Shire Council , As a resident I am very concerned that the Central Goldfields Shire Council propose to close the Talbot Transfer Station in the Draft Budget 2026/2027 without any community consultation. This decision will have a negative impact on our community in the following ways: Environment	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Risk: Closure will increase illegal dumping in our local bushland, roadsides and street bins , as residents face round trips up to 40km to Carisbrook, is an unacceptable burden that increases fuel emissions and travel costs during a cost -of-living crisis. High Costs: Current fees for tyres, mattresses and fridges are already prohibitive for many low-income households. Adding high costs makes legal disposal impossible, which will lead to an increase in illegal dumping and clean -up expenses for the Shire . Lost Opportunity: Instead of taking away essential waste services, the Central Goldfields Shire Council should explore the options of recycling these products as a way to generate revenue to offset costs. To protect our local environment and the future of Talbot, I urge Central Goldfields Shire Council to reconsider this proposal. I do not wish to speak at the Special Budget Hearing on Wednesday, 29 April 2026. Sincerely [redacted]	
S218	[redacted]	Opposed to the closure of Waste Transfer Stations	Proposed closure of the waste transfer stations at Bealiba . I am a 95-year-old man how am I going to get rid of my rubbish driving 94km is out of the question We have always had a tip this is the wrong decision Maybe don't do a project in Maryborough to save our TIP	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S219	[redacted]	Opposed to the closure of Waste Transfer Stations	To the Central Goldfields Council Re: Dunolly Tip Closure We have read the draft budget, and we understand that the council is under financial pressure, but the Dunolly transfer station must remain open. We live near Eddington in Central Goldfields shire. We do not have any council rubbish collection at our property, so, our only option is to take our rubbish and recycling to the Dunolly tip. Having to take rubbish further away	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			would be inconvenient, costing us extra time and added fuel costs to drive to Carisbrook and back. We regularly notice rubbish dumping near our property and would only expect this to increase with the closure of the tip. This is not only unsightly but dangerous, being potentially toxic to the environment especially when ending up in waterways. Please reconsider your plan to close the Dunolly Tip.	
S220	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S220	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S221	[redacted]	Opposed to the closure of Waste Transfer Stations and Employment	I wish to protest against the Shire proposal to close our local DUNOLLY TIP. This is a basic service that Councils have long been responsible for, and nothing has changed! I would suggest the Council should cut costs by reducing un-productive jobs and concentrate on basic services that benefit the local Ratepayers.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S222	[redacted]	Opposed to the closure of Waste Transfer Stations	The council's draft budget to close the Talbot tip is a bad idea. As with the cost of living and current fuel crisis, expecting people to drive a significant distance to reach a tip is a long way to go and will lead to rubbish being dumped along the road. Causing an extra expense to council to clean up dumped rubbish, not to mention the impact it would have on our native flora and fauna.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S223	[redacted]	Opposed to the closure of Waste Transfer Stations, Community Grants, Tourism & Events, Community Engagement, People & Culture	Six comments below regarding the draft budget: 1. I just bought a house in Dunolly and moved in mid-January. I've used the tip 3 times in 3 months, including to dispose of garden waste to clean up flammable material around the garden. I think it would be a mistake to shut down all 3 tips at once leaving residents no time to adjust. The result is going to be illegal dumping in the bush which will cost more to clean up than to run the tip, so it is a false economy. I could understand closing down one of the tips or reducing their operating hours. But even though I'm an environmentally conscious person, I personally wouldn't drive to Carisbrook to dispose of garden waste so I imagine others would be the same. There's no point having free green waste in the lead up to summer if there's no tip. 2. I think you could do more to recoup tip fees - get rid of tip tickets and make sure everyone is actually charged for using the tip. 3. I don't agree with ending the community grants program. Looking at what grants have been awarded, I think they could be tightened up a bit. E.g. new pony jumps would only benefit a small proportion of rates payers, and I don't see this as essential to fund. But grants have gone to the CFA , first aid training. and whole-of-community events, and council would need to explain how these important activities would be funded if there were no community grants. 4. If I was going to cut down anywhere, it would be the $750,000 spent on tourism and events. If we can't provide basic services to	Re communications ... Council has identified savings in communications by reducing the frequency of printed newsletters and other savings measures are being investigated. Thank you for taking the time to provide your feedback on the proposed budget initiatives. We understand the community's interest in how Council allocates its resources, including the balance between management and frontline roles. Our workforce structure is regularly reviewed to ensure it aligns with service delivery needs and provides value to the community. As part of our broader financial sustainability planning, Council is actively considering a range of measures to manage costs responsibly. This includes careful vacancy management, natural attrition, and ongoing reviews of organisational structure to ensure roles at all levels are aligned with operational priorities and community expectations. It's important to note that any workforce adjustments are approached thoughtfully, with a focus on maintaining essential services, supporting our people, and

			rates payers, I don't see why we are funding activities for tourists. 5. I'm also not sure whether approx. $500,000 of comms is well spent. I bought my house 4 months ago and haven't received any comms from council at all. I had to ring up and ask for a rubbish bin calendar to be posted to me. As a new resident, I would have thought this would have been sent to me automatically along with other information about the shire. 6. $950,000 on HR (People and Culture) seems high for an organisation with 169 FTEs. If you're looking for savings, maybe start there.	ensuring Council remains capable of delivering for the community both now and into the future. We appreciate your perspective and will continue to consider community feedback as part of our decision-making process. Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services. Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact

				of any changes to the program and will carefully consider all feedback received before making a final decision. Council acknowledges the feedback regarding the allocation to tourism and events. This investment supports a range of activities that contribute to the local economy, including event delivery, destination marketing, and visitor services. These initiatives play a role in attracting visitation, supporting local businesses, and enhancing community vibrancy.
S224	[redacted]	Opposed to the closure of Waste Transfer Stations	I understand that the cuts that have been proposed need to make, but closing our transfer stations is ridiculous. You wouldn't even think about closing Carisbrook, why are Bealiba, Dunolly and Talbot on the chopping block? Surely there are other ways to save money than to take away a basic necessity from your shire and wider community. With fuel costs and the uncertainty we all have on what's going to happen in the future, there is no-one that is going to be able to afford a (roughly) 100km round trip from Bealiba to Carisbrook, people will either dump or burn their rubbish which will both have negative consequences on the environment and the dumping of rubbish will also affect our local economy, as no-one will want to visit with rubbish dumped through our forests and country-side. Imagine the costs it will cost the council to be constantly having to go through the area collecting that dumped rubbish. Maybe compromises could be made: Reducing the hours of all the transfer stations (Carisbrook included) Widening the area of the rubbish collection and making it more frequent Having a set hard rubbish collection once or twice a month Please reconsider this decision, not just for the current residents, but for the future generations as well. Thank you	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S225	[redacted]	Opposed to the closure of Waste Transfer Stations	This letter is written in response to the council's proposal to Close the Dunolly Transfer Station, and also the two other Transfer stations at Bealiba and Talbot. As a rate payer in the CGS and home owner in the township of Dunolly for the past 55 years and with a history of community service, (Bet Shire Councillor, Shire President, and 25 years involvement with State Emergency Service, Scouts and State Primary School,) I can confirm the use of the Transfer Station at Dunolly by all organisations that I have been involved with. As a resident of Model Farm Road Dunolly, I now operate a small lawn Mowing/Slashing and rubbish removal business. I use the DTS when required. Most businesses in Dunolly use the DTS from time to get rid of hard rubbish. If DTS was too close, then the extra distance to Carisbrook would attract extra time and fuel cost. To a number of small businesses in Dunolly this would add to the already existing pressures of just running a business and may well lead to the death nell for some. (My estimation would be 2.5 Hrs of time plus fuel, Say $102, and that's only allowing half an hour for unloading, if you had to wait it could be up to an hour.)As like many families in the outer Dunolly area, we use the DTS on a regular basis for household refuse, hard rubbish, farm receptacles, recyclables, oils, etc. However, if the DTS, the BTS and TTS are closed, is the council prepared to accept the fact that some people, city weekenders, hobby farmers, farmers, holiday homeowners and even the odd grey nomad) will not bother to drive from those far reaches of the shire all the way to Carisbrook? You the council must be ready to accept the clean-up bill when we see loads of rubbish just dumped in the bush or along roadsides. Who will cover the cost of such a decision? We the ratepayers, again. The Council committed to do the right thing and replace the old Tip at Dunolly with the now DTS which was	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to

			initiated by the EPA some years ago. We haven't been old if closing the three Transfer Stations is acceptable by the EPA. This needs to be confirmed, one way or the other. It appears to me that the Council and staff should be looking inward for savings, not at ratepayers and services which serve as positive for the whole shire's wellbeing. The draft Community Plan in September 2025, recognised the importance of "Focus less on Niche Projects and more on the whole community needs "THIS IS A COMMUNITY NEED. In Council's Plan 2025-2029 Priority 5.2.2 states "Promote and facilitate a low-waste community by delivering equitable, affordable and responsible waste services that protect the environment and public health" 1. What is being proposed is certainly not equitable. With Bealiba, Talbot and Dunolly residents having to travel many Kms to the MTS, whilst Maryborough and Carisbrook residents do not.2. Is it responsible of the Council to force residents in the outer areas of the shire to pay extra for the privilege of visiting a Transfer Station? Equitable ? NO 3. Is the Council providing a responsible waste service for locals to their TS? NO. 4. Is the Council prepared to disown the protection of the environment and public Health? This closure decision will seriously stress many elderly in our community. From my experience, the use of the DTS has always been busy. Whenever I visit, there are at least 3 to 4 people lined up with their vehicles ready to unload their rubbish, which ranges from hard rubbish, household, recyclables, tip shop items and green waste. The 3 "R" us should still be front and centre of the	

			Council's commitment - Roads, Rates and Rubbish. This closure is a retrograde step. CGS is better than this.	
S226	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to express my strong opposition to the proposed closure of our local rubbish tip. This facility plays a vital role in supporting our community, and its loss would have significant negative consequences for residents, local businesses, and the environment. The tip provides a convenient and accessible location for the safe disposal of household and green waste. Without it, many residents—particularly those without the means to travel long distances—will struggle to manage their waste responsibly. This inconvenience may unfortunately lead to an increase in illegal dumping, which would harm our local environment and place additional strain on council resources for cleanup and enforcement. The tip supports recycling and waste separation efforts. Many community members rely on the facility to dispose of recyclable materials properly. Closing it could reduce recycling rates and result in more waste ending up in landfill, undermining environmental goals and sustainability initiatives. The economic impact should also be considered. Local tradespeople and small businesses depend on the tip for efficient waste disposal. Its closure would increase their operating costs and time, which may ultimately be passed on to customers. Also, the tip serves as an important community asset. It is not just a waste facility but a service that contributes to public health, cleanliness, and overall quality of life in the area. With out the tip I can see rubbish bins overflowing on to the roads. And rubbish blowing around everywhere. Rather than closing the tip, I urge the council to explore	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			alternative solutions such as upgrading the facility, improving waste management practices, or adjusting operating hours to better meet community needs while addressing any concerns. Or close Carisbrook tip and have Dunolly as a halfway point for rubbish collection. I ask the council to reconsider this decision and engage with the community to find a more balanced and sustainable outcome. Thank you for your time and consideration.	
S227	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly oppose any proposal to close any of our tips in this Shire. If this happens it will be a socio-economic disaster.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S228	[redacted]	Opposed to the closure of Waste Transfer Stations	It is a great help in keeping my property free of rubbish and clutter I have no use of and I believe in recycling	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S229	[redacted]	Opposed to the closure of Waste Transfer Stations	Regarding the proposal to close 75% of the transfer stations in the Central Goldfields Shire, I would not feel comfortable if I didn't take the opportunity to voice my opinion on this matter. As a ratepayer I believe that it is the responsibility of any local government to provide the basic fundamentals required in their shire for the ratepayers. One of these is the disposal of waste and	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			recycling. This is and will always be your responsibility. It is your responsibility to take the rates paid by ratepayers such as myself, and before anything else, fund these basic fundamentals. Once these needs are met and provided then, and only then, that money should be spent on other things. Once you pay for the rubbish and the roads etc, then decide what projects to spend the ratepayer's, money on. For me to drive to Carisbrook is a 50km round trip. For ratepayers from Bealiba this is a 70km round trip. Do you really believe that every person will make that trip? Do you really believe that every person can even afford to make that trip? I will tell you now that it will be simply impossible for many pensioners to be able to make that trip. The cost of living is higher than ever, and the price of fuel is through the roof. Families are living pay check to pay check and your solution to not being able to balance the books, is to remove a service that is your job to provide. Find the money. I spend most of my free time in the bush and something I already see all the time, is rubbish dumped on the sides of the tracks. On some level, I see it everywhere I go and it makes me furious. This is happening now when people have access to transfer stations. If, as you propose, close these transfer stations, do you think this will improve, or do you think this will explode exponentially. I already know the answer. Unfortunately, this will be someone else's problem. Parks Victoria is not doing anything about the current level of dumping. Does anyone really think they will be in a position to do anything if this issue accelerates? I know the answer to that as well. As well as being unsightly, what will this do to the environment? How will this affect wildlife? How will this affect tourism? Who wants to visit and spend time and	

			money in an area that is unsightly, potentially unsafe, and obviously doesn't care enough to look after itself. Provide the services you are paid to provide.	
S230	[redacted]	Opposed to the closure of Waste Transfer Stations	I am totally AGAINST the draft proposal to force the closures of the Talbot, Bealiba and Dunolly Waste Transfer Stations. It is about time that Council and CEO, including our own representative and the current Mayor, Ben Green, starts listening to us - their Community. By closing these 3 'Tips' not only are you disadvantaging 'us' but also 'our' beautiful forest/bushlands within our Shire. These draft closures NEED TO take into consideration: - The extra traveling, both in distance and additional costs of fuel. Also, Difficulty transporting of waste for some within our Community and who require ready, closer access. The impact of these closures will no doubt bring the illegal dumping of waste upon our beautiful Shire including our Forests and Bushlands and the costs to Council associated with removal of the same will be higher. In addition to inflation, high fuel costs and the rising costs of living DO NOT CLOSE OUR WASTE TRANSFER STATIONS IN TALBOT, BEALIBA OR DUNOLLY.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S231	[redacted]	Opposed to the closure of Waste Transfer Stations	I do not want the tip at Talbot closed, otherwise I need to drive a long way to dispose of my waste especially with the cost of fuel these days, I am sure we will see a lot of dumped rubbish on the side of the road if this handy facility is closed	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S232	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S232	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S233	[redacted]	Opposed to the closure of Waste Transfer Stations	Opposed to the closure of Waste Transfer Stations	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S234	[redacted]	Opposed to the closure of Waste Transfer Stations	Opposed to the closure of Waste Transfer Stations	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S235	[redacted]	Opposed to the closure of Waste Transfer Stations	Opposed to the closure of Waste Transfer Stations	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S236	[redacted]	Opposed to the closure of Waste Transfer Stations	Opposed to the closure of Waste Transfer Stations	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S237	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S237	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S238	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S238	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S239	[redacted]	Opposed to the closure of Waste Transfer Stations	I would like to make a protest against the proposed closure of the Bealiba waste station. As a small Town the waste station has been a vital part of our community. I feel there are other means council can save their funds, especially as the cost of operating the waste station has been budgeted for in the future rates, therefore no savings would be made on this closure	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S240	[redacted]	Opposed to the closure of Waste Transfer Stations	I would like to express my opposition to the closure of Bealiba waste station. The extra travel to Carisbrook is added burden on a lot of the elderly in the community.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S241	[redacted]	Opposed to the closure of Waste Transfer Stations	Of all the services that the shire provides, the management of waste and rubbish would be one of the most vital. By closing the transfer stations at Bealiba, Dunolly and Talbot the council is creating a massive inconvenience to its rate payers in those communities. Council will no doubt increase rates again by the maximum 2.75% for all the rate payers of these communities but are slashing services. This cannot be considered fair in any one's mind. A quick review of the budget shows that the council spends rate payers' money in many area, perhaps too many areas. "Community Engagement": $562,000 "Information Technology": $ 1,300,000 "People & Culture": $944,000 "Asset Management". $1,600,00 These are massive expenses that, in reality, add little benefit to the rate payers' lives. A small shire, such as ours, cannot justify these expenses. Council need to get back to reality and keep things simple. Collect our rubbish, provide transfer stations for all the rate payers, fix our roads and look after those who need help the most.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S242	[redacted]	Opposed to the closure of Waste Transfer Stations	The closing of the Talbot, Dunolly and Bealiba tip is ridiculous. In a time when care for the environment is a big concern to the council and this will directly impact the environment from more emissions to rubbish dumped on public land. People are struggling as it is	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			while you are just making it more expensive and difficult for the people who call this area home.	
S243	[redacted]	Opposed to the closure of Waste Transfer Stations	I take this opportunity to inform the Council should the closure of the 3 transfer stations occur the viability of a Class Action against the Council will be fully investigated legally and publicly debated upon. The charges against the Council May face upon legal advice will be fraudulent acquisition of monies via the Waste Management fees within the rate structure. Unspecified/Unauthorised dispersal of said funds from the constituents of the Central Goldfields Shire. Fraudulently obtaining funds and then retracting Essential Services to outlying Communities in order to divert monies into Capital Works Programs. Furthermore, the Councillors who are seen to be complicate in these Fraudulent Actions will face any relevant legal ramifications in relation to the said Charges. In Addition to the Class Action (After legal advice is sought) the IBAC and Auditor General will be notified and using their Powers and Authority's to further Investigate the Allegations of Fraud, Deceptive Financial Gain and unauthorised use of Specific Charged Funds in order to finance Capital Works Program. This is all dependent on legal advice and the public being agreeable to these Actions as an option in order to keep the Transfer Stations Open , with no Restrictions /Compromises being applied to the Transfer Stations of Bealiba, Dunolly and Talbot Yours [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S244	[redacted]	Opposed to the closure of Waste Transfer Stations	Why would we want to close our top facilities. My elderly grandfather relies on the Talbot tip to get rid of his farming waste/rubbish and as someone who constantly helps him, I know how helpful it is to have tip access so close. There's just no way we could make	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			multiple tips travelling back and forth to Carisbrook if it closed. He would just dump it I'd hate to say. Please don't close all the tips	
S245	[redacted]	Opposed to the closure of Waste Transfer Stations	Dissatisfied	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S246	[redacted]	Opposed to the closure of Waste Transfer Stations	The NEED for the tip facilities at Dunolly, Talbot and Bealiba far outweighs the desire to close them. do not close them for the sake of the communities please!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S247	[redacted]	Opposed to the closure of Waste Transfer Stations	Please don't close the Talbot tip. I am a Talbot local family member, and I know how much this community needs this facility. My elderly father still lives in Talbot and needs this to keep his house yard tidy and neat	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S248	[redacted]	Opposed to the closure of Waste Transfer Stations	Our community needs ALL our top facilities to prevent bush dumping. Talbot, Dunolly and Bealiba all are a vital service to our community	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S249	[redacted]	Opposed to the closure of Waste Transfer Stations	I care for my elderly father once a week and on my days, it is my duty to clean his house yard and gardens. Every week I fill at minimum of half a trailer or more and then take this to the tip facility at Talbot. Without this service I don't know what I would do with the waste. I live in Ballarat so to travel further to Carisbrook to dump it is just a waste of my tip. please don't close it!!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S250	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing Talbot, Dunolly and Bealiba tip services is such a bad idea!!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S251	[redacted]	Opposed to the closure of Waste Transfer Stations	We do believe that the council that is running the show is dragging down and has failed the people of Bealiba regarding the transfer station, it SHOULD NOT be the resident's problem that the council is reckless with their finances. The town needs a transfer station otherwise there is going to be numerous problems regarding discarding of rubbish. We pay expensive rates yearly and this is DEFINITELY one thing we should be entitled to	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S252	[redacted]	Opposed to the closure of Waste Transfer Stations	I am not bothering to write a long-winded email to state my opposition to the closure of the Dunolly Tip which the council is suggesting. However, please take note that as a rate payer, I am strongly opposed to the closure of the Dunolly transfer station. Several years ago, I spent countless hours writing and conversing with council to oppose the public dump point in Dunolly, specifically wasting time with the self-centred councillor, Lisbeth Long. I am amazed how this council can state that they are trying to save money by closing facilities that are regularly used by rate payers and on the other hand spend ratepayers' money on a dump point which is only used by visitors passing through town or hobos camped in the bush. Closing the tip will result in a substantial increase to my time being wasted and a financial cost to me travelling a substantial distance to another facility. This is just another reason for myself and my family to consider leaving the central goldfields	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			area for good	
S253	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the closure of the Bealiba, Dunolly and Talbot Transfer Stations. A compromise with these transfer stations opening at least one day a week would be better than total closure. Closing these Transfer Stations will put undue strain and financial stress on the residents of these towns, particularly the elderly. It will also lead to dumping of rubbish on sides of roads and in the bush. The transfer stations are a basic essential service that should be a standard service provided by all Shires. Small communities are just as important as larger ones! We as ratepayers are entitled to receive essential services wherever we are in the Shire, as these services are paid for in our rates.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S254	[redacted]	Opposed to the closure of Waste Transfer Stations	It was to my concern that closure of the transfer stations at Dunolly, Bealiba and Talbot has been proposed in order to reduce the council budget. With increased fuel costs needed, the two visit to the Carisbrook site will be considerable. I have also occasionally noticed rubbish being dumped in our forest and I believe that closure of these transfer stations will result in a far more illegal dumping. In summer the ability to remove leaf litter, fallen branches and garden waste is important for bush fire fuel reduction. The proposed tip alteration will mean this will be a lot more difficult. Please reconsider this alarming move to further reduce our small-town facilities!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S255	[redacted]	Opposed to the closure of Waste Transfer Stations	I would like to see the council keep the 3 transfer stations even if they can only be open 1 day per week each. A percentage of people will just dump rubbish in the bush and along the roads even worse than they do now	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S256	[redacted]	Opposed to the closure of Waste Transfer Stations	Closure of the Talbot, Dunolly and Bealiba transfer stations are a ridiculous idea! We pay for these stations through our ridiculous rates. If it is a money grabbing exercise, then maybe get rid of some of the council vehicles and maybe stop wasting money on things that actually aren't needed. With the price of fuel and increased living costs people just won't travel to get rid of rubbish. It will end up on the side of the road and in the bush! You say about community needs, the transfer stations are a community need. Same as an outdoor pool!! Once again, we already pay for this service through our rates and then when we take our rubbish to the stations!!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S257	[redacted]	Opposed to the closure of Waste Transfer Stations	As a long-term Bet Bet local, our utilisation of the Dunolly Transfer Station from a business sense, running a large-scale agricultural business, has been ongoing and integral to our efficient removal of waste. We at times send large amounts of material that is	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			efficiently taken by Frank in at Dunolly, who is incredible to deal with and has been for a long time. It would be an incredible shame and equally devastating loss to our local community to lose this service. Considering Dunolly only having a marginally smaller population and an arguably larger service area compared to Carisbrook, I battle to see the logic in diverting all Northern waste disposal across to the other side of Maryborough. I understand cuts to labour and the spread of resources, but there is a line where people and the priority of service should override these corporate-style decisions. If there is any consideration to come of this, I would highly suggest that the local community should maintain their beloved transfer station.	
S258	[redacted]	Opposed to the closure of Waste Transfer Stations	I take used batteries and old electric goods to the Dunolly tip. It may not make money it saves landfill. I'm 83 and would find it very difficult without the Dunolly tip.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S259	[redacted]	Opposed to the closure of Waste Transfer Stations, The Nest, MCH and Recreation	Keep the Talbot tip going. Reopen The Nest and have material child health nurse stationed there with their admin team. Outside pool to be reopened and slash park More family friendly and free events Bring back Maryborough Rodeo Start fining people for not having properties clean, presentable and grass cut for fire danger.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S260	[redacted]	Opposed to the closure of Waste Transfer Stations	I am extremely disappointed at the proposal that the Dunolly Transfer Station is to close. As a ratepayer and regular user, I feel that it is a necessity for it to remain open.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S261	[redacted]	Opposed to the closure of Waste Transfer Stations	To Whom It May Concern, We write to express our strong concern regarding the proposed closure of the transfer stations at Bealiba, Dunolly and Talbot as outlined in the draft budget. While we understand the need for councils to consider financial sustainability, we are deeply concerned that this proposal represents a cost-saving initiative without full consideration of the broader and long-term impacts on the community, the environment, and local ratepayers. The proposed closures will have several significant and unintended consequences: 1. Increased Illegal Dumping The removal of accessible, local waste facilities will inevitably lead to an increase in illegal dumping across our region. When residents are required to travel longer distances to dispose of waste, there is a well-documented tendency for some to dispose of materials improperly. This not only degrades the environment but also results in additional clean-up costs that ultimately	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			fall back on council and ratepayers. 2. Environmental Impact Closing local transfer stations will increase travel distances for waste disposal, leading to higher vehicle emissions and a larger environmental footprint. This appears inconsistent with broader environmental and sustainability goals that councils are expected to uphold. 3. Cost Shifting to Ratepayers Rather than reducing costs overall, this proposal effectively shifts the burden onto ratepayers. Residents will incur increased fuel costs, time costs, and inconvenience in accessing alternative facilities, particularly impacting those on lower incomes, elderly residents, and those without reliable transport. 4. Increased Costs to Farmers will be disproportionately impacted by this decision. Agricultural operations generate a range of waste materials—including fencing, machinery parts, chemical containers, and general farm refuse—that require regular and responsible disposal. Increased travel distances to alternative facilities will result in higher fuel costs, lost productivity, and additional time away from core farming activities. For many farmers already managing tight margins and unpredictable conditions, this represents a significant and unfair additional burden. 5. Loss of Local Recycling Opportunities Transfer stations play an important role in enabling local recycling and responsible waste sorting. Their closure will reduce opportunities for recycling, likely resulting in more waste going to landfill and undermining community efforts toward sustainability. 6. Impact on Community Wellbeing and Connection These facilities are more than just waste sites; they are part of the fabric of small communities. Their closure contributes to a gradual erosion of local services, diminishing the sense of community and equity between rural and larger population centres. 7.	

			Reduced Emergency and Clean-Up Capacity In times of local emergencies, natural events, or community clean-ups, accessible transfer stations are critical. Their removal will reduce the community's ability to respond effectively and recover quickly. 8. Disproportionate Impact on Rural Communities This proposal disproportionately affects smaller rural communities such as Bealiba, Dunolly and Talbot, further widening the gap in service access between regional and more populated areas. Equity of access to essential services should remain a core principle in council decision-making. In summary, while this proposal may appear to deliver short-term financial savings, it is likely to result in increased long-term costs—financial, environmental and social. We strongly urge council to reconsider this decision and to engage meaningfully with the affected communities to explore alternative solutions. We believe that maintaining local access to waste and recycling facilities is essential to supporting sustainable, connected and resilient rural communities. Yours sincerely, [redacted]	
S262	[redacted]	Opposed to the closure of Waste Transfer Stations	I'm totally against the closure of any waste facility in the Goldfields Shire area , it will only promote more environmental pollution in the forest,	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S263	[redacted]	Opposed to the closure of Waste Transfer Stations	I feel that the closure of the Dunolly, Talbot and Bealiba tip facilities would be a significant loss to our wider community. Though it may appear to offer short-term	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			cost savings, but in reality, it risks creating a range of unintended negative consequences across environmental, agricultural, and social domains. From an environmental perspective, removing accessible waste disposal options often leads to an increase in illegal dumping. In rural areas, where properties are large and enforcement resources are limited, this can result in rubbish being discarded in bushland, waterways, and on farmland. This not only harms native ecosystems and wildlife but can also increase fire risk. The agricultural impact is also significant. Farmers rely on nearby facilities to dispose of waste such as fencing materials, chemical containers (where permitted), and general farm refuse. If these sites are closed, producers may be forced to travel long distances, increasing costs in time, fuel, and labour. This added burden can discourage proper disposal practices and lead to stockpiling or unsafe on-farm dumping, which may contaminate soil and water sources, ultimately affecting productivity and food safety. Our local tips play an important role in community functionality and wellbeing. For many rural residents—particularly the elderly or those with limited transport—long travel distances to alternative facilities can make proper waste disposal impractical. This disproportionately impacts vulnerable members of the community and reduces overall quality of life. Economically, the shift to fewer, more distant waste facilities may place strain on both households and local councils. Increased travel distances can lead to higher operational costs, while the need to manage illegal dumping may ultimately outweigh any savings from closures. Maintaining local access to waste disposal is essential for protecting the environment, supporting agricultural productivity and sustaining the social fabric of our communities. I feel simply closing	

			the tips is a rushed decision with no deep thoughts to the impact on our community members. There has to be other options and as a community these options deserve to be discussed and looked at.	
S264	[redacted]	Opposed to the closure of Waste Transfer Stations	I am putting in a submission against the closure of the Dunolly tip/transfer station as we are on the rural rubbish run our bins are only collected once a fortnight and therefore take any excess to the Dunolly tip along with any scrap metal and recyclables. We have even dropped off usable items to be resold at the tip shop. And in regard to us travelling to use the Carisbrook tip it would be a 40km round trip for us let alone anyone who lives further out than us. With the current state of the fuel crisis this is just not an option for us . At the moment we travel a 9km round trip to the Dunolly tip and are very happy with the services provided there. Please think about us ratepayers that are living in the rural areas and don't close one of our vital facilities please leave our Dunolly tip/transfer station open .	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S265	[redacted]	Opposed to the closure of Waste Transfer Stations	I have lived in Talbot for 30+ years And the proposed closure of the tips in our council raises serious concerns, particularly for residents like me as an elderly member of the community. While the intention may be to streamline services or reduce costs, the reality is that these closures will create significant hardships. From a personal perspective, access to a nearby tip is not a convenience—it is a necessity. As an older resident, I am limited in how far I can travel and how much I can physically manage. Having local waste facilities close by allows me to safely and responsibly dispose of household rubbish, garden waste, and larger items without relying heavily on others. If these sites are closed, I would be forced to travel much greater distances, which is not always practical or safe. This may mean delaying disposal, relying on already	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			stretched family or neighbours, or struggling to manage waste on my own. Beyond the personal impact, the closure of local tips will affect the broader rural community. As a long serving community member for multiple groups, I can attest to this. Without accessible facilities, there is a real risk that illegal dumping will increase, as people look for easier alternatives. This harms our environment, damages farmland, and creates hazards for both wildlife and residents. For those of us who take pride in maintaining our properties and local surroundings, this is deeply concerning. These tips also play an important social role. In small communities, they are places where people connect, share resources, and support one another. Losing them reduces not just access to services, but also the sense of community that is so important in rural life—especially for older residents who may already experience isolation. I strongly urge decision-makers to consider the real-life impacts on us members of the community and explore alternative solutions that maintain local access while addressing operational concerns. In my opinion your keenness to save money will create more long-term expenses.	
S266	[redacted]	Opposed to the closure of Waste Transfer Stations	The intended closure of our local landfill sites at Talbot, Dunolly and Bealiba is deeply concerning. As a firefighter, I have seen firsthand the consequences of illegal dumping in bushland. When accessible waste facilities are removed, people often turn to disposing of rubbish in the bush—whether intentionally or out of frustration. This creates serious fire hazards, with materials like green waste, household rubbish, and flammable debris significantly increasing fuel loads. Dumped waste can also obstruct access tracks, making it harder for emergency services to respond quickly and safely. In high-risk fire regions, this is not just an	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			inconvenience—it is a real danger to lives, homes, and the environment. From an environmental perspective, illegal dumping causes lasting damage. Waste left in bushland contaminates soil and waterways, harms wildlife, and degrades the natural landscapes that rural communities depend on and take pride in protecting. I have personally witnessed the extent of this damage, and it is far more difficult and costly to clean up than it is to prevent through accessible, well-managed local waste facilities. Living on a rural property, regular waste disposal is part of everyday life. Transporting rubbish, green waste, and larger items like fencing material already requires time, effort, and cost. If local tips are closed, the increased travel distance will place an additional burden on residents like me, making it harder to manage waste responsibly and efficiently. For example, while recently clearing bushland as a preventative measure, fencing wire that had been illegally dumped by a resident became entangled in the tractor mulcher, causing significant damage to the bulldozer. As a result, we were unable to continue the work, increasing the risk of a bushfire in that area. As a carer for an elderly person, this issue becomes even more significant. Reliable and nearby waste facilities are essential in maintaining a safe and manageable home environment. Increased travel distances and time commitments reduce my capacity to provide care and add unnecessary stress to daily responsibilities. In closing, the removal of these three local tips will not eliminate waste—it will simply shift the problem into our bushland, onto our properties, and into the lives of already stretched community members.	
S267	[redacted]	Opposed to the closure of Waste Transfer Stations	Submission against the closure of the Dunolly tip/ transfer station if you take a walk through the local bush land around Dunolly and surrounding towns you are	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			likely to see many mines full of dumped rubbish if you close the Dunolly tip this rubbish is most likely going to increase people will not want to travel to Carisbrook as it is too far out of the way. I don't know why you would close a facility that every time I've been there is always busy, it is a great asset to the community. I am against the closure. SAVE THE DUNOLLY TIP/ TRANSFER STATION!!	
S268	[redacted]	Objection to overall budget	While commendable the Shire is trying to save money by balancing the books. After all that is your job and reason you were voted in. My thoughts/questions about the initiatives proposed. 1. How do you intend to reduce labour costs while increasing operational efficiency? What are the resources that need prioritizing to meet community needs? 2. Community grants programs that do little or nothing for the wider community should indeed be scaled back or ended. 3. Selling surplus land could be a benefit in retrieving funds. 4. Closing the Tip transfer stations will a big miscalculation and be nothing more than a short-term band aid to save money. Closing these tip transfer stations will become a major issue environmentally in years to come. There are many potential issues if these facilities close. Apart from the added costs of fuel and time to drive to Carisbrook, my biggest concern is the illegal dumping of rubbish in the Bush, and we have plenty of bush around here. To clean up such garbage I would imagine would be very expensive. Who would pay for that? I sincerely hope you Council gurus reconsider closing these transfer facilities. Key projects: 1. Maryborough pool upgrade, stage 2. This is probably a great thing for Maryborough and the pool users, but is really a great thing for the wider community? 2. Delidio recreation reserve pavilion upgrade. I've never heard of it, and again does this upgrade help the wider community? 3. The annual road	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			sealing and asphalting program. I'm assuming this means the wider community may see some improvement in the current 3rd world state of the roads in this territory. 4. Automatic toilet locks and BBQ sensors. Still trying to get my head around this one. I just don't get it. Are the locks to lock people in or out? 5. Aerodrome upgrades. Can't argue with this one, as airports/airstrips need to be up to date. That's my spiel, just hope you people at least read it. Regards [redacted]	
S269	[redacted]	Objection to overall budget	Very dissatisfying and disappointing	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S270	[redacted]	Opposed to the closure of Waste Transfer Stations	Closing the Waste Transfer Station at Talbot is a grave mistake. The rural public need convenient places to drop off their recycling, rubbish and green waste. Many people in this area do not have rubbish collection services, so it is essential to provide these facilities locally. There is the distinct likelihood that if rubbish & recycling drop off venues are not convenient, people may be more inclined to dump these materials in the bush. Council's strained budget would be further impacted by clean-up costs in the long run, especially for fire hazard minimalization. Not to mention the negative, negligent council image created. Perhaps council could re-think the proposal for automatic toilet locks as part of the Public Convenience Upgrades. That money could go into keeping the Talbot Waste Transfer Station open. Personally, I detest automatic toilet locks. They often don't work properly, and one worries that they will open at the wrong time. I avoid them. A decent	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			normal lock will suffice, and any damage will be reported by the workers who clean the toilets. Automatic locks are undesirable and Not Necessary.	
S271	[redacted]	Opposed to the closure of Waste Transfer Stations	Surely the council's idea to close all the outlying transfer stations is an ambit claim. Why get the small communities involved, riled up. When what is required is common sense courtesy to come to a compromise that allows the small communities to have a lesser transfer service to help the councils budget position. Public Amenities: Rather than outside contractors a local living near the facility may be interested in maintaining the facility thus saving costs including travel.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S272	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the transfer station in Talbot being closed. What a stupid decision by council.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S273	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear Council, I am providing feedback on Council's Draft Budget and financial position, specifically opposing the proposed closure of the Talbot Waste Transfer Station. I've been utilising this community facility for over 33 years, disposing of my own household rubbish as well as weekly rubbish from the Amherst Cemetery, where I volunteer. There is no kerbside or funded rubbish collection for this. The Talbot transfer station is the only practical option. Closing it means travelling to Carisbrook, shifting time, fuel costs and workload onto volunteers maintaining community spaces. Many residents don't have kerbside collection and can't justify paying for it. At the same time,	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			household waste cannot be burnt and burn-offs are restricted with permits and fees required. People are expected to use proper facilities. Removing local access removes the only practical way to do that. The Talbot reuse shop reduces landfill and generates income to Council. Closing the site removes both. This affects more than Talbot, with Bealiba and Dunolly also closing. That leaves Carisbrook as the only option, increasing travel, wait times and cost across multiple towns. Council has stated this will save the community money. The site already runs limited hours and generates income through fees and the reuse shop. Without any figures showing the true net cost, this claim is not supported. For what would likely be a small saving per household, many would prefer to retain access to the service, particularly where the alternative of kerbside collection would likely cost more. If the land is being considered for other use, has relocation been assessed, and have the impacts of removing access across multiple communities been fully considered? This does not remove the problem - it shifts it. I ask Council to reconsider this decision - otherwise expect more rubbish to end up outside the system.	
S274	[redacted]	Opposed to the closure of Waste Transfer Stations	I think it's ludicrous that council wants to close the Bealiba transfer station. Or any of them really, there will be a horrendous amount of illegal rubbish dumping all over the central Goldfields shire, the shire will be known as the rubbish shire, a 90km round trip at a cost of over $60 per trip to get to Carisbrook and over a 1hr drive it's ridiculous. I'd rather just burn off everything I can at night. I can also see every council rubbish bin in every town becoming the local dump points and this will cost council far more in clean up charges as the rubbish will blow through every town. Oh, what publicity photos that will be. Mattresses, household garbage, green waste all	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			over every town main street, back roads, bush road. Smith's road does not have any bin collection but pay municipal waste charges, tip tickets will be useless, will smiths rd. Bealiba residents get the portion of waste charges removed from local rates.	
S275	[redacted]	Opposed to the closure of Waste Transfer Stations	I am extremely disappointed in the Council's decision to close the Bealiba transfer station. As it is Bealiba's rubbish collection is only fortnightly and doesn't include green waste. Streets such as Smith's Road doesn't have rubbish collection at all. A real concern is that people will dump their rubbish in the bush area as it is a 90km round trip to Carisbrook transfer station - with petrol prices such as they are and the time it takes to do the trip, people are just not going to go that far. Will Council pay for all the rubbish to be picked up out of the bush and transferred to a transfer station? The Goldfields attract many people to the area for the fishing, hiking and outdoors. But not if it's covered in rubbish and landfill items. I can also see every Council rubbish bin being a dump point for rubbish and waste. That's also not a good look with the tourist crowd. Furthermore, rates being reduced by $20 a year to eligible households is laughable. That's one trip - is it appropriate to hoard that much rubbish throughout the year for that one trip? Who decides on "eligible"? I have a very poor opinion of this current Council, and if this goes through, I will be voting for a new Council at the next elections.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S276	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly object to council closing the Talbot Transfer station. This will have a negative impact on the community.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S277	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the Talbot Transfer station closing. How ridiculous the facility provides an essential service to our community & the closer will a negative impact on residents & the local environment.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S278	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the Talbot Transfer station closing.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S279	[redacted]	Opposed to the closure of Waste Transfer Stations	SUBMISSION – PROTEST AGAINST CLOSURE OF TRANSFER STATIONS AT BEALIBA, DUNOLLY, AND TALBOT As a rate payer I am concerned that Central Goldfields Shire is picking low hanging fruit when they should be looking at the larger picture. I outline just some of the issues of concern. Why spend $15.958 Million in 2026-27 on Council Employment Costs and another $11.589 Million on Materials and services, compared to the basic need of keeping our Shire keeping it tidy and free of waste and fair and equitable to all residents? Maintaining and renovating the Outdoor swimming pool is a luxury, so too is upgrading the Goldfields Reservoir yet seek to cut costs of an estimated $160,000 for three	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			transfer stations, not provide even the most basic council services like access to local transfer stations is unfair. Saving 160K is a tiny amount compared to other Council categories of expenditure yet has a big effect on affected residents. Access to local Transfer stations should be a basic function of Local council services (roads rates and rubbish). Closing Bealiba, Dunolly and Talbot Transfer stations would: *inconvenience ratepayers unfairly who would have to travel to Carisbrook' * be a round trip of Bealiba (1hr), Dunolly (40mins) and Talbot(30 mins) *mean additional costs in time for businesses who need to deliver material to a transfer station * mean additional fuel costs especially in the current climate * be unfair and impractical and discriminatory to these rural areas of the shire, especially for the Bealiba residents, * increase the workload and amount of material dropped off and also needing removal from the Carisbrook transfer station Additionally, this would * increase the chance of dumping in the bush for those who cannot afford to deliver to Carisbrook. * extra dumping would be a detriment for our Golden Triangle and bid for heritage recognition * be harmful for our waterways and our native plants and wildlife. Transfer stations may not have toilets, but my understating is that at least some do have at least one toilet also they may not have town water, but they do	

			have tank water. They may need to have increased infrastructure but if needed it is no reason to close them. Alternative strategies would be to * collect bins in Maryborough and Carisbrook only fortnightly instead of weekly, *Look for costings in the major items on council: office functions, communications, asset management, councillors' allowance and expense accounts. Looking at other jurisdictions like the main road from Bacchus Marsh to Werribee shows the result of where rubbish dumping is unsightly and creates extra costs for council to collect. Further comments from reading the DRAFT budget report 2.4 Infrastructure That Supports Growth And Liveability By definition our four Transfer stations should fall within this section. If waste cannot be delivered to Transfer stations, the area does not support growth and is not liveable. Recreation Services and Facilities Management Spending $1 Million per annum on the outdoor pool upgrade is not cost efficient and well below cost neutral. It is not fair to cut Waste Transfer stations when the Council has opted for such big deficits here. Asset Management Expenditure Actual and Forecast of $1.8M to 1.9M is a massive amount to pay consultants for inspections and reports taking away funds which would keep items like Transfer Stations open. 2.5 Resilient and Sustainable Community Initiatives …Review of Kerbside Collection service to align with State Government requirements. 2.6 Sound Leadership and Financial Management	

			Has an operating deficit of over $5M. This is not cost efficient and well below cost neutral. It is not fair to cut Waste Transfer stations when the Council has opted for such big deficits here. 2.7 Reconciliation with budgeted operating result Deficits/Surplus here does not match sections above. 4.1.11 Other expenses Councillor allowances and expenses -increases bn Forecast 25/26 and Budget 26/27 by 29% by $85K from 292K to 377K. This increase alone is a substantial amount of what is needed to cover the cost of the three Transfer stations proposed for closure.	
S280	[redacted]	Opposed to the closure of Waste Transfer Stations	Dumping Closing the Talbot transfer station is going to create more rubbish getting dumped in our forests. It is already a problem that will become even worse!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S281	[redacted]	Opposed to the closure of Waste Transfer Stations	I am opposed to Councils plan to close the Talbot Waste Transfer Station because it is an essential service for our town. With bin collection to increase by 6%, Waste fees by 9% & Transfer station fees by 33%, waste disposal will be a draining expense on many households & could lead to illegal rubbish dumping, which then becomes an environmental problem in our area. We will also be further penalized by having to then drive to Carisbrook for waste disposal. Further, an existing, well setup facility would go to waste (no pun intended). I strongly urge council to keep this vital amenity open for our growing community.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S282	[redacted]	Opposed to the closure of Waste Transfer Stations	As a resident of the shire I believe it would be more beneficial to the ratepayers to keep the tips open. Selling off the old council yards and sheds at Dunolly would allow council to reduce its debt levels and the community to still retain services that are needed. Another option would be to increase income from the tip by setting up a worm farm to value-add waste and sell worm castings and liquid worm waste fertiliser and worms. This income stream would supplement tip overheads [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S283	[redacted]	Opposed to the closure of Waste Transfer Stations	Why administer rate capping, put up rates to service our community properly, lobby state government for more funds. Most money spent in Melbourne e.g. Tunnels etc. country Vic should be allocated more, we are forgotten. I don't mind paying more for land fill, e.g. 4 tickets instead of 8 and pay for the rest. I want these services and don't mind paying. Hopefully the current premier will be booted out this year and a more understanding to country Victoria will be elected, I think it is the end of a bad era, and a new premier is going to help country Victoria.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S284	[redacted]	Opposed to the closure of Waste Transfer Stations	Council needs to supply a service for the money they collect in our rates	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S285	[redacted]	Opposed to the closure of Waste Transfer Stations	The communities like Bealiba, Dunolly and Talbot need their tips!! As a farmer I know how important it is to dispose of our waste correctly. My family still has property in Talbot and use the tip regularly	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S286	[redacted]	Opposed to the closure of Waste Transfer Stations	My family has a holiday property at Talbot, and we are in the process of cleaning it up. We NEED the tip to get rid of our house waste, green waste, tin etc. responsibly. Do not close it!!!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S287	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear Council, I am providing feedback on Council's Draft Budget and financial position, specifically opposing the proposed closure of the Talbot Waste Transfer Station. This facility is relied on by residents where kerbside collection is not available or practical, as well as campers, prospectors and visitors. I spend time in the surrounding bushland and regularly collect rubbish left behind and dispose of it at the transfer station. Removing local access makes this significantly more difficult. A key concern is the impact on the surrounding bushland. Reducing access to disposal increases the risk of waste ending up in the environment. Nobody wants to see local bushland become a dumping ground, as has occurred in other areas where access has been reduced. Council has stated this will save the community money. No figures have been provided to show what this closure contributes to the $3.2 million savings target. The site already operates on limited hours and recovers costs through user fees, with Talbot also providing additional cost recovery through its reuse shop. Without clear figures showing the true net cost, including contractor	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			expenses, this claim is not supported. It also raises concern that this is shifting residents toward kerbside collection, reducing costs for Council while increasing costs for residents, but being presented as a benefit rather than a disadvantage. While Council has indicated this will save residents money, for many this would result in a higher ongoing cost than retaining access to the current system. It is also unclear how prepaid rubbish tickets have been factored into this proposal. Reduced access is likely to change usage patterns, which may lead to increased demand on other services, additional management and enforcement requirements, and higher clean-up costs. These factors should be considered in any assessment of overall savings. It is unclear whether the cost of current contractor arrangements has been fully assessed, or whether more cost-effective or locally managed alternatives have been considered before deciding on closure. At the same time, residents are restricted from burning household waste, with permits and fees required for burn-offs, and are expected to use authorised facilities. Removing local access removes the most practical way to meet those requirements. Public bins in the Maryborough area, particularly around shopping precincts and community areas, are often already full, indicating the system is already under pressure. There are also ongoing examples of unmanaged waste, including rubbish sitting along the Ballarat–Maryborough Road for weeks without being collected. With ongoing population growth and increasing demand, reducing access to disposal services reduces supply while demand continues to rise, placing further strain on the system. If access is reduced further, who is responsible for managing the increase when this occurs across the wider community? Closing multiple	

			sites centralises access to Carisbrook, increasing travel, congestion and cost across the area. This places additional pressure on a single site without addressing the underlying issue. The Talbot transfer station is also a community space. In a small town, it provides informal interaction and routine for people who may not engage in other settings, including those experiencing social isolation or anxiety. This impact should not be overlooked. The site is a functioning asset. It reduces landfill, supports reuse, and recovers costs through fees. Closing it removes both access and cost recovery. Council is also pursuing long-term planning initiatives such as Talbot Futures, which are aimed at growth and increased activity in the area. Reducing access to basic infrastructure such as waste disposal at the same time reduces service availability while demand is expected to increase. Without a demonstrated financial benefit, this approach is difficult to justify. If this site is being considered for alternative use, has relocation been assessed, and have the full impacts across affected communities been considered? This does not remove the problem - it shifts it to a less efficient, higher-cost outcome for Council, and leaves residents to deal with the consequences - who will pay more for it.	
S288	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear CEO and Councillors I am writing to the Central Goldfields Shire Council to strongly object to the proposal to close the Talbot Transfer Station within the Draft Budget 2026/27. Closing this essential waste management service is an unfair cost shift to rural communities without consideration to community engagement. Financial & Safety Burden: Forcing Talbot residents into a 40km round trip to Carisbrook is unreasonable, particularly during a global economic crisis and the uncertain financial burden of record high fuel prices. It also creates legitimate safety risks for	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			residents transporting heavy loads without professional equipment or training - particularly the elderly and less mobile- and creates a 'Duty of Care' issue for the Council. Environmental Risk: Closing the Talbot Transfer Station will inevitably lead to increased illegal dumping in our bushland, roadsides and street bins, with clean- up costs likely exceeding any projected savings. Strategic Contradiction: It is a contradiction for the Council to promote 'Talbot Futures' housing and population project, while simultaneously withdrawing the essential waste services needed to support it - "Critical Infrastructure." I urge Council to find savings through administrative efficiencies rather than cutting front line waste management services. Please protect our environment and local services by removing this from the 2026/27 Budget. I look forward to a formal response and wish to advise, I will not be speaking at the Special Budget Hearing on Wednesday, 29 April 2026. Yours sincerely [redacted]	
S289	[redacted]	Opposed to the closure of Waste Transfer Stations	I highly disagree with the closing of Talbot tip!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S290	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to express my strong concern regarding the proposed closure of the Talbot transfer station. This facility is an essential service that supports the wellbeing, accessibility, and environmental responsibility of our local community. Accessibility and Equity The transfer station provides a vital and convenient waste disposal option for Talbot residents.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Its closure would disproportionately impact elderly residents, low-income households, and those with limited transport. Requiring travel to more distant facilities places an unfair and impractical burden on many in our community. Risk of Illegal Dumping Reducing access to local waste facilities in rural areas often leads to increased illegal dumping. This creates environmental harm, reduces the visual appeal of the area, and results in additional clean-up costs for council. Maintaining the transfer station helps prevent these avoidable issues. Environmental Impact The current facility supports responsible waste management and recycling. Closing it risks encouraging less sustainable practices due to inconvenience. Additionally, longer travel distances to alternative sites will increase vehicle emissions, working against environmental goals. Community Liveability Talbot is a small but vibrant rural community, and access to essential services like the transfer station contributes to its liveability. Removing such infrastructure signals a decline in local services and may negatively affect community confidence and future growth. Economic and Practical Burden Closure would increase fuel costs, travel time, and inconvenience for residents. Any short-term savings to council may be offset by increased costs associated with illegal dumping, enforcement, and environmental remediation. Alternative Solutions Rather than closure, council should consider practical alternatives such as reduced operating hours, shared service models, or modest fee adjustments. Meaningful community consultation is essential to ensure decisions reflect local needs. Conclusion The Talbot transfer station is a critical local service. Its closure would create unnecessary hardship and negative consequences for residents and the environment. I strongly urge council	

			to reconsider this proposal and work with the community to find a sustainable solution. Thank you for considering this submission.	
S291	[redacted]	Objection to overall budget	Don't cut services, cut senior management salaries and positions.	Council is facing rising costs and increasing service demands while rate capping limits our revenue. This is putting pressure on the overall budget, but we're actively reviewing services, finding efficiencies and managing costs to stay financially responsible.
S292	[redacted]	Opposed to the closure of Waste Transfer Stations s	I write to express a strong objection to the proposed closure of three transfer stations within the Central Goldfields Shire—Bealiba, Dunolly, and Talbot – to decrease Council expenses. While I understand the need for council to manage expenditure responsibly, the proposal to close down the Transfer Stations at Bealiba, Dunolly & Talbot, risks creating greater long-term financial, environmental, and social costs than the savings it seeks to achieve. The removal of these facilities will significantly reduce access to essential waste services for residents across multiple small towns. Many residents—particularly the elderly—already rely on local transfer stations due to limited mobility, lack of suitable vehicles, or dependence on paid gardening and maintenance services. Requiring them to also cover the cost and logistics of transporting waste over long distances places an unreasonable burden on some of the most vulnerable members of the community, especially during the current cost-of-living crisis & fuel charges. It's not like Bealiba residents, for example, could just hop on a bus to the Carisbrook Transfer Station, with their waste. Importantly, reduced access to waste facilities is widely associated with increased illegal dumping. When disposal becomes difficult or costly, some individuals will resort to dumping	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			waste in bushland, roadsides, and public spaces. This leads to: • Increased clean-up and enforcement costs for council • Environmental degradation of local ecosystems • Public health and safety concerns These downstream impacts are likely to outweigh any short-term operational savings achieved by closing the facilities. I urge Council to reconsider this proposal and instead explore more balanced alternatives, such as: • Reduced operating hours rather than full closures • Rotational opening schedules across sites • Modest user fees to offset operational costs • Mobile or periodic collection services for outlying communities Maintaining accessible waste services is essential to supporting community wellbeing, environmental protection, and responsible waste management practices. Thank you for considering this submission.	
S293	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to strongly object to the proposed plan to close down three Transfer Stations in the Central Goldfields Shire Council area – Bealiba, Dunolly, & Talbot. When waste facilities become harder to reach (longer distances, fewer sites, inconvenient hours), illegal dumping usually increases, not decreases. This isn't just frustration—it's a practical barrier, especially for: • elderly residents • people without trailers/Utes • those already paying for gardening or maintenance services If disposal becomes expensive or logistically difficult, some people will choose the wrong option. While closing these three Transfer Stations might reduce immediate operating costs, the following costs can quietly exceed the savings, especially in rural or semi-rural areas. Councils often end up paying for: • illegal dumping clean-ups • environmental rehabilitation (bushland, waterways) • enforcement and compliance officers • community complaints and reputational damage Instead of closing down the Bealiba Dunolly &	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Talbot Transfer Stations, residents might be happier if the CGSC were to offer alternative solutions, such as: • instead of full closure, offer reduced hours • offer rotating open days between stations • rather than full shutdown, offer small user fees • offer to outlying towns, mobile collection services On top of the current cost-of-living crisis & increased fuel costs, reducing access to waste facilities increases illegal dumping, which creates higher long-term costs and environmental damage—undermining the intended savings. I urge the CGSC to keep these three Transfer Stations open for the good, & well-being, of the communities that use them.	
S294	[redacted]	Opposed to the closure of Waste Transfer Stations	To whom it may concern , I would like to submit my strong objection to the closing of the Dunolly Transfer Station. I use this service on a regular basis and find it extremely convenient and always well maintained with very friendly service always helpful. I have used the Carisbrook Tip on an odd occasion, and the friendly service is not apparent, it is poorly set up, and it is extra kilometres to travel with a load of rubbish and extra fuel. Considering the cost of fuel at present with no end to the conflict, causing the rise in costs, it is an added burden to the rate payers not only in Dunolly but the surrounding areas. It is poor management to consider the closure and does not consider the long-term effect on rate payers in this region. Thank you for taking this submission. Kind regards, [redacted]	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S295	[redacted]	Opposed to the closure of Waste Transfer Stations	The proposed closure of the transfer stations is a calamity in the making. Residents in Bealiba will need to travel over 90 kms round-trip to drop their rubbish at Carisbrook. This will lead to more dumping in our beautiful bushland and is a very shortsighted attempt to save a bit of cash. Perhaps cull a few expensive roles within Council first.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S296	[redacted]	Opposed to the closure of Waste Transfer Stations	To the Council and Council Officers I am appalled that the closure of the transfer stations at Dunolly, Bealiba and Talbot has been proposed in order to reduce the council budget. I am mostly concerned about my 'local' station in Dunolly…where I have lived for the last 40 years and have really appreciated the upgrading and management of the facility during that time. We do have reasonable rubbish collections within the town, but there are always additional needs for taking 'stuff' to the tip… white goods that cannot be repaired, clearing out sheds of accumulated tools and materials that do not fit the requirements for recycling or selling… either size or material content… and towards summer, excess leaf litter and vegetation while preparing for fire season, which does not fit in the 'green bin' which we subscribe to. If the facility is closed, then the extra travel costs. In time and fuel, is not insignificant, especially now… and will surely increase the council's costs of staffing and managing the Carisbrook facility. I imagine that the removal of this facility would also increase the practice of illegal dumping in the surrounding bushland… which happens already to some extent… and would become either an additional expense for the council…or passing the 'buck' on to the relevant body … an expense which is still borne by the community. The suggestion that a $20.00 rebate on rates could be made as 'compensation' is quite ridiculous! It would in no way compensate for the additional expenses required. Perhaps it could be worth looking to other methods of	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			dealing with the budget imbalance… many of us have to juggle our budgets to adapt to changing times, and while I appreciate the need to reduce deficits, this move appears to be rather retrograde. Please reconsider… and perhaps engage the community to get positive suggestions towards solving the issues, without removing a well-managed and necessary facility for our community.	
S297	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to object to the proposed closure of the transfer stations at Bealiba, Dunolly, and Talbot as a cost-saving measure. While I recognise the need for responsible financial management, closing these facilities is likely to create greater long-term financial, environmental, and social costs than any short-term savings. These stations provide essential waste services to small communities, particularly for older residents and those without suitable transport. Requiring travel over longer distances adds unreasonable cost and logistical burden, especially during a cost-of-living crisis and rising fuel prices. For example, Bealiba residents cannot realistically access the Carisbrook Transfer Station via public transport with waste. Reduced access to disposal facilities is also linked to increased illegal dumping, leading to higher clean-up costs, environmental harm, and public health risks—impacts that may outweigh any savings. I urge Council to reconsider and explore alternatives such as reduced hours, rotational openings, modest user fees, or mobile collection services. Maintaining accessible waste services is vital for community wellbeing, environmental protection, and responsible waste management. Thank you for considering this submission.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S298	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to strongly object to the proposed closure of the three transfer stations within the Central Goldfields	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			Shire—Bealiba, Dunolly, and Talbot—as a measure to reduce Council expenditure. While I acknowledge the importance of responsible financial management, closing these facilities risks creating greater long-term financial, environmental, and social costs than any immediate savings achieved. The loss of these transfer stations would significantly reduce access to essential waste services for residents across several small communities. Many individuals—particularly older residents—already depend on their local facilities due to limited mobility, lack of appropriate transport, or reliance on paid maintenance services. Requiring them to manage the additional cost and logistics of transporting waste over longer distances places an unreasonable burden on some of the most vulnerable members of the community, particularly in the current cost-of-living environment and with rising fuel prices. Residents of Bealiba, for example, cannot simply access the Carisbrook Transfer Station via public transport while carrying waste. This highlights the practical challenges the proposal fails to address. Reduced access to waste facilities is also well known to contribute to increased illegal dumping. When disposal becomes more difficult or costly, some individuals may resort to leaving waste in bushland, along roadsides, or in public spaces. This can result in: • Increased clean-up and enforcement costs for Council • Environmental damage to local ecosystems • Public health and safety risks These consequences are likely to outweigh any short-term operational savings from closing the facilities. I strongly encourage Council to reconsider this proposal and instead explore more balanced alternatives, such as: • Reducing operating hours rather than implementing full closures • Introducing rotational opening schedules across sites • Applying modest user	

			fees to help offset operational costs • Providing mobile or periodic waste collection services for outlying communities Maintaining accessible waste services is essential for supporting community wellbeing, protecting the environment, and promoting responsible waste management practices. Thank you for considering this submission.	
S299	[redacted]	Opposed to the closure of Waste Transfer Stations	Hi, my name is [redacted] I recently moved to a property in Dunolly surrounded by 46 acres. I support keeping the transfer station open as it will deter people from illegal dumping in my community and surrounds. Please reconsider closing the transfer station as it is more practical to keep it open, than to expect the public to travel to dispose of our rubbish. Especially with the cost of fuel crisis.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S300	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to express my opposition to the proposed closure of Dunolly Tip (Transfer Station). As a local resident , I rely on this facility on a weekly basis to dispose of recyclable cardboard waste associated with essential Medical Supplies for an ostomy condition. This is not occasional waste, but an ongoing and necessary part of managing a medical condition. The closure of the tip will create significant difficulty for me, as I will be required to travel much further to dispose of this waste. This adds both time and financial burden and may not always be practical depending on access and personal circumstances. In rural areas, access in nearby waste facilities is essentially important. . residents managing health conditions, like me, having a local and reliable disposal option is essential. I am also concerned that reducing access to waste facilities may lead to increased illegal dumping in the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			broader community, creating environmental and public health issues. I respectfully request that council reconsider the closure of this facility, or at the very least explore alternative options such as reduced operating hours. Thank you for considering my submission.	
S301	[redacted]	Opposed to the closure of Waste Transfer Stations	Living 8 km from Talbot we receive only fortnightly rubbish collection. Like to see green waste collection free at all times tip is open. Closing the tip in Talbot may well encourage scrupulous folk to dump their rubbish in state forest areas, rather than travel to Carisbrook. Suggest as alternative to closure, to reduce open hours to 2 sessions instead of 3.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S302	[redacted]	Opposed to the closure of Waste Transfer Stations	To: Central Goldfields Shire Council Subject: Submission in relation to Draft Budget 2026/27 – Proposed Transfer Station Closures From: Talbot Fire Brigade The Talbot Fire Brigade formally submits its strong opposition to the proposed permanent closure of the Talbot, Bealiba, and Dunolly transfer stations, as outlined in the Draft Budget 2026/27. As an emergency service, our principal concern is with the increased public safety risk arising from the proposed change. We anticipate several critical consequences: Increased Fire and HAZMAT Risk: Removing accessible waste disposal will inevitably lead to an increase in illegal dumping in local forests and on roadsides. This creates hazardous fuel loads and introduces HAZMAT risks from the dumping of chemicals and dangerous materials. Furthermore, we expect a rise in 'rubbish fires', where dumped piles are intentionally or accidentally set ablaze, potentially threatening lives and property, and diverting CFA resources from other emergencies. Inequitable Cost Shifting: This proposal	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			does not represent a true saving for the public purse; rather, it amounts to a cost-shifting exercise. The financial burden is offloaded from the Council to other government agencies, including the CFA and Forest Fire Management Victoria (FFMV), who will be left to manage and clean up the resulting waste and fire incidents. Community Impact and Inequity: Talbot Fire Brigade is an integral part of this community. We see firsthand that many in our community currently face significant financial hardship. This proposal is inequitable, imposing additional travel costs and logistical barriers on those who can least afford it. Misalignment of Priorities: We submit that the maintenance of affordable, local, and accessible waste services is a fundamental community priority. We believe this core service should take precedence over more expensive, non-essential Council activities. The Talbot Fire Brigade registers its total objection to the closure proposal, and we urge Council to maintain these vital community services. [redacted]	
S303	[redacted]	Object to stopping Community Grants	This submission is on behalf of the Maryborough Volunteer Resource Group. While we understand the pressing need for budget cuts, we feel that the elimination of the Community Grants program will be seriously detrimental to our volunteering community. The relatively small investment by Council of around $40,000 provides a life support for local not-for-profits and generates an enormous economic contribution of in-kind value. Our own group which leads volunteering support across the shire would not exist without our initial small grant from Council. With many not-for-profits currently struggling for survival, our community simply cannot afford to lose the Community Grants,	Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the

				program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback received before making a final decision.
S304	[redacted]	Opposed to the closure of Waste Transfer Stations	From: Talbot Fire Brigade The Talbot Fire Brigade formally submits its strong opposition to the proposed permanent closure of the Talbot, Bealiba, and Dunolly transfer stations, as outlined in the Draft Budget 2026/27. As an emergency service, our principal concern is with the increased public safety risk arising from the proposed change. We anticipate several critical consequences: Increased Fire and HAZMAT Risk: Removing accessible waste disposal will inevitably lead to an increase in illegal dumping in local forests and on roadsides. This creates hazardous fuel loads and introduces HAZMAT risks from the dumping of chemicals and dangerous materials. Furthermore, we	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			expect a rise in 'rubbish fires', where dumped piles are intentionally or accidentally set ablaze, potentially threatening lives and property, and diverting CFA resources from other emergencies. Inequitable Cost Shifting: This proposal does not represent a true saving for the public purse; rather, it amounts to a cost-shifting exercise. The financial burden is offloaded from the Council to other government agencies, including the CFA and Forest Fire Management Victoria (FFMV), who will be left to manage and clean up the resulting waste and fire incidents. Community Impact and Inequity: Talbot Fire Brigade is an integral part of this community. We see firsthand that many in our community currently face significant financial hardship. This proposal is inequitable, imposing additional travel costs and logistical barriers on those who can least afford it. Misalignment of Priorities: We submit that the maintenance of affordable, local, and accessible waste services is a fundamental community priority. We believe this core service should take precedence over more expensive, non-essential Council activities. The Talbot Fire Brigade registers its total objection to the closure proposal, and we urge Council to maintain these vital community services.	
S305	[redacted]	Opposed to the closure of Waste Transfer Stations	I am very distressed to learn that our local transfer station is going to be closed down and question the reasoning behind this. I do not agree that this is a good way for the council to save money. Has the council considered reduced opening hours? like maybe one day a week or one weekend a fortnight? When we moved here in 2007, we still had a garbage service to our front gate, which was one of the factors in our choice to move to this shire. That service was	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			discontinued not long after we got settled and having the local tip has been our only feasible option for rubbish and recycling disposal ever since. It will be quite inconvenient and expensive for us to have to drive to Carisbrook to dispose of our waste. Is the council going to give us a fuel rebate or discount on our rates to make up for this added stress on our finances? Has the council considered how much extra money they will need to spend on removing the rubbish that will now be dumped in the bush by those who won't or can't afford to take their waste to the only transfer station left in the whole shire? Has the council considered maybe reducing the salaries of the top tier management team to pay for these basic services for rate payers and residents?? It appears that the mismanagement of the council budget in past years is now making life very difficult for ratepayers, and I don't accept that reducing our services is good management. How can you expect people to recommend moving to this shire when decisions like this are made by people who live and work in complete ignorance of the difficulties of the people living in places far removed from basic services like rubbish and recycling disposal? This is probably going to result in some very bad publicity for the shire council.	
S306	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear Council Members, I am writing to express my strong opposition to the proposed closure of our local regional tip. This facility is essential to the environmental health, economic stability, and liveability of our community. Closing it would have far-reaching consequences that I believe have not been fully accounted for. From an economic perspective, the closure will increase costs for residents, local businesses, and contractors who rely on accessible waste services. Transporting waste an additional 18.1	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			km to the remaining facility will place a significant burden on households, particularly in a large council area such as ours. This impact will be felt most strongly by our aging population, for whom longer travel distances are not only inconvenient but, in many cases, impractical. I also question the practicality of the proposal: how can a single facility reasonably cater to a service area of 1,533 square kilometres? The scale alone suggests that accessibility, wait times, congestion, and overall service quality will be significantly compromised. Residents in outlying areas will be disproportionately affected, creating inequity across the community. There is also a clear risk to our local tourism. Our region is valued for its natural beauty, including our townships and surrounding state forests. An increase in illegal dumping—an issue already observed in areas such as Melton City Council and Werribee City Council following rising tip fees—would undermine the visual appeal and reputation of our area. Visitors are unlikely to return to regions where roadside waste and degraded natural environments become commonplace. The environmental and fire risk implications are particularly concerning. Illegal dumping in bushland and forested areas creates significant fuel loads, increasing the likelihood and intensity of bushfires. In a region already vulnerable to fire risk, this is not a theoretical concern—it is a serious and avoidable hazard. Additionally, waste materials can harm wildlife, pollute waterways, and damage ecosystems that are difficult and costly to restore. Experience elsewhere shows that reducing access to affordable and convenient waste disposal does not eliminate waste—it simply shifts the problem into our environment. The financial burden of managing illegal dumping, environmental degradation, and fire mitigation	

			may ultimately exceed any savings achieved by closing the facility. Given these concerns, I strongly urge the council to reconsider the proposal and maintain the operation of our regional tip. Accessible waste services are a fundamental part of supporting a healthy, safe, and sustainable community. Thank you for taking the time to consider my submission. I would appreciate being kept informed of any decisions or further consultation opportunities regarding this matter. Yours sincerely, [redacted]	
S307	[redacted]	Object to stopping Community Grants	Proposal to cancel Community Grants program not appreciated. The cost to you for the loss of community support to the needed volunteers in the Shire will be a huge loss of goodwill. Goodwill you would struggle to 'buy' at the price of the actual Grants Program. Shame on you for even contemplating this cut. Whilst considering all options is sensible & responsible - find another way in your cost analyses to avoid this.	Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback received

				before making a final decision.
S308	[redacted]	Opposed to the closure of Waste Transfer Stations	Council, I'm compelled to add to the many objections regarding the closure of three transfer stations in the Central Goldfields. Surely such a decision cannot be made with the only consideration being fiscal. A "transfer station" to a rural community is not just a "dump" or a "debt". It is part of a connectedness that is as important as a local pub, milk bar or sports club. There's been much talk of the isolation endured by rural people. The impact on mental health, family breakdown, even suicide. There has also been calls for public awareness of the importance of ancient cultures and landscapes. A small thing like retaining transfer stations in the outlying communities of CGF not only strengthens the resolve of those that choose to live here but also respects those that were here before us. PLEASE don't tear at the fabric of our communities or allow insult to the Dja Wurrung by encouraging illegal dumping. A practise that's become prevalent in the Central Highlands of late!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S309	[redacted]	Opposed to the closure of Waste Transfer Stations	To whom it may concern, local councils are government branches that are supposed to work for all the peoples in their local shires, closing these transfer stations in Dunolly, Talbot, and Bealiba is going to have dire consequences for some of the surrounding population. Some of these people are going to have to travel up to a hundred kilometres round trip just to take rubbish to	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			the tip. This is unacceptable with the cost of fuel these days. It is an added pressure; people don't need at this time. This will open up a hornet's nest for the surrounding bushland, and environment, people are going to burn off stuff that is going to be bad for the environment, (Have you paid for a private study into the effects this will have?) isn't the world's climate bad enough without our local shire adding to the problem. Think about this decision, The implications are much larger than you will ever be able to acknowledge. You are knowingly contributing to the problem of air quality and pollution. Again, this is unacceptable. You as a council need to get your house in order and do the right thing. Shame on you for thinking this is going to eliminate some of your financial woes. If the money saved for closing the Dunolly, Talbot and Bealiba tips goes to prop up another department in the shire then I suggest you look at the person who is in charge of budgeting and make the necessary changes. There are so many reasons why this is the wrong thing to do. if you need to make extra money for the council because you are broke. Then look at reducing staff and your exorbitant pay checks,	
S310	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer this to attachment S310	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S311	[redacted]	Opposed to the closure of Waste Transfer Stations	Save our tips, if not the Shire of Central Goldfields will become a dumping ground.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S312	[redacted]	Opposed to the closure of Waste Transfer Stations	Regarding the cost of running the Bealiba Transfer Station. To reduce the number of hours that Transfer Station is open. The other option is to provide a hard material collection for the rural areas using the council garbage tickets.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S313	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear ******* .I live in main st. Bealiba. For me to tip rubbish in Carisbrook is just ******.for me that's a 120 km round trip, and with the current economy and the price of fuel. it's too much. Find your money elsewhere.do we get a discount on our rates for travel time .nooo.I would be willing to bet most of you clowns live close to Maryborough... your spending money on the Maryborough pool but nothing out here...the community out here is ropable. What your effectively doing is forcing people to tip their rubbish in the bush or on the side of the road maybe out the front of your housed. The cost of living has soared. Try trimming your own budget. People can't afford to live anymore, and all your achieving is pushing it up.******Sake wake up	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S314	[redacted]	Opposed to the closure of Waste Transfer Stations	Don't close our tip! It will result in nothing but waste in out bush lands!	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S315	[redacted]	Opposed to the closure of Waste Transfer Stations	My husband [redacted] currently pays for 6 lots of land rates. we don't ask for much in our rural community. But highlight the importance of the Dunolly tip cannot be underestimated, we continually use this site. As a Council it is a basic requirement that the resource should be available locally. Not having to travel to Carisbrook. It is hard enough farming with fuel expenses etc. But to have to travel additional km is another added expense. An expense that people will struggle with and unfortunate offset would increase dumping of rubbish in the bush, effecting tourism which is on your strategic plan and just shift the cost to parks etc in having to pick it up. if you are needing to have some savings, keep it open. but adjust to once a fortnight or have it running 2 days in lieu of 3 Please, please do not close this vital facility.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S316	[redacted]	Object to stopping Community Grants	I wish to make a submission to the 2026/27 draft budget in relation to the proposal to discontinue the Community Grants Program. I do not wish to make my submission in person to Council. However, I do ask that a copy be presented to Councillors for their deliberations on this issue, rather than only summarised within the Officer's report. The current Community Grants Program has been in place since 2007, when it was commenced with an initial allocation of $5000. It was increased over many years to its recent level, given the central place this program has played within the life of our community. The fact that it is so heavily oversubscribed each year, is an indication of the level of support for it. Each year successful applicants willingly attend for a presentation and photo opportunity. It is this excitement that illustrates the appreciation the program brings. Central Goldfields Shire is one of the most disadvantaged within the state with one of the lowest SEIFA index indicators. As a small council, CGSC has a limited rate base, which over several years has negatively been impacted by rate-capping. This has led to the current proposal to discontinue the .Community Grants Program. Unfortunately, the lack of	Thank you for your submission and for highlighting the importance of the Community Grants Program. Council recognises the significant contribution that community groups and volunteers make across the Shire. These groups play a key role in delivering activities, events and services that strengthen social connection, support wellbeing, and maintain important community assets, as reflected in local Community Plans. The current proposal is being considered in the context of broader financial pressures facing Council. While the grants pool itself is relatively modest, there are also important administrative and governance requirements associated with delivering the program. These processes are necessary to ensure the program is fair, transparent, and aligned with audit and probity expectations. Council also notes that a range of external

			council resources means that community services are necessarily restricted. This places a high reliance on volunteer efforts of community groups to fill the gap, deliver the services, and provide the support that strong, confident communities require. Over time, community grants have enabled those volunteer groups to achieve things they would not otherwise be able to do. This has included matching community grants with other grant programs to achieve something really worthwhile. Some of those grants have enabled community groups to forge new directions and provide added services. At other times, they have provided infrastructure that supported operations and added opportunity. A review of the grants provided over the years will show the diversity in those grants, and the purposes that they serve. The common elements in each of these has been the important value that has been added, and the added opportunity, confidence, commitment and capability that has been created. The difficulties that council faces in its current rate-capping environment are fully appreciated. It is true that difficult decisions have to be made. Put simply, my contention is eliminating the Community Grants Program, or even pausing it, is exactly the wrong approach and is	funding opportunities are available to community groups, and that the Investing in Rural Community Futures (IRCF) program is currently supporting local organisations through funding, partnerships and capacity building. Council acknowledges the potential impact of any changes to the program and will carefully consider all feedback received before making a final decision.

			shortsighted at best. In challenging times such as the present, there is a real need to look how community organisations can be better supported rather than restricting the grants that are available to them. Within the context of the Council Budget, the Community Grants Program is a very small part. Council staff supporting the program are already employed. They may possibly need to be taken off other duties to enable this program to continue. A study of other councils, even of similar size, will indicate that the CGSC community grants program is relatively modest. It is important for Council to be seen to encourage community volunteer organisations where possible. Put simply, eliminating the Community Grants Program would be seen as mean-spirited as indeed it really would be. The Officer's view in the draft Budget is that difficult decisions need to be made, and the Community Grants Program discontinued within this context, as it can no longer be afforded. The real issue is Council cannot afford to discontinue the Community Grants Program.	
S317	[redacted]	Opposed to the closure of Waste Transfer Stations	I would like to say I am against the all-tip closures. If it was to go ahead, I would like you to make sure everyone has a kerb side collection in the shire. I don't have this and relay on my tip tickets and my local transfer station being Bealiba.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S318	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing in regard to the possible closure of our local tip. I believe this is a terrible idea that will only encourage the disposal of rubbish in our beautiful bush lands. Please don’t allow this to happen	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S319	[redacted]	Opposed to the closure of Waste Transfer Stations	I strongly object to the proposal to close the transfer stations at Talbot, Dunolly and Bealiba. This closure will adversely impact many residents of the Shire and will likely lead to the illegal dumping of waste in the surrounding bushland, parks and State forests. Residents who live outside of populated areas are already missing out on services and requiring them to drive further to dispose of their waste and recycling puts another cost on people who are struggling to survive. Please DO NOT close the transfer stations.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S320	[redacted]	Opposed to the closure of Waste Transfer Stations	Please accept this email as my objection to the proposal to close the Talbot Transfer station. As a property owner in the area, I am aware of the number of locals that rely on the transfer station. In times of increasing petrol costs, I feel it is very short sited to consider closing the transfer station as this would then force residents to travel greater distances at their own expense forcing greater financial pressures onto a group that includes many financially vulnerable people. The alternative is that many would end up hoarding the refuse for longer on their property with potential to impact their health and wellbeing and the overall beauty of the local town. Further I would like to express my disappointment at how difficult it was to find information about this potential change on the council website… true community engagement should make access to this sort of information easy, otherwise the supposed community engagement appears disingenuous. concerned land holder	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S321	[redacted]	Opposed to the closure of Waste Transfer Stations	Re closure of the Talbot transfer station We are a small low socioeconomic town, access to affordable local services is critical. Closure will impact those who already face financial and transport issues. The Shire is prioritising upgrades that will not address the needs of most residents in the Maryborough community, i.e. aerodrome upgrades, among others. Talbot is a vulnerable town, such decisions regarding spending does not reflect community needs. Many residents do not receive weekly garbage / recycling services, closure of the Talbot tip, inability to access Carisbrook may result in dumped garbage and increased fire risk We ask the shire to Reconsider closing the Talbot tip Provide transparent justifications for funding priorities Protect essential services Engage with local residents	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S322	[redacted]	Opposed to the closure of Waste Transfer Stations	I oppose the initiative to close the waste transfer stations at Bealiba, Dunolly and Talbot, it is an essential service to our local communities in helping residents and businesses be more accountable for their own waste. To close these local stations will greatly impact on many individuals' abilities to keep their properties cleaner and reduce their average waste lying around. It gives us incentive to declutter and 'clean up' our yards and gardens - there is always surplus green waste in addition to the green bins that we all use. If the waste transfer stations are too close, many people will be forced to prolong their proactiveness in keeping their properties cleaner, and with the ever-increasing costs of living, people simply will not be able to afford to drive all the way to Carisbrook to do their part anymore. Ultimately you will see a huge increase of roadside dumping and rubbish/waste being scattered and left all over the local communities being affected. I have lived in Dunolly since 2022 and built my home here in April 2023. My family members and I have used the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			local Dunolly Transfer station countless times over the past 3-4 years in maintaining and keeping our properties clean and tidy - without it, we will be very reluctant to drive all the way to Carisbrook to drop off our surplus waste and it would impact on our ability and convenience of just being able to drive 5 minutes down the road to get these maintenance jobs done quickly. It is an essential service for the area that my family and many others in our town rely on having open every Wednesday, Saturday and Sunday. We urge you to reconsider this as an option as an initiative to your budget.	
S323	[redacted]	Opposed to the closure of Waste Transfer Stations	We are a large family, and the standard fortnightly bin collection simply isn't sufficient for our needs. Despite making a genuine effort to recycle as much as possible, we still rely heavily on local waste and recycling facilities to manage excess household waste responsibly. These facilities are particularly important for rural communities like ours, where alternative options are limited. They play a key role in keeping our properties clean, reducing illegal dumping, and supporting environmentally responsible waste management. I strongly encourage a reassessment of any plans for permanent closure. Instead, please consider more flexible alternatives—such as reduced operating hours, limited-service days, or other cost-effective strategies—that would allow these facilities to remain accessible to the community while still addressing operational concerns.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S324	[redacted]	Opposed to the closure of Waste Transfer Stations	I am concerned about the closure of the smaller waste management centres, particularly the one I utilise regularly at Talbot. We have a large family, and the small bins emptied fortnightly are not sufficient for our waste needs. We recycle our bottles and cans and attempt to reduce our waste but unfortunately our	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			society is aimed towards the overuse of plastic and packaging for our foods etc. I would like for council to reassess permanent closure of these facilities and perhaps look towards reducing hours or some other strategy to help these vital services for our rural communities to stay open.	
S325	[redacted]	Opposed to the closure of Waste Transfer Stations	To whom it may concern, I've just moved to Dunolly, and I'm more familiar with the Tip than I am with the main street. I have used it to dispose of rubbish, recyclables etc, but over time I'm going to have plenty of green waste - overflow from my green bin. I really hope you can keep the Tip open because it encourages people to dispose of waste responsibly. I have been a volunteer at charity shops over the years, and there are always those who dump rubbish after hours, but most people do the right thing and donate in person. Keeping waste out of the natural environment (esp. plastic) is so important, and with diesel prices so high at the moment, travelling to Carisbrook is expensive and time-consuming. I'm a few months away from receiving the aged care pension, so I keep to a pretty strict budget.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S326	[redacted]	Opposed to the closure of Waste Transfer Stations	I oppose the closure of the Dunolly waste transfer station. I own and operate a local Windscreen business, and I frequently visit the local transfer station to drop off gardening waste and glass from my business. I have been to Dunolly transfer station a significant number of times in last 4-5 years of living here, not only for myself but help out my family and mates, as it is close by and only 5 minutes down the road from where I live. This does not only affect me but also many residents in the Dunolly area that also rely on the use of this essential service locally for their businesses and general	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			maintenance of their gardens and yards. Driving to Carisbrook will cause a lot of inconvenience and increased fuel costs with cost of living and profits already being difficult to manage. I hope that you will reconsider the option of closing the waste transfer stations not only in Dunolly but also Bealiba and Talbot.	
S327	[redacted]	Opposed to the closure of Waste Transfer Stations	I object to the closure of the waste transfer stations at Bealiba, Dunolly and Talbot in your Draft Budget. These transfer stations are vital and essential service to our local communities. As a farmer and farmland owner in Eddington, I am concerned that there will be a lot of illegal roadside dumping going on if this happens. Your attempt to save money in closing these facilities down, will result in a lot more costs and expenses to the Council in keeping up with the cleanup involved and is not a good outcome for the environment or farmland owners in the area. We have had these waste transfer stations for many years, surely there are other alternatives that can be considered instead of closing them down. Thank you for your consideration.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S328	[redacted]	Opposed to the closure of Waste Transfer Stations	How ridiculous to cut BASICS like rubbish collection—the Council's core role is Rates, Roads and Rubbish. CEO Peter Harriot spoke on ABC Radio about basics like footpaths and curbing, but rural areas often don't have these. Disappointingly, rubbish was not included as a basic service. Council is pushing for growth, particularly in Talbot, spending significant funds on plans to secure sewerage and attract new residents. That's positive—but surely access to a local tip is just as important for people moving to rural areas with larger properties. In recent years, CGSC has spent over $330,000 upgrading transfer stations. While some funding came from EPA grants, it still shows Council recognises their importance. Transfer stations are essential in rural areas, used by both residents and	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			farmers. Current opening days (Wed, Sat, Sun) provide necessary flexibility. The draft budget lacks detail and contains errors—see page 16, where figures are significantly incorrect. This is unacceptable for a document that should be thoroughly checked before being presented to Councillors and the public. What land is being sold? Previous land sales resulted in major losses and unanswered questions. Ratepayers deserve far more transparency this time. Why was there no community meeting before releasing the draft budget, as in previous years? This lack of engagement is concerning, especially when CGSC already scores poorly compared to other rural Victorian councils in community satisfaction surveys. Waste management is currently its highest-rated service at 68%, which will likely drop if tip closures proceed. The survey itself recommends improved community engagement—clearly needed here. At the Bealiba community meeting, Peter Harriot stated Council would return to “bare bones” and focus on basics. I reminded him that rubbish is a basic service. After that meeting, driving through Dunolly, I was struck by how damaging these decisions could be. When the Maryborough tip closed, rubbish began appearing along roadsides due to poorly secured loads—not illegal dumping. The same could happen from Dunolly to Maryborough, affecting both amenity and tourism, and increasing Council clean-up costs. This proposal simply doesn’t make sense. It’s disappointing that Council has progressed it to this stage. The stress placed on affected communities could have been avoided if Councillors had recognised that rubbish is a basic service and sought savings elsewhere. Instead, residents have had to inform each other. With little communication from Council, we printed and distributed flyers at our own expense	

			across Talbot, and others did the same in Dunolly. Many people were unaware of the proposal. Feedback has been overwhelmingly negative—people are angry, upset and confused. One man in his 90s was nearly in tears, worried about how he would manage travelling to Carisbrook while caring for his sick wife. He relies on the Dunolly tip and its staff. Without internet access, he struggled to even make a submission. As a wheelchair user, I already face additional costs. Our gardener has said he would need to charge an extra $100 per visit if the Talbot tip closes. Many elderly residents will face similar burdens. Our son, a carpenter, would also need to pass on additional costs to clients due to travel time. Tourism will also suffer. Areas like Talbot and Dunolly, known for markets and bushwalking, risk becoming less appealing if rubbish increases due to these changes. Council must reconsider. Rubbish is a basic service—cutting it undermines the very communities Council is meant to support. I would appreciate the opportunity to discuss this further with Councillors, thank you. [redacted]	
S329	[redacted]	Opposed to the closure of Waste Transfer Stations	I am writing to formally object to the proposed closure of the transfer stations at Bealiba, Dunolly, and Talbot as a cost-saving measure. While I acknowledge the importance of responsible financial management, I am concerned that closing these facilities will result in greater long-term financial, environmental, and social costs that outweigh any short-term savings. These transfer stations provide essential waste services to small and often vulnerable communities, including older residents and those without access to suitable transport. Requiring residents to travel significantly longer distances to dispose of waste imposes an unreasonable financial and logistical burden—particularly in the context of rising fuel prices and	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			ongoing cost-of-living pressures. For example, residents of Bealiba, Dunolly & Talbot would face considerable difficulty accessing the Carisbrook Transfer Station, especially as transporting waste via public transport is not a practical option. Reduced access to waste disposal facilities is also associated with increased illegal dumping. This can lead to higher clean-up costs, environmental degradation, and potential public health risks—impacts that may ultimately exceed any anticipated savings. I strongly urge Council to reconsider this proposal and instead explore more balanced alternatives, such as reduced operating hours, rotational openings, modest user fees, or the introduction of mobile collection services. Maintaining accessible waste services is essential to supporting community wellbeing, protecting the environment, and ensuring responsible waste management. Thank you for considering my submission.	
S330	[redacted]	Opposed to the closure of Waste Transfer Stations	I have read your Draft Budget, and I object to the closure of the Dunolly waste transfer station, as we (myself and many locals) have used it and relied on it for many years. I also think it will impact drastically on our beautiful bush land, and worried that people might start dumping their rubbish rather than driving all the way to Carisbrook as it will be very expensive for people to drive all the way there and back instead of a few km's out of town.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S331	[redacted]	Opposed to the closure of Waste Transfer Stations	I oppose the closing of the Dunolly waste transfer station as I have visited and used its services countless times since living in Dunolly over the years. A lot of people I know in Dunolly also use the transfer on a regular basis; it is an essential service to our town. I am very passionate about keeping my property neat and tidy and am concerned that local people in the	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

			community will not take as much pride in keeping up their properties in maintaining them and keeping them clean if the transfer station is gone. It will impact me personally as I will have to drive over 20 minutes away, to and from Carisbrook instead of a few minutes down the road. This will also make our town's overall capacity difficult to keep waste and untidiness under control on a voluntary level, as it will put most of us off wanting to keep our properties cleaner because the extra fuel will hurt our back pocket and discourage us from wanting to do it in the first place. I hope you can review and come up with another solution to help with your Draft Budget.	
S332	[redacted]	Opposed to the closure of Waste Transfer Stations	I write to voice my opposition to the proposal to close Dunolly, Bealiba, and Talbot waste transfer stations due to budget constraints. Services like this are the only tangible benefits to the rates that I, and many other Dunolly residents, see for the rates I pay each year. The current councils focus on the beautification of parks, sporting facilities, and public spaces around Maryborough do little for the broader shire and will not stop the environmental damage that will be done by choosing to dump or burn their rubbish.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S338	[redacted]	Opposed to the closure of Waste Transfer Stations	Dear Central Goldfields Shire team, As a resident and ratepayer of the shire I feel very strongly that the potential tip closures of Dunolly, Bealiba and Talbot would be a bad idea. As one of many people who quietly picks up rubbish from the roadside and bush realise what the area will look like if they close. Health wise it is not good what is going in our waterways anyway if they close it would be disgusting. I hope you all reconsider and put the potential future of a beautiful shire ahead of cost cutting to the smaller communities of your council.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

S339	[redacted]	Opposed to the closure of Waste Transfer Stations	Apologies for being late. Please note my views if you can. This is important to so many of us in Talbot and surrounds, especially for green waste (and community gardening), but also all the other waste services here. It matters for getting stuff done, transport distance, and environmental concerns, including bushfire preparation.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S340	[redacted]	Opposed to the closure of Waste Transfer Stations	I wish to make a submission to the shire's draft budget and wish to speak at the meeting on 29th April. The choice of reducing rubbish services is a poor one and should not be done.	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.
S341	[redacted]	Opposed to the closure of Waste Transfer Stations	Refer to this link for the letter	Council acknowledges the strength of community feeling in relation to transfer stations and is considering all options to retain services.

Formal Submission to Central Goldfields Shire Council

Subject: Budget Submission: Prioritising Structural Reform, Equity and Community Value

Dear Councillors and Officers,

Thank you for the opportunity to provide feedback on the draft budget.

This submission is guided by a central principle: before reducing small, high-impact community investments, Council must first interrogate and optimise its largest areas of expenditure.

1. Recreation Services and Facilities Management

The forecast expenditure of approximately $1.0–1.5 million represents one of Council's most significant cost centres. Given its scale, it warrants rigorous scrutiny.

There are two key concerns:

- Value for money – It is unclear whether the current arrangement represents best value compared to alternative providers with established expertise and economies of scale.
- Governance and transparency – Councillor involvement in such a contract raises legitimate concerns regarding independence and public confidence.

Recommendation:

Undertake an independent value-for-money review and consider open re-tendering to experienced, large-scale operators. Structural savings in this area are likely to far outweigh reductions in community grants.

2. Parks and Gardens (Sports Grounds Maintenance)

With expenditure exceeding $1.1 million, Council must ensure this investment delivers equitable outcomes.

Currently, there is:

- No clear breakdown of who benefits from this spending
- No evidence of gender-responsive budgeting (GRB) being applied

This represents a significant policy gap.

Recommendation:

Introduce gender-responsive budgeting and facility-level usage data collection to ensure equitable distribution of resources and alignment with contemporary public policy standards.

3. Waste Management

Waste management is the largest single expenditure category at over $3.1 million.

Challenges include:

- High operational costs driven by collection frequency
- Inequitable service delivery across residents
- Increasing costs associated with illegal dumping

Recommendations:

- Transition to fortnightly kerbside collection to reduce costs
- Reintroduce scheduled hard rubbish collections to mitigate illegal dumping
- Advocate for reduced packaging at source, particularly through engagement with major retailers

4. Communications

Current communications expenditure of over $560,000 appears disproportionately high, particularly given its reliance on traditional print formats.

Examples include:

- A quarterly printed newsletter to all households
- Weekly full-page advertisements in local media

Recommendation:

Adopt a digital-first communications strategy, reducing print frequency and aligning expenditure with measurable engagement outcomes.

5. Asset Management

With over 200 assets servicing a population of approximately 14,500, Council appears to be carrying a disproportionately large asset base.

This creates:

- Ongoing maintenance burdens
- Inefficient allocation of resources

Recommendation:

Undertake a strategic asset rationalisation program, including the sale or repurposing of underutilised assets, to focus investment on critical infrastructure.

6. Omission of Key Community Initiatives

It is notable that there is no clear mention or identifiable support within the budget for significant local initiatives such as:

- Words in Winter Central Goldfields, a flagship cultural festival that brings visitors, supports local businesses, and strengthens community connection; and
- The Castlemaine–Maryborough Rail Trail (CMRT), a transformative regional infrastructure project with long-term economic, tourism, health and social benefits.

Both initiatives:

- Deliver high return on relatively modest investment
- Attract external funding and visitors to the region
- Strengthen community identity and participation

Their absence raises important questions about Council's strategic priorities and its commitment to initiatives that generate long-term regional value.

Recommendation:

- Explicitly recognise and support high-impact community and regional development projects within the budget
- Ensure funding decisions reflect both immediate service delivery and long-term economic and social outcomes

Conclusion

Community grants, events, and strategic initiatives such as Words in Winter and CMRT deliver significant social, cultural, and economic value. Reducing or overlooking these should be a last resort.

Instead, Council should focus on:

- Reforming major expenditure areas
- Strengthening governance and transparency
- Embedding equity and data-driven decision-making
- Supporting initiatives that build long-term regional prosperity

In short: structural reform should precede community cuts—and strategic investment should not be overlooked.

I would welcome the opportunity to discuss these matters further.

Yours sincerely,

[redacted]

[redacted]

S135

CENTRAL GOLDFIELDS SHIRE
DOC ID:
8 APR 2026
REFER TO:
LIBRARY:

2nd April, 2026

Dear CGSC,

I am disappointed with your decision to close transfer stations in the shire. I have learned to cope with my bins being emptied once a fortnight, but my age makes it difficult to even think about taking my waste to a transfer station. So what am I to do with it?

Unfortunately, there are probably many people living on the outskirts of Maryborough, Talbot, Dunolly, and other urban areas of the Shire. How many of them will say, "What am I to do with my waste?" And how many of them will choose the 'easy' way out and dump it somewhere in the bush? It doesn't bear thinking about.

There must be other ways the council and not have to close our transfer stations. And, of course, having to clean up rubbish left in unwanted places will undoubtedly cost a lot more in the long run than anything saved by closing the transfer stations.

So, you can put me down as being opposed to your removal of transfer stations, but have no desire to speak at your Special Budget Hearing Meeting on 29th April.

[redacted]

RED HON 3371

S139

2.4.26

Dear Mr. Mayor.

I object to the closure of the skips in the Shire. It will lead to dumping of rubbish in the bush & an increase in vermin. I would be happy for a levy on my rates to keep these facilities open.

Yours sincerely,

[redacted]

LIBRARY: DB:

S162

Central Goldfields Shire Council
22 Nolan Street
Maryborough Vic 3465

8th April 2026

Re: Closure of the Talbot Waste Transfer Station

I am a local resident of Talbot and I am opposed to the closure of the Talbot Waste Transfer Station as indicated by the below points:

Does the Carisbrook Transfer Station have the necessary infrastructure to handle the extra volume of rubbish from not only Talbot and Bealiba but the local surrounding areas as well.
Will the Carisbrook Transfer Station need an upgrade and to what cost?

This closure will impact the local area with illegal rubbish dumping. The cleanup of this rubbish will be costly and frequent. We have already cleaned up our own property prior to purchase from dumped rubbish a long time ago and will presume this will occur again. This exercise was very expense and the costs will have increased since then. Will Council contribute to these costs?

In Talbot we have actively involved community groups promoting our area for tourism including The Talbot Farmers Market and Town Hall Market. The possibility of illegal dumped rubbish hampering their efforts will be very disheartening. Our tourism potential could be destroyed.

Does the health of Talbot residents' matter? Does the local wildlife of Talbot matter? Mounds of rotting rubbish will be a problem and an extra expense for the Council. The health of Talbot residents and our wildlife matter.

Does every local resident of Talbot have the means, capability and the finances to get themselves to use the Carisbrook Transfer Station? If they do not, will Council assist?

Due to the prevalence of bush fires in our local area our local Fire Brigades will have to work harder. Not only will the members have to fight the fires, climbing over mounds of rotting rubbish containing flammables could possibility be fatal. Do our Fire Brigades members matter?

Residents of Talbot

[redacted]

S168

In the 2024–25 budget, it is stated that the actual number of Full-Time Equivalent (FTE) staff in 2023–24 was 142.8. Moving forward, the 2025–26 figures show an actual of 157 FTE, with projections of 154 in 2026–27, 155 in 2027–28, and 155 in 2028–29 (page 22).

Despite this, in the Draft Budget 2026–27 (page 26), the reported number for 2025–26 is 169 FTE, with forecasts remaining at 169 for subsequent years. This represents an unaccounted increase of 12 staff compared to the earlier stated figure of 157.

This raises several questions:

- What is the source of funding that has enabled the increase from 142.8 FTE in 2023–24 to 169 FTE in the proposed budget?
- What roles or service areas do these additional staff occupy?
- Considering the 169 FTE is forecast for the next several years, how are positions being sustainably funded given the forward projections are to maintain this higher staffing level, which appear at odds of the intent of "reducing labour costs?"

Additionally, the variance between earlier projections and the current figures calls into question the reliability of the forecasting process.

CENTRAL GOLDFIELDS SHIRE
DOC ID:
13 APR 2026
REFER TO:
LIBRARY: DB:

NO CLOSING OF TRANSFER STATION

[redacted]

If staffing projections can shift by this magnitude within a year, what confidence can the community place in the broader budget process?

What is the practical purpose of community consultation if key assumptions such as staffing levels are subject to significant revision without input?

I also wish to highlight what appears to be a clear error in the Draft Budget (page 16) regarding the Nolan Street Offices. The figures show income of $389,000 and expenses of $135,000, yet a surplus of $523,000 is reported.

This discrepancy suggests either a calculation or typographical error that materially impacts the financial interpretation of the whole budget by hundreds of thousands of dollars.

To conclude the substantial increase in staffing levels outlined above, will have a huge impact on the overall budget and is likely to relate to the poor decisions such as proposed Transfer Station closures.

Clarification on how these staffing levels align with cost-reduction objectives would be appreciated and an overhaul of the complete budget is required.

Malcolm Solomano, Talbot

S175

[redacted]

To whom it may concern,

I as a resident, object to the closure of the Donolly Transfer station. This will (the closure) cause rubbish dumping throughout the lovely bush areas and road side easments. There is also the risk of personal injury from both dumped rubbish and to people who dump rubbish down existing mine shafts (such as already happened at wild dog road mine shafts. I am asking that the council reconsider this very unwise decision.

To keep this shire beautiful and enhance its assets.

Yours Sincerly,

[redacted]

CENTRAL GOLDFIELDS SHIRE
DOC ID:
13 APR 2026
REFER TO:
DB:

From: [redacted]
[redacted]
Cc: Mail CGSC
Subject: Cr Ben Green; Cr Gerard Murphy
Date: Draft 2026/27 CGSC Budget Submission
Attachments: Tuesday, 14 April 2026 3:49:55 PM
IMG_0773.jpeg

[EXTERNAL EMAIL] DO NOT CLICK on links or open attachments in this message unless you recognise the sender and know the contents are safe.

Talbot Action Inc (TAI) is keen to make a submission for the draft budget 2026/27. Before making specific comments. TAI would like to make two key procedural recommendations.

Firstly, TAI is concerned that unlike most previous years, there have been no community briefing sessions in relation to the draft Budget. Those sessions provide the community with the opportunity to better understand draft Budget assumptions, question these, and discuss alternatives. This enables community members to make more informed proposals for draft budgets.

Secondly, TAI believes that when changes are proposed to community services that have been long-standing, and in this case inter-generational, there should be specific community consultation relating to those changes. Council has well developed processes to enable this, including drop-in sessions and other forums. These enable community members to understand in detail what is proposed, and why. It also provides Council representatives with the opportunity to understand, firsthand, the views of the community to propose changes and potentially develop other options which may be more

Specific comments follow:

Public Policy Implications

There is now substantial evidence statewide that the illegal dumping of rubbish and waste is a major problem environmentally, in terms of health outcomes, and also importantly the cost of removal. This is now widely documented and the outcomes available. It is simply not good public policy to further extend this problem when the negative consequences are already so clearly documented.

Central Goldfields Shire Demographics

The SEIFA Index of Disadvantage shows Central Goldfield Shire has one of the most economically disadvantaged municipalities within Victoria. Council services are already stretched, and are unable to be increased, due to the rate-capping environment. Removing essential core services, and making available access far more challenging, difficult and costly, is simply bad practice.

Economic Uncertainty

It is not possible to predict the implications of current global instability on the Australian economy, and specifically cost pressures, notably fuel. Most economists predict higher inflation for an extended period, and higher fuel prices within that context. It simply does not make sense to expect residents to travel extended distances to a single waste transfer station. The proposed return to residents of $20 annually which is approximately 38 cents

weekly, is not adequate compensation for this, and is likely to prove ineffective given the substantial added travel and cost involved for many residents.

Added cost to council

The lessons from illegal waste dumping to date suggest a significantly higher cost to Council through added illegal waste dumping. It seems that cost has not been factored into the draft Budget but it is a real issue which requires consideration.

Tourism Implications

There is potential for significant downside to Council's objective to develop tourism and visitor attraction. The Shire has significant natural and built attractions. It is an attractive well presented municipality. The Box-Iron forest is a significant natural attraction and our forests include important heritage assets such as the Bull Gully Battery Dam. Council is part of a Bid with 14 other municipalities to have the Victorian Goldfields listed by UNESCO for World Heritage Listing. This has already reached Tentative Listing stage. Central Goldfields has many important attractions and is centrally placed to attract a significant number of added visitors. It is important that the Shire be presented as attractively as is possible. Illegal dumping of waste material will work directly against this.

Existing Investment in Waste Transfer Stations

There has been significant investment in the three waste transfer stations proposed for closure. It would seem sensible to continue to capitalise on this investment by continuing to provide a much valued service to local residents.

Talbot Futures

When announcing the Investment of $630,00 into planning for Talbot's future in late 2021 to which Council added a further $60,000, the Minister stated:
"*We're backing Talbot's future by helping to lay the groundwork for extra housing in a town that's ideally situated to ease pressure on places like Maryborough, Ballarat and Castlemaine."* The community was then consulted about its future stating it envisaged Talbot "minimising negative impacts on the environment" as well as being a "fast growing town and economy." Closing the Talbot Waste Transfer Station is inconsistent with this intention and planning.

Conclusion and Recommendations

TAI believes the proposal to close the waste transfer stations should not proceed and should be removed from the 2026/27 Budget.

If there are efficiencies and changes which are proposed to the delivery of these existing services, these should be the subject of a detailed and thorough community consultation. Long-standing inter-generational services should not be changed within a matter of a few weeks during a draft budget consultation process.

S203

Central Goldfields Shire Council

CENTRAL GOLDFIELDS SHIRE
14 APR 2026
DOC:

Subject: Formal Grievance: Closure of Waste Transfer Stations and Discontinuation of Community Grants

To the Central Goldfields Shire Council,

I am writing to express my profound disappointment and growing frustration regarding the Council's recent decision to close three waste transfer stations. While I appreciate the necessity of fiscal responsibility, the manner in which this budget is being "balanced" suggests a fundamental disregard for the core services that ratepayers fundamentally rely on.

Waste management is not an optional luxury; it is a primary function of local government. This is underscored by the fact that it is listed as a distinct levy on our rates notices. We are already paying for this service. I find it difficult to reconcile the $144,000 shortfall of our transfer stations with the significant revenue collected through waste management fees across the Shire. Surely these fees are intended to bridge exactly this kind of gap to ensure essential infrastructure remains accessible.

Furthermore, it is disheartening to see that as of March 17th, the Shire is actively recruiting for seven administrative and strategic positions, including:

- Site Operations Energy Breakthrough
- Service Design Lead – Statutory Planning
- Property Officer
- Facilities Management Officer
- Coordinator Strategic Property and Facilities Management
- Operations Officer
- Coordinator Health and Safety

This raises a serious question of priority: How is the recruitment of additional personnel deemed a higher necessity than the maintenance of existing, vital community infrastructure?

There is a glaring disconnect between the Council's perceived mandate and the expectations of the community. Ratepayers view the Shire as a service provider first and foremost. However, decisions like this fuel the perception that the Council's priority is the expansion of its own bureaucracy, with actual community service treated as an incidental byproduct.

On a final note, the decision to phase out community grants is equally baffling. It was only on February 16th that the Shire's own social media proclaimed, "Our Community Grants keep our community vibrant!" To move from public praise to a total phase-out in such a short window suggests an impulsive and contradictory approach to leadership.

The community deserves better than the erosion of the very services we fund. I urge the Council to reconsider these closures and realign its spending with the basic needs of its residents.

[redacted]

[redacted]

Brian Phillips

[redacted]

[redacted]

S204

[redacted]

[redacted]

CENTRAL GOLDFIELDS SHIRE
DOC ID
14 APR 2026
REFER TO:
LIBRARY: DB:

[redacted]

[Date: 12/04/2026]

To the Council,

On behalf of the Bealiba Rural Fire Brigade, we wish to express our disappointment about the proposed closure of the Bealiba local refuse centre. As a volunteer group, we are deeply concerned about the increased distance residents will need to travel to dispose of waste properly, which places an added burden on our community.

This change may result in illegal dumping in the bush, creating environmental hazards and increasing the potential for fire risks. Improper disposal of lithium batteries is of particular concern, as they pose significant dangers and could lead to unnecessary call-outs for our volunteers, diverting resources from genuine emergencies.

We respectfully urge the council to reconsider this decision, considering the safety and wellbeing of both our volunteers and the wider community.

[redacted]

[redacted]

S205

[redacted]

[redacted]

CENTRAL GOLDFIELDS SHIRE
DOC ID:
14 APR 2026
REFER TO:
LIBRARY: DB:

[redacted]

[Date: 12/04/2026]

To the Council,

On behalf of the natte yallock landcare group, we wish to express our disappointment about the proposed closure of the Bealiba local refuse centre. As a volunteer group, we are deeply concerned about the increased distance residents will need to travel to dispose of waste properly, which places an added burden on our community.

As a landcare group the bush around the goldfield's shire is beautiful for bush walking and enjoying the surrounds.

We respectfully urge the council to reconsider this decision, considering the safety and wellbeing of both our volunteers and the wider community.

[redacted]

[redacted]

From: [redacted]
To: Mail CGSC
Subject: Re: Transfer station closures
Date: Tuesday, 14 April 2026 7:28:17 PM

[EXTERNAL EMAIL] DO NOT CLICK on links or open attachments in this message unless you recognise the sender and know the contents are safe.

[redacted]

Firstly, a big thank you to [redacted] and the team for stepping up and making us aware and informing us of this concerning issue. I fully support your journey on this.

The council will be causing inconveient consequences as stated on your brochure.
In my opinion, their decision irresponsibly initiates changes at the ratepayer's cost yet again and to the detriment of our environment.

As a business owner of Dunolly and long term resident l have to express how l feel..
Common opinion locally is that there appears to be a history of rate payer negligence on behalf of this council when it comes to Dunolly in particular.
Especially doing the tip foreclosure at this time of uncertainty.
I agree. Instead of decreasing spending, expensive changes are being initiated with no infrastructure to facilitate this in an effective long term plan. I believe still 50% of waste retrieved will still be landfill. To what avail is this costly change ?
Dunolly and surrounds is a wide rural forrested area, - not an extensive condenced Melbourne suburb.
The issue concerning me is that there is already too much financial stress on all, - especially businesses and pensioners in Dunolly and rural areas. etc..

l feel that initiating alternate waste disposal that is not local disrupts an effective system status that is already in place and works well.

Please note this change will require the attention and approval of not just ratepayers, the Dja Dja Indigenous peoples, prospectors pay license by the government with rules protect our bush and the shifting consequences from the local shire to the State DPI ant State Parks etc - All people who reside in and appreciate our areas, as well as tourism impact.

Exacerbating pollution at a time the government cries that it cares about the environment. Really?
Volunteers mostly perform clean-up initiatives. Council does not budget for this.
What further consequences will local tip closures cause? Back Yard incinerators again?

l am really interested in what new laws the Maryborough council will initiate federally to counter thier thoughtless actions.
So will there be new laws again at the taxpayers' expense?

A police state where the rights of the people who pay rates and taxes to employ council to look after us. We expect to live happily and freely looking up to people who are effectively responsible but who do not appear to be looking after us at all.

l am pleased to see that there is some form of local representation for the people of Dunolly who are statistically mostly over the age of retirement and are at the mercy of this

decision.
I sincerely hope that all local residents in our community have the tenacity to continue their good work on this challenging path.
I cannot attend the meetings due to work commitments, however, I truly wish to be advised further on any outcome and look forward to hopefully hearing a positive one.
Any response / feedback for this submission is really welcome Phone M: 0417 35 7701

[redacted]

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S220

DUNOLLY RUBBISH TIP CLOSURE - *Submission*

Oh Wait!

THE CENTRAL GOLDFILED SHIRE

"Want to scrap an important basic facility from us the residents"

Our local DUNOLLY TIP is a basic Shire service that every community deserves to have: Somewhere to take their rubbish - No if's or butts!

* **We the Ratepayers of DUNOLLY have had enough.**
* **Fancy trying to close our local tip to save a few dollars.**
* **This Shire has NO IDEA on how to Run or Administrate a Business**
* **They need to go back to basics RATES, ROADS and RUBBISH.**

The Real Issues re DUNOLLY TIP CLOSURE:

- **Imagine driving out to Carisbrook to dump your rubbish.**
- **Extra fuel cost and time**
- **Increased cost for businesses needing to allow extra work time to drive to Carisbrook and back.**
- **Increased cost for businesses, will in turn mean increased cost for residents – eg. gardening waste, building waste etc.**

- **This will lead to illegal dumping of rubbish in the State Forest and on our Roadsides.**
- **It will ruin our beautiful bush**

- **Who is going to collect the Rubbish dumped on our Roadside?**
  - **- Is it going to be the Shire Parks and Gardens?**
  - **- Or even the Admin staff of the Shire or Contractors?**
  - **– Another cost to the Ratepayers!**

DUNOLLY RUBBISH TIP CLOSURE (Cont.)

- **Rubbish dumped in bush is an Environmental problem!**

- **Rubbish dumping, the ugliness will impact on Tourism.**
- **People won't return to Dunolly if it is an untidy/dirty town.**
- **There would be nowhere in town to drop off recyclables such as bottles, scrap metal, fridges, etc.**

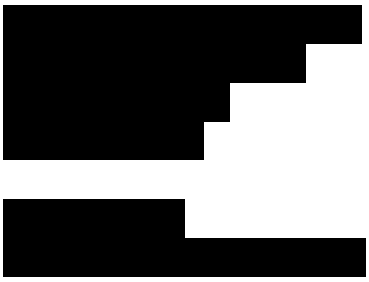
Central Goldfields Shire Waste our money on:

Nothing Employment Jobs!

Admin and more Admin Jobs! $$$ out of our Shire's Budget.

- **Hardly any outdoor staff left to do any cleanups these days!**
- **Yet, all the Shire is prepared to do is take our BASIC Service away.**

Our Rubbish Tip – 2 Half days per week!



S232

Dear Council,

We are writing as residents of Bealiba and surrounding small communities regarding the proposed removal of access to our local transfer/refuge centre.

As I am in the elderly age group there is no way we could possibly travel to Carrisbrook. Is there any possibility for the council to subsidise on the cost to cart the rubbish to Carrisbrook.

We would like to express our genuine concern about the impact this change will have on our community. For many of us, the nearest alternative facility would require a return trip of approximantely 50 minutes each way. This creates a significant burden in terms of both time and fuel costs, which many residents simply cannot afford, particularly in the current economic climate.

15 APR 2026

As a rural community within the Central Goldfields region, we already experience limited services. Our hosehold rubbish collection is only once a fornight, making access to a local waste facility even more important for managing general and larger waste items.

While we understand that there is a booked kerbside collection service available, this requires significanlty more cost for residents and does not provide a fair or practical alternative.

We are also deeply concerned about the unintended consequences this decision may have. Our area is widely enjoyed for its natural beauty, attracting visitors who come to experience the bush and countryside. Removing accessble waste disposal options risks an increase in illegal dumping, as some people may not be able to manage the cost or distance required to dispose of waste responsiblity. This would have a damaging effect on the environment and the amenity of our region.

It does not feel equirtable that residents in our community would conitnue to pay the same rates while facing significantly reduced access to essentiai services, along with increased personal costs and inconvenience.

We respectfully ask Council to reconsider this decision and to work with our community fo find a more practical and fair solution. For example, if maintaining weekly access is not feasible, a reduced service such as opening the facility on a fortnightly basis would still provide essential access while potentially reducing operational costs.

Thank you for your time and consideration.

[redacted]

S234

Dear Council,

We are writing as residents of Bealiba and surrounding small communities regarding the proposed removal of access to our local transfer/refuge centre.

CENTRAL GOLDFIELDS SHIRE
DOC ID:
15 APR 2026
INFO
REF

I am a 45 year old male who resides in Bealiba and relies on the transfer station to remove my rubbish as I do not have a car licence only a motor bike licence. I take my rubbish to the transfer station in my wheel barrow which I walk up to. It is not that far away which I can walk too. I cannot fit my rubbish on the local free community bus that travels into Maryborough on a Friday which does not go out to the Carrisbrook transfer station which we did get told we could do and was a suggestion by CEO of our council at the community meeting on Monday 13th APRIL at the Bealiba town hall. I cannot walk with my rubbish from Maryborough to Carrisbrook. I will have to discard my household rubbish that does not get collected by the council even though we pay for the service and place in bins around the town.

We would like to express our genuine concern about the impact this change will have on our community. For many of us, the nearest alternative facility would require a return trip of approximantely 50 minutes each way. This creates a significant burden in terms of both time and fuel costs, which many residents simply cannot afford, particularly in the current economic climate.

As a rural community within the Central Goldfields region, we already experience limited services. Our hosehold rubbish collection is only once a fornight, making access to a local waste facility even more important for managing general and larger waste items.

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We respectfully ask Council to reconsider this decision and to work with our community fo find a more practical and fair solution. For example, if maintaining weekly access is not feasible, a reduced service such as opening the facility on a fortnightly basis would still provide essential access while potentially reducing operational costs.

Thank you for your time and consideration.

Kind regards,

[redacted]

S234

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CENTRAL GOLDFIELDS SHIRE
DOC ID
15 APR 2026
INFO
REF

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We would like to express our genuine concern about the impact this change will have on our community. For many of us, the nearest alternative facility would require a return trip of approximantely 50 minutes each way. This creates a significant burden in terms of both time and fuel costs, which many residents simply cannot afford, particularly in the current economic climate.

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It does not feel equirtable that residents in our community would conitnue to pay the same rates while facing significantly reduced access to essential services, along with increased personal costs and inconvenience.

We respectfully ask Council to reconsider this decision and to work with our community fo find a more practical and fair solution. For example, if maintaining weekly access is not feasible, a reduced service such as opening the facility on a fortnightly basis would still provide essential access while potentially reducing operational costs.

Thank you for your time and consideration.

Kind regards,

[redacted]

S235

Dear Council,

We are writing as residents of Bealiba and surrounding small communities regarding the proposed removal of access to our local transfer/refuge centre.

DOG ID
15 APR 2026
REF
LIBRARY
DB

I am a 47 year old female disability support worker who resides in the Bealiba township who realises on the local transfer station to remove her rubbish. I do not own a trailer or Ute that can hold rubbish to take a load to Carrisbrook. Currently I do several small loads that can fit in the back of my car to our local transfer station which is only three minutes away from. With my current wages I receive through my current permanent part time job supporting adults with intellectual, physical disability I cannot afford to pay the extra cost of travelling back and forth to Carrisbrook to dump my small loads. I pay my rates which covers waste removal same as Maryborough pays but do not receive the same services as they do. I get my bins collected once a fortnight which is not enough to keep up with my rubbish so I have to visit our local transfer station to remove it which I place in the back of my car, do several loads when it is open and I have the day off. I believe I should not be paying for services I do not get, I will be taking this matter further with consumer affairs. I will not pay the extra cost I am not receiving as you would not pay for a pizza and only get quarter of of it. Why should I have to pay for nothing in return while the previous CEO took advantage of his position and robed us the rate payers.

We would like to express our genuine concern about the impact this change will have on our community. For many of us, the nearest alternative facility would require a return trip of approximantely 50 minutes each way. This creates a significant burden in terms of both time and fuel costs, which many residents simply cannot afford, particularly in the current economic climate.

As a rural community within the Central Goldfields region, we already experience limited services. Our hosehold rubbish collection is only once a fornight, making access to a local waste facility even more important for managing general and larger waste items.

While we understand that there is a booked kerbside collection service available, this requires significanlty more cost for residents and does not provide a fair or practical alternative.

We are also deeply concerned about the unintended consequences this decision may have. Our area is widely enjoyed for its natural beauty, attracting visitors who come to experience the bush and countryside. Removing accessble waste disposal options risks an increase in illegal dumping, as some people may not be able to manage the cost or distance required to dispose of waste responsiblity. This would have a damaging effect on the environment and the amenity of our region.

It does not feel equirtable that residents in our community would conitnue to pay the same rates while facing significantly reduced access to essential services, along with increased personal costs and inconvenience.

We respectfully ask Council to reconsider this decision and to work with our community fo find a more practical and fair solution. For example, if maintaining weekly access is not feasible, a reduced service such as opening the facility on a fortnightly basis would still provide essential access while potentially reducing operational costs.

Thank you for your time and consideration.

Kind regards,

[redacted]

S236

Dear Council,

CENTRAL GOLDFIELDS SHIRE
DOC ID:
15 APR 2026
REF NO:
LIBRARY: DB:

We are writing as residents of Bealiba and surrounding small communities regarding the proposed removal of access to our local transfer/refuge centre.

I am an 80 year old man and my wife is 78 years old we both have health problems and would find it extremely difficult to transport our rubbish to Carrisbrook with regards to the cost of living going up and our pension not able to cover our cost of living. We pay our rates which includes waste removal and tip fees the same as Maryborough but do not get the same service. The price of fuel is very expensive which our pensions do not cover for us to travel much from home. Is there any possibility if council could subsides towards our rates. We should only be paying for what we receive which I am going to take it to local council ombudsman and consumer affairs. I will be also mentioning this to a current affairs which I have connections and other social media to outline what our council is not doing for its rate payers. Where by we pay for services we do not receive and I know a current affairs would love to know what is going on in our local council and it would make for a good story.

We would like to express our genuine concern about the impact this change will have on our community. For many of us, the nearest alternative facility would require a return trip of approximantely 50 minutes each way. This creates a significant burden in terms of both time and fuel costs, which many residents simply cannot afford, particularly in the current economic climate.

As a rural community within the Central Goldfields region, we already experience limited services. Our hosehold rubbish collection is only once a fornight, making access to a local waste facility even more important for managing general and larger waste items.

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We respectfully ask Council to reconsider this decision and to work with our community fo find a more practical and fair solution. For example, if maintaining weekly access is not feasible, a reduced service such as opening the facility on a fortnightly basis would still provide essential

access while potentially reducing operational costs.

Thank you for your time and consideration.

Kind regards,

[redacted]

[redacted]

Dunolly.
15-4-26

CENTRAL GOLDFIELDS SHIRE
DOC ID:
15 APR 2026
REFER TO:
LIBRARY: DB:

The President & councillors,
C. G. Shire.

Dear councillors,

As a resident of Dunolly and a landowning ratepayer in the Shire I wish to comment on the proposal to close the transfer stations at Dunolly, Talbot & Bealiba.

I urge council to prioritise their focus on what is important to the ratepayers and provide those services.

It would be refreshing if council would endeavour to balance their books by ceasing to employ positions that have not got a local application. eg. climate officer.

Council should be prepared to put local ratepaying residents interests at the top of their agenda.

I am opposed to the closing of these stations as it is contrary to our needs.

A review of our garbage collection is needed. Personally if my red bin & my yellow bin were collected monthly this would meet my needs.

Does council have any information as to how many properties would be in a similar position?

yours faithfully,

[redacted]

S238

[redacted]

CENTRAL GOLDFIELDS SHIRE
DOC ID:
15 APR 2026
REFER TO:
LIBRARY: DB:

Central Goldfields
Shire Council.
Maryborough:

To Whom It May Concern.

Proposed Dunolly Tip Closure.

The proposed closure of the Dunolly Tip is a retrograde step to disadvantage Dunolly residents.

If the Shire Council is that short of money they should first of all look at their own operation. Most Councils are over staffed and Maryborough is no exception. As an H.R. Manager for many years this is the first area that you look at.

The closure of the tip will have :
1: Rubbish placed on nature strips
2: Trailers are dumped in the bush.
3: Wind & guide Rd and dump it.
4: Reduction in Rates expected.

The trip to Carisbrook is too far for the older residents (in my go[illegible] year) and fuel cost is a consideration. If [redacted] is given careful consideration

CENTRAL GOLDFIELDS SHIRE
DOC ID:
16 APR 2026
REFER TO:
LIBRARY: DB:

Counsel's Customer Charter

Your are on the wrong track look at your counsel staff your are employing one so much in the office what about the extra staff/ when you took on in 2000 = 2500 people we need the tips Talbot/ only 2 half days) Bealiba and Dunolly What about some service to people who pay for service, who put their rubbish where it belongs

POSTCARD

[redacted]

Further to my submission some additional comments on the Draft Budget 2026 – 27

I am concerned that CGSC - Community Engagement Policy (dated 23 April 2024) has not been followed in this Budget process. "The purpose of this Policy is to guide the organisation in meeting the engagement obligations as outlined in section 55 and section 56 of the Victorian Local Government Act 2020."

Budget - Participatory engagement – Consult and Involve

I feel it would be wise for all addressed in this letter, to review Page 8 of the document which clearly outlines CEO, Councillors and Community Engagement and various Staff responsibilities.

Issues being there were no pre draft consultations as in previous years and only limited time to submit submissions. Surely "active participation" wouldn't involve ratepayers making submissions regarding the Budget with inaccurate or incomplete information. Or with a written submission and just three minute time limit to talk through issues. This "consultation" seems like, to me, purely a box ticking exercise.

Why target the Transfer Stations – There appears to be little financial gain but plenty of distraught older people who are worried about the added cost to them or "how we going to travel or afford the cost?" questions.

In the Budget FAQ and in discussions, mentions are made of the cost of operating the three Transfer Stations of $160,000 with revenue of $16,000. This would lead to most people thinking that there is a saving to be had of $144,000 by closure. Not sure if this was a deliberate attempt to mislead people but in none of the discussions has there been any mention of the actual added cost at the Carisbrook location. I know at least two of the existing Transfer staff have been offered equivalent hours at Carisbrook if the three transfer stations were to close. The additional cubic metre waste transferred out of the Shire, in theory, would stay the same whether being dropped in four stations or into the one location which would be an added cost to the Carisbrook. (In reality though there would be leakage as people burn the waste, be dumped illegally somewhere or be left or disposed of on owners' property, which creates more problems). So the $144,000 "cost" would be only half the story with added costs needed to be included to give the full picture. So wages and waste amounts stay similar so where and what ($ amounts) are the savings?

Given your figures of the Budget being $3.2 million short, even on the worst scenario of your figures of $144,000 (less I would suggest as explained above) for Transfer Stations and $40,000 for Community Grants the question needs to be asked where is the other $3,000,000 coming from, in this year?

Yes surplus land can be sold off but this would run out shortly and Council have not had a good run on realizing market value for land they have sold in the past (proven by the

Auditor General in 2017 losing hundreds of thousands of dollars). Further, how can realistic submissions be done by ratepayers if no information is given? "Selling off surplus land" sounds like a grand idea to return money, however there are no locations, time frames, areas of lands, potential returns, etc. included. Is it an unused lane way, a sporting field, a Council building which is "under utilized?" No where in the FAQ document or media contact are any of these clues given for **any** sort of meaningful comment or decisions by ratepayers. (or Councillors?) May be a great idea or may not be!

Actual Errors in Draft Budget

- Page 11 Initiatives - Point 3 – Same description as Point 2 delete. **Sloppy**.
- Page 15 Finance Last column $199, $383 and $582 are wrong. (Bit sad when even the Finance Department figures are wrong.) Should the last figure be a negative? Are we $766,000 out with the Maths or is it just unchecked data in a Shire Council's budget????
- More wrong figures on Page16 on Nolan Street Offices, in the last column, $389, $135 and $523 which will affect the budget by hundreds of thousands of dollars.

These two errors alone could throw the budget off by a million dollars. **A huge error**!

- "000's" mentioned in heading on Pages 20 and 21. Pretty sure this should be deleted.

I can't see how legally this Draft Budget can be approved in its current form whilst major errors are included. I have had no training in Accounting or Auditing and if I can pick up what I would call Year 9 fundamental errors it puts doubt into the whole Budget regarding assumptions, and I have not gone through all this Budget in any technical detail. I urge you that this Budget needs to go back to a qualified Auditor/Accountant for a complete review and corrections. Peter mentioned at the Bealiba meeting that there is such a lot of work that goes into the Budget that the next Budget would be started as soon as this one is adopted. Surely if this was the case then these "simple" but MAJOR errors would not have gone close to being in the public's eye. How many times should have this been checked??? before getting even close to Councillor viewing, let alone the public.

Other questions I would ask are why does the Council need a "People and Culture" team costing around $1 million per year? Surely a healthy work place doesn't require this sort of money to be spent!

Another question being Community Engagement, costing nearly $500,000 a year. "*Transparent and targeted communication which is designed bottom up.*" Surely the issue of closing the transfer stations fits into this, with 1000 people losing one of the critical essential services and deserving communication of just that. The first time many

ratepayers had heard about the proposed transfer station closures was when the flyer which I and another ratepayer had paid for, and organized delivery through Talbot and Dunolly Post Offices, arrived in their letter boxes. Many of the older residents which live in these areas do not have skills in computer use or access to the Internet so any communications in this realm is non existent to them.

In the Community Satisfaction Report 2025 for the Shire a couple of points:

Firstly, from Page 11 – "*Council's index score of 48 for overall performance is significantly lower than both the State-wide and Small Rural group averages. Council performs lower than the State-wide and Small Rural group averages for the majority of service areas evaluated, and in most cases this difference is significant. The exception is waste management, where Council's index score of 67 is in line with the State-wide and Small Rural group averages.*" (Quite ironic that the high flyer of "waste management" will no doubt suffer if the changes are introduced and will push the overall satisfaction to lower than it already is at 48!)

Another question – Why is the aim for CGSC in the next four years to be at an extremely low base of 50% Customer Satisfaction???? Surely we can at least aim for something other than to be "significantly lower" than like Shires.

Further more in *Areas for Improvement* on Page 23, first point was sealed road maintenance followed closely by Community Consultation to lift the satisfaction. Does anyone read these reports done by the State Government and if they do, how does this equate into not one direct contact to the 1000 affected residents? Surely a posted letter with a flyer outlining the proposed closure would have been proper. A $2 stamp and a 50c photocopy letter. $2500 out of nearly half a million dollars annual budget for Community Engagement is a small price to pay for "grass roots" communication. Also with the Maryborough Town meeting (50 people) and the Bealiba Town Meeting (100 people) was a great opportunity to have feed back from affected residents. Instead not one "Community Engagement" person was identified. What a wasted opportunity for meaningful connection!

Wages in forecast years continue to rise albeit with a slight drop next year. Employee numbers have already risen from 142.8 FTE in 2023 – 24. (From CGSC Budgets online). In 2025-26 Budget was 157 with 154 and 155 in forward years prediction. Despite this the Draft Budget 2026-27 shows actual numbers of 169 in 2025-26 and forecast to remain the same for continuing 4 years. Question. Where did the extra 11 come from and what roles do they play and are these extra staff one of the reasons why the budget is short? I would suggest so. Surely when wages consume over half of the Council budget that this would be first section to be looking at when looking at saving money. Do we need the extra 26 staff that has been employed in the last 3 years and particularly the 11 in the last year with these extras being added despite the budget saying there

were 157 allowed? At average wages of $100,000 per year plus on costs of up to 20% superannuation, in hard to staff positions, this added burden I would suggest being the first area to be looked at as to “balance the budget.” With an attrition rate of over 20%, what a missed opportunity to relieve some of the budget pressure by continuing to advertise and to fill positions (10 different positions in the last month) at an average of $100,000 rather than adjusting roles to suit the struggling budget. I note three positions advertised in the last few weeks were in the Statutory Planning Department in a “new department”. All very sad.

Lots of questions and happy to discuss in more detail.

[redacted]

[redacted]

[redacted]

To-
Central Goldfields Shire
22 Burns St
Maryborough Vic 3465

9 April 2026

Submission to the 2026/27 Draft Budget.

Sender- [redacted]

To whom this may concern.
This submission is a general observation without prejudice.

First we would like to point out that the actual item descriptions on many occasions in the draft budget are extremely vague, and to make an assessment on many of these items is very difficult without the breakdown of those actual items.
We also understand that many of the issues have been ongoing for many years, and in some cases the present staff have not been involved with creating some of the issues.

Submission;
2.1 Services - Tourism and events -
How much is tourism and how much is events?
A general description was provided, however a true assessment cannot be offered without that break down, as is the case on many item descriptions.
On 31st March 2026 CGR&RAI emailed council requesting a public presentation of the Budget so the community can have a better idea of the budget.
On 4th April 2026 we received a reply stating that due to small interest in the 2023/24 budget presentation, council has decided not to do a public presentation.

In the **Draft Budget 2026/27 page7 1.3.3 Under strategic objectives**
Ensure the community is well informed, actively engaged and empowered to participate in local decision making. Strengthen Community engagement and belonging through shire wide engagement.
CGR&RAI question this statement on the initial request for a public presentation.

Disclaimer on the contents page
“It is not professional advice and should not be used, relied upon or treated as a substitute for specific professional advice”.
CGR&RAI deem this as a statement which does not instil confidence in this document, nor the officers who compiled and presented this document for public submission.

At the council meeting March 25 2026 this document was presented, and for our elected representatives (Councillors) to state they require more information on this Draft Budget 2026/27 could also leave the community to assume our elected representatives also have not been briefed on this item.

Then to continue with discussion about the Waste Transfer stations closure issue, and decide to support the officer's report without any summary or opinion on the document also leaves the community to make an assessment on the Draft budget with only the information in the agenda. Quite possibly it took the council officers months to compile this complex document, and council provide 23 days for the community to download, research, read and understand a document only from the agenda item. This document needs to be openly presented, and the community and councillors be given more time to form a constructive recommendation.

After attempting to understand this document one item stands out, and that is the closure of the Waste Transfer stations.
What is the research which went into this decision?
What is the cost for the clean-up and rejuvenation of the sites?
Where is the feasibility study and what public consultation was used?

CGR&RAI suggest this Tip closures be withdrawn until further information is presented and complete public consultation is obtained .

Selling Assets.

We suggest this matter be deferred until the actual list of which assets council wish to sell is made public, and also the community are engaged so they can approve of this suggestion (or not).
Our assets are crucial to our equity and depleting our assets without investigating thoroughly, the selling of assets must be a last resort and that decision must be investigated thoroughly.

Page 7 1.2 Purpose. To engage.

1.3 Strategic Objectives Items 1,3,4 and 6.
All items refer to inclusion, community well informed, inclusive and enable good governance.
All very essential values which need to be exercised. However, to this stage already those items appear not to be exercised, and should council wish to claim them we welcome demonstrations of these values.

Page 9 Tourism and events
A breakdown of this would be most welcome.
To see an increase of $122,000 for an item which appears to be not performing at its potential is a very questionable submission. We have an amazing shire with a lot of potential. Of late we have been noticing that the shire tourism department is placing notices of local events or visits after the event.
eg: Vauxhaull Car Club, Oldsmobile Car Club, CFA competition and the Emergency Services fund raiser.
All occurred in the past three weeks and not (in our opinion) given the media coverage these events deserve.

Pages 9 and 14

Strategic Planning Loss of $282,000.

Statutory Planning Loss of $682,000

In Know your Council "Cost of Planning services per Planning Application "

CG Shire	$6,360.00
Ararat Shire	$3,370.00
Pyrenees Shire	$3,780.00 and
Loddon Shire	$2,140.00 .

A huge difference. All shires claim difficulty in obtaining planners, but why is our shire better at being more expensive?

In 2021/22 Our planning costs were $2.5K per application, alongside the three other afore mentioned shires. Our shire now sits at $6.36K and the other shires down on around $3K .

Since the formation of CGR&RAI, we have been asking the council to look in their own back yard and stop throwing money at a broken back yard. This is a very disturbing situation, and this budget should demonstrate that a positive direction is occurring with a more positive direction.

Page 11 Services

Community Development. $332K loss, and Communication $342K loss

Both speak for themselves.

Community and Engagement. Another $676K spent with questionable improvements between the community and the council.

At this stage we have council and council officers not replying to emails, phone calls or questions. Transparency and bridging the gap between community and council is crucial, and it appears direction of improvement is desperately needed. Possibly management?

Page 12 2.4 Infrastructure.

Asset Management. Loss of $1.9 Million on an area where our asset register (assessment made after our inspection of the asset register last year) is not up to date, and how can council place a financial report together when the most important asset register is way out of date?

Page 15 2.6 Services Governance

A loss of $1.8 Million

Just with the many communications, Ombudsman, VCAT and communications with the shire or councillors.

If council and councillors spent as much time answering inquiries instead of avoiding answering them, the relationship between the community and Council could quite possibly be in a far better position, as our financial situation would benefit also.

This is not the decision of the community but the decision of council.

Most of the FOIs CGR&RAI, CFP Assn Inc and personal FOIs the submitter has obtained the documents after months of back and forth. Several VCAT meetings have been closed due to an agreement from the applicant to council, and council have agreed. Clearly this is an indication that council's negotiation or communication skills are possibly wanting. Simple negotiation can save a lot of cost.

Throughout this submission we have mentioned the Loddon and Ararat shire. The reason is because they are small shires, and demographics are similar.

EG: Loddon shire 150 staff = $14 M Borrowings 0000
Ararat 128 Staff = $13M Borrowings 0000
CG Shire 169 Staff = $16M Borrowings $5.7M

The concern on staffing numbers and with more directed management we believe will reduce the expenditure, and will also improve the relationship between community, council and councillors.

These are only some of the issues we have found with this Draft Budget, we also have concerns with increase of Council fees and charges.
We believe this draft budget should be re assessed, then represented for approval with adequate information so the councillors and community can have a clear understanding as to what they are submitting on.

CGR&RAI believes there are many losses in this budget which could be quite easily reduced with improved discussion, transparency and accountability between the council and community.
We thank you for the opportunity to submit this and we hope this submission contributes to a more improved Budget.

Regards,

[redacted]

S 121

From: [redacted]
Sent: Monday, 6 April 2026 4:01 PM
To: Mail CGSC <Mail@cgoldshire.vic.gov.au>
Subject: Attn. Mayor Ben Murphy

[EXTERNAL EMAIL] DO NOT CLICK on links or open attachments in this message unless you recognise the sender and know the contents are safe.

Dear Mayor Murphy,

I read with concern the discussion in Council re the 2026/27 budget deliberations.

I do not make any comment on those specific decisions — you and your council understand your circumstances far better than any outsider — but because I believe the underlying pressure your council is navigating is something I have spent several years studying systematically, and I think I may have something useful to offer.

I am a practitioner/researcher based in Castlemaine Over the past three years I have been analysing business ownership demographics across rural councils in Victoria, using ABS Census employment data. The picture that emerges is consistent and troubling. Across Rural Councils Victoria member councils, 43.6% of all business owners were aged 55 or over at teh last Census (2021). In the councils under greatest fiscal pressure, that figure is higher. These are not people who will necessarily retire from their businesses next year. But they are people who, in the absence of active succession infrastructure, are statistically likely to close rather than transfer. We know most owners have not drafted an exit plan. Each closure removes commercial rates revenue that rate-capped councils cannot replace.

Your observation that the gap between income and expenditure has been growing for ten years captures precisely what the data shows. The tip closures, the community grants reduction, the staffing pressures — these are the visible surface of a fiscal erosion whose underlying driver is the slow attrition of the commercial rates base. That attrition is not primarily a result of mismanagement or external economic shocks alone. It is the downstream consequence of a business succession crisis that has been running silently for a decade, one retirement at a time, without plan and without support.

This is not a problem unique to Central Goldfields. It is, to varying degrees, the structural condition of every rural Victorian council. What varies is the severity and the timeline. Some councils have five years of buffer remaining. Some have less.

I have been developing a methodology for understanding and managing this challenge — identifying the businesses at greatest succession risk, quantifying the fiscal exposure, and building the infrastructure to support transitions that preserve commercial activity and the rates revenue it generates. The work is practical, evidence-based, and designed for councils operating under exactly the fiscal constraints you are navigating.

I am not writing with a proposal or a fee schedule. I am writing because I think a conversation would be worthwhile — for you to hear whether what I have found matches what you are experiencing from the inside, and for me to understand whether the approach I have developed speaks to what you actually need. I have attached a short White Paper which provides some additional information on how thius dynamic plays out in the Central Goldfields and outlines potential remedial actions.

I would welcome thirty minutes at a time that suits you. I am happy to come to Maryborough.

Yours sincerely,

[redacted]

7.2 Quarterly Finance Report - March 2026

Author: Manager Finance

Responsible Officer: General Manager Corporate Services

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to update Council on the financial performance for the period ending 31 March 2026, comparing actual results against the adopted budget and noting material differences.

RECOMMENDATION

That Council:

1. Notes the Quarterly Finance Report for the period ended 31 March 2026 (Attachment 1).
2. Notes the year-to-date net operating result and material variances outlined in this report, including the timing impact of the Federal Assistance Grant received in the prior financial year.
3. Notes that Council's cash position remains constrained, including negative unrestricted cash at March 2026, and that working capital and cash sustainability continue to be a key focus.
4. Requests that management continue to monitor financial performance and cash flows and report to Council through the next quarterly finance report (or earlier if material changes occur).

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Sound leadership and financial management** 6. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making. 6. Ensure the organisation's long-term financial viability.

Section 97 of the *Local Government Act 2020* requires Council to prepare financial reports including tracking against adopted budget on a quarterly basis.

BACKGROUND INFORMATION

The financial reports are provided for the period ended 31 March 2026 and have been prepared in line with Australian Accounting Standards and the *Local Government Act (2020)*.
The council adopted the 2025/26 Budget on 25 June 2025, and this report provides a comparison between the budgets and actuals for the period ended 31 March 2026.
The report explains variances to date for the reporting period including the anticipated impact on Council's adopted operating and capital works budgets.

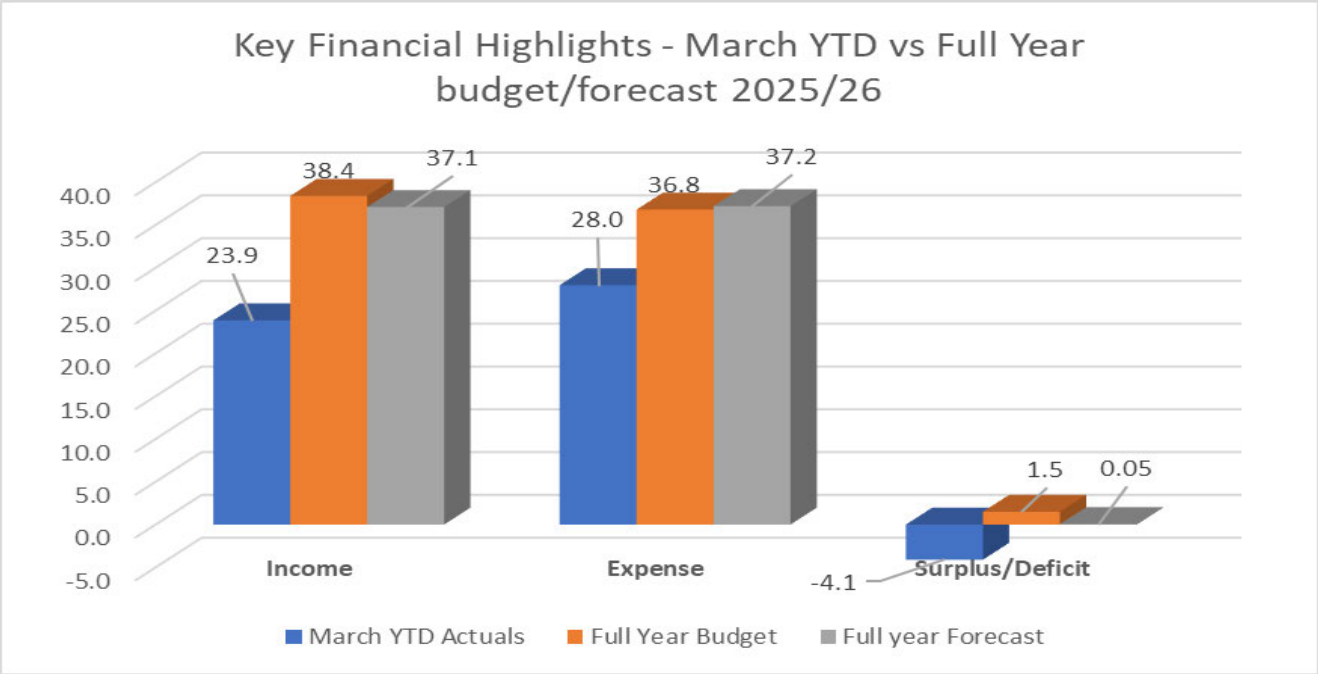
REPORT

The attached financial statements present Council's income statement, statement of capital works, cashflow statement and balance sheet results for the period ended 31 March 2026, comparing actuals to the adopted financial year 2025/26 Budget.
Council's net operating result for the period shows a deficit of $4.1m, compared to a budgeted year-to-date deficit of $0.9m, resulting in an unfavourable variance of $3.2m.
The underlying operating result, excluding capital grants, shows a deficit of $6.1m, compared to a budgeted deficit of $3.9m, representing an unfavourable variance of $2.2m.
The primary driver of these variances is the early receipt of the Federal Assistance Grant of $2.8m in 2024/25, which was recognised as revenue in the prior financial year and is therefore not included in the current year's operating result. As these grants is untied, they must be accounted for in the year they are received.
After adjusting for the timing impact of the Federal Assistance Grant, the operating result shows a deficit of $1.3m with a variance of $0.448m compared to budgeted year-to-date deficit of $0.9m.
This result is driven by:

- **Unfavourable Capital Grants (-$1.05m)**
  Unsuccessful capital grant application $768k under the SLIRP – Safer Local Roads and Infrastructure Program, and late commencement of capital grant-funded projects $300k under the Roads to Recovery Program.
- **Unfavourable Materials & Services (-$0.5m)**
  Higher-than-budgeted expenditure primarily driven by contractor costs, increased insurance premiums, facility management fees, tourism expenditure, election expenses, and legal costs.
    - Contractor costs – $314k, due to backfilling vacancies across Executive Management, Finance, People & Culture, Governance and Statutory Services, partially offset by employee cost savings
    - Insurance – $125k, higher Asset Protection and Cyber Liability premiums and additional contractor costs linked to insurance-related works
    - Facilities Management – $50k, advanced payment for April captured in March quarter. No overspend expected on annual level.
    - Tourism – $20k, Official Visitor Guide payment relating to prior financial year
    - Election expenses – $12k, final payment with no budget provision
    - Legal – $11k, Governance (total budget $30k)
- **Partially offset by favourable depreciation (+$0.4m)**
  Lower capitalisation in FY2024–25 for multi-year projects has reduced depreciation expense.

Financial Dashboard

1. Key Financial Highlights - March YTD vs Full Year Budget/Forecast



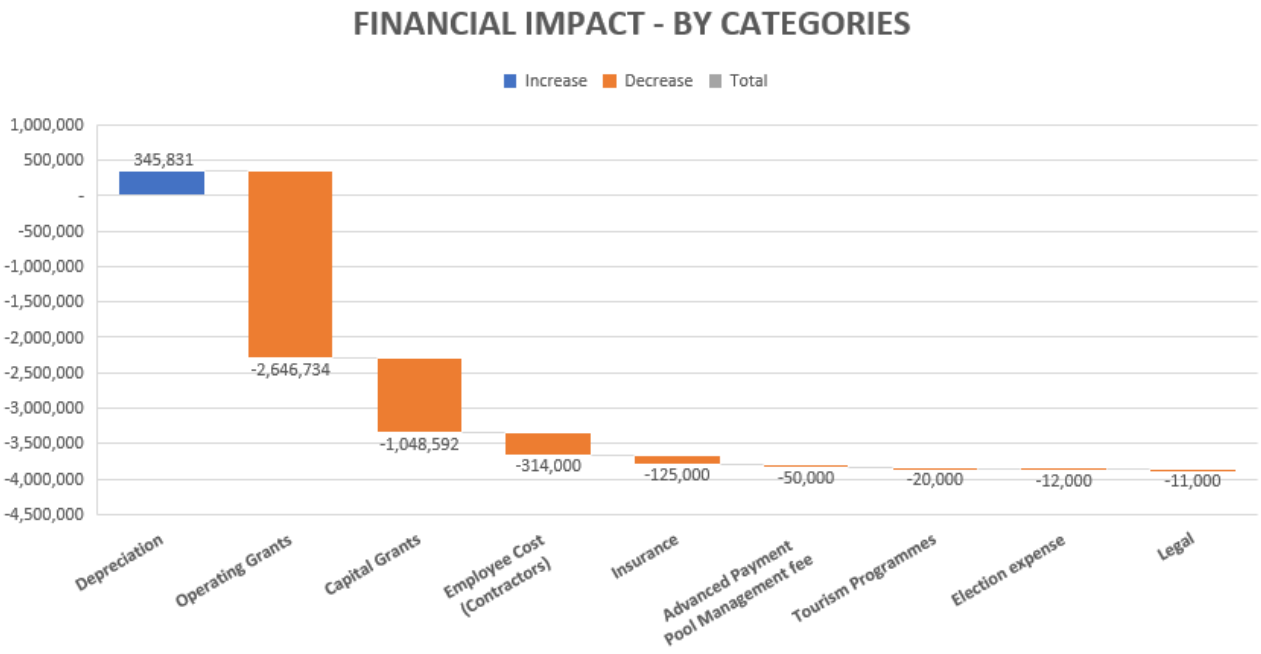
March YTD Actual

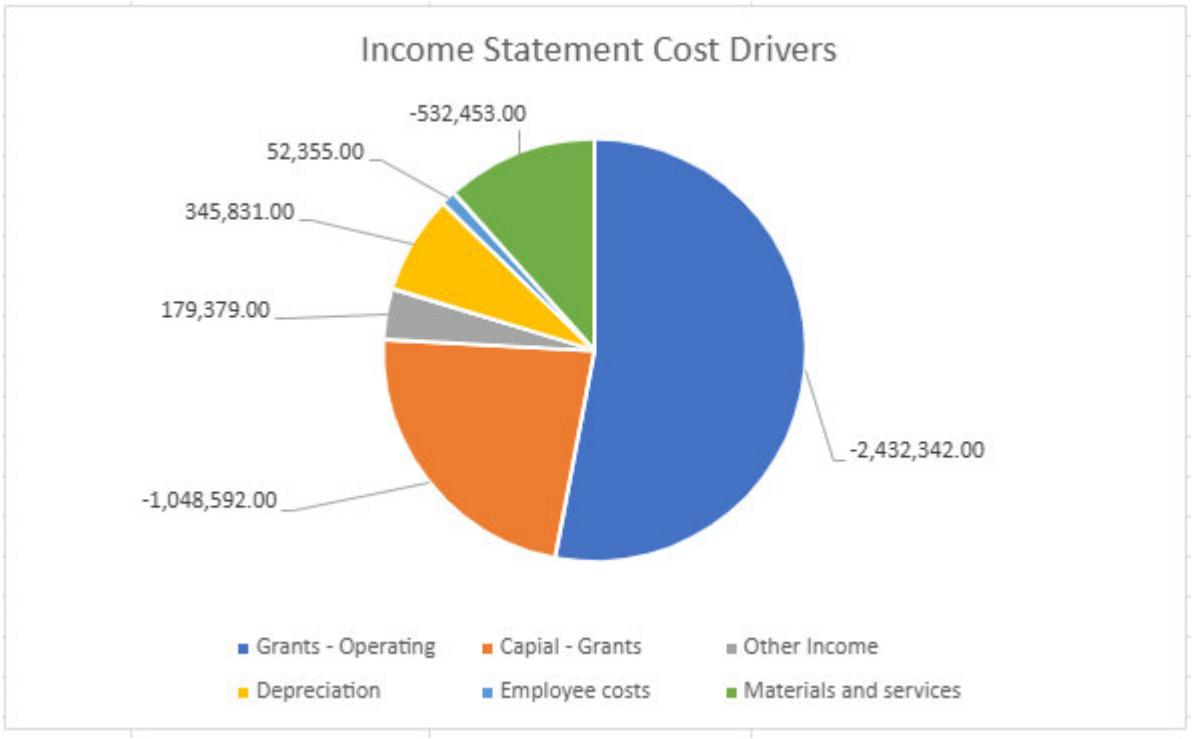
- **YTD Deficit:** - $4.1m (Budgeted: -$0.9m) → **Variance:** -$3.2m
- **Income:** $23.9m vs Budget $27.1m → **Shortfall:** $4.1m
- **Expenses:** $27.97m vs Budget $27.99m → **Over:** $0.02m

Full Year Forecast compared to Adopted Budget

- **Result:** - $0.05m (Budgeted: 1.5m) → **Variance:** -$1.6m
- **Income:** $37.1m vs Budget $38.4m → **Shortfall:** $1.3m
- **Expenses:** $37.2m vs Budget $36.8m → **Over:** $0.4m

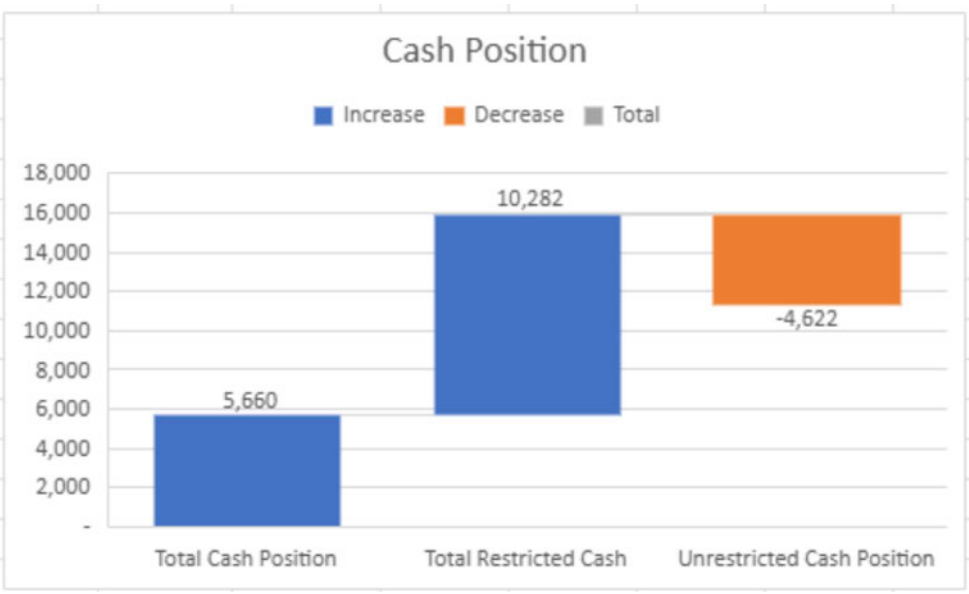
2. Major Variance Cost Drivers





- **Operating Grants:** -$2.4m (Unfavourable - Advance Federal Assistance Grant timing)
- **Capital Grants**: -$1.05m (Unfavourable – unsuccessful capital grants application $768k – SLIRP (Safer Local Roads and Infrastructure Program) and late start of capital grant funded projects $300k – Road to Recovery program)
- **Materials & Services:** -$532k (Unfavourable – Vacancy backfilled, insurance, Management fees, Tourist Programmes, Legal expenses, & Election expenses)
- **Depreciation:** +$345k (Favourable – lower capitalisation)

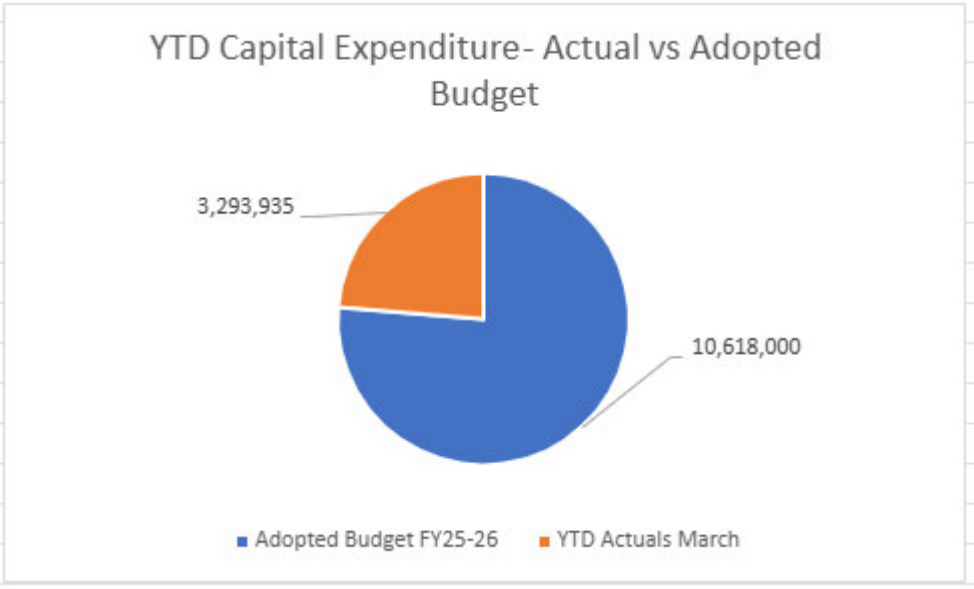
3. Cash Position



Prior year cash balances were significantly impacted by major expenditures, including Flood 2022 recovery and the Aged Care exit, resulting in a temporary decline and a negative unrestricted cash position. This has informed Council's current focus on cash repair strategies, including tighter financial management, improved asset data, and prioritisation of expenditure.

These initiatives are expected to support a gradual recovery in unrestricted cash and strengthen overall financial sustainability over the forward years.

4. March YTD Capital Works



- **YTD Spend:** $3.3m compared to adopted budget $10.6m

SUMMARY

Council's operating result shows a deficit of $4.1m, representing an unfavourable variance of $3.2m against budget.

This outcome is primarily driven by the timing of recognition of the Federal Assistance Grant, which was received and recognised in advance in the prior financial year, along with higher operating costs, particularly in materials and services and contractor backfilling of vacancies.
These pressures have been partially offset by favourable depreciation outcomes resulting from reduced capitalisation.
Council's cash position remains constrained, reflecting the impact of prior-year overspends and a high proportion of restricted cash balances.
While total cash has improved, unrestricted cash remains limited in the short term.
As a result, working capital management and cash sustainability continue to be a key focus for Council.

CONSULTATION/COMMUNICATION

The attached reports and comments have been prepared in collaboration with various Council officers.

FINANCIAL& RESOURCE IMPLICATIONS

The financial statements were prepared internally by Council officers.
The reports provide a financial snapshot of Councils performance for the period ended 31 March 2026, noting the impact on the adopted budget.
The financial position of Council will continue to be monitored and managed.

RISK MANAGEMENT

This report addresses Council's strategic risk:
Financial sustainability - Failure to maintain our long-term financial sustainability
Any risks in relation to this report have been discussed in the report above.

CONCLUSION

Cost pressures on overspending in materials and services and the ongoing use of contractors to backfill vacancies continue to drive the underlying operating deficit, after excluding the impacts of Federal Assistance Grant timing and capital grant variations.
Council's liquidity position remains constrained, with unrestricted cash still negative due to prior-year overspends and a high proportion of restricted cash, noting that some reserve balances provide limited short-term flexibility.
While the full-year forecast remains broadly aligned with budget, continued cost discipline, vacancy management and close monitoring of cash flows will be critical for the remainder of the financial year.

ATTACHMENTS

1. Quarterly Finance Report Update YTD March 2026 (1) [**7.2.1**]

Central Goldfields Shire Council

Quarterly Financial Report Update – March 2026

23 April 2026

CENTRAL GOLDFIELDS SHIRE COUNCIL

Central Goldfields Shire Council
Quarterly Financial Report

Prepared by: Manager Finance and Procurement

Reviewed and Approved by: General Manager Corporate Services

Date: 23 April 2026

The Quarterly Budget Report for March 2026 has been prepared in accordance with Australian Accounting Standards.

This report is designed to identify major variances against the March 2026 year to date budget.

The year to date and Annual Budget referred to in this report reflects the budget adopted by Council on 25 June 2025 which includes the carry forward funding for 2025/26 projects and capital works forward commitments.

Central Goldfields Shire Council
Quarterly Financial Report

Contents

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2.3 Statement of Cashflows 10
2.4 Cash Position 11
2.5 Capital Works Statement 12
2.6 Financial Performance Indicator 15

1. Overview

The March Quarterly Financial Report outlines the financial results for the nine months ended 31 March 2026. This report includes a comparison of the operating and capital works budgets with actuals for the period ended 31 March 2026, as well as a cash flow statement and balance sheet.

The Quarterly Financial Report includes:

- Income Statement;
- Balance Sheet;
- Cashflow Statement;
- Cash Position;
- Statement of Capital Works; and
- Financial Performance Indicator.

Council's net operating result for the period shows a deficit of $4.1m, compared to a budgeted year-to-date deficit of $0.9m, resulting in an unfavourable variance of $3.2m.

The underlying operating result, excluding capital grants, shows a deficit of $6.1m, compared to a budgeted deficit of $3.9m, representing an unfavourable variance of $2.2m.

This is primarily driven by :

- Operating Federal Assistance Grant received in advance into prior year which relates to 2025/26 financial year and budgeted to receive in the same financial year. As these grants are untied, they must be accounted for in the year they are received
- Unsuccessful capital grants application and late start of capital grant funded projects
- Overspent on material, services and contractor in various area.

2. Financial Statements

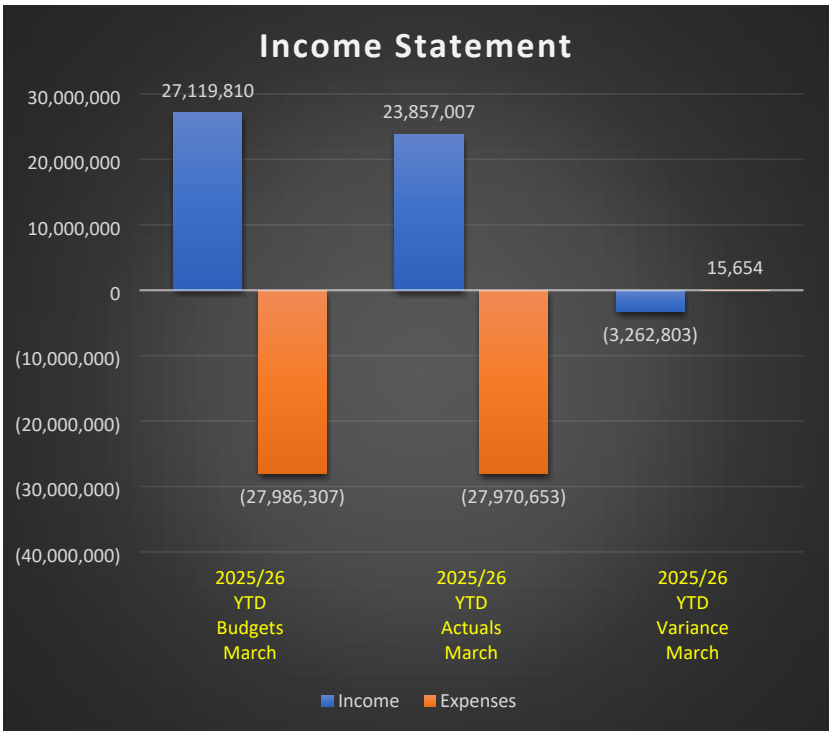
The adjusted underlying result calculated in the Income Statement is the net surplus/(deficit) for the year adjusted for non-recurrent capital grants, monetary contributions (open space contributions) and capital contributions from other sources. It is a measure of financial sustainability and Council's ability to achieve its service delivery objectives as it is not impacted by non-recurrent capital income items, which can often mask the operating result.

2.1 Income Statement

For the period ended on 31 March 2026.

INCOME STATEMENT	Notes	2024/25 June YTD Actuals	2025/26 Total Budget	2025/26 Total Forecast	2025/26 YTD Budgets March	2025/26 YTD Actuals March	2025/26 YTD Variance March
Income		**38,181,350**	**38,375,385**	**37,123,453**	**27,119,810**	**23,857,007**	**(3,262,803)**
Rates and service charges		18,236,156	19,335,914	19,409,772	14,556,619	14,514,784	(41,835)
Contributions - monetary		501,697	344,409	498,308	165,925	293,737	127,812
Grants - capital	1	3,558,196	6,103,777	5,395,565	3,012,811	1,964,219	(1,048,592)
Grants - Operating	2	13,012,262	9,661,159	8,830,801	7,361,525	4,929,183	(2,432,342)
Other Income		693,700	669,824	838,020	255,038	434,417	179,379
Statutory fees and fines		516,988	513,936	532,357	413,797	335,613	(78,184)
User Charges		1,662,352	1,746,364	1,618,630	1,354,095	1,385,054	30,959
Expenses		**(37,737,534)**	**(36,798,722)**	**(37,176,705)**	**(27,986,307)**	**(27,970,653)**	**15,654**
Bad and doubtful debts		(11,376)	(1,000)	(750)	0	0	0
Borrowing costs		(119,706)	(109,320)	(114,464)	(81,990)	(80,029)	1,961
Depreciation	3	(8,562,939)	(9,151,791)	(8,916,284)	(6,863,823)	(6,517,992)	345,831
Employee costs	4	(15,518,270)	(16,175,006)	(16,443,159)	(12,334,697)	(12,282,342)	52,355
Materials and services	4	(12,914,666)	(10,895,200)	(11,300,123)	(8,400,985)	(8,933,438)	(532,453)
Net loss on disposal of property, infrastructure, plant and equipment		(255,034)	0	0	0	80,958	80,958
Other Expenses		(355,542)	(466,406)	(401,925)	(304,812)	(237,810)	67,002
Total Surplus/(Deficit)		**443,816**	**1,576,662**	**(53,252)**	**(866,497)**	**(4,113,646)**	**(3,247,149)**
Adjusted Underlying Surplus/(Deficit)		**(3,114,380)**	**(4,527,115)**	**(5,448,817)**	**(3,879,308)**	**(6,077,865)**	**(2,198,557)**

Central Goldfields Shire Council
Quarterly Financial Report

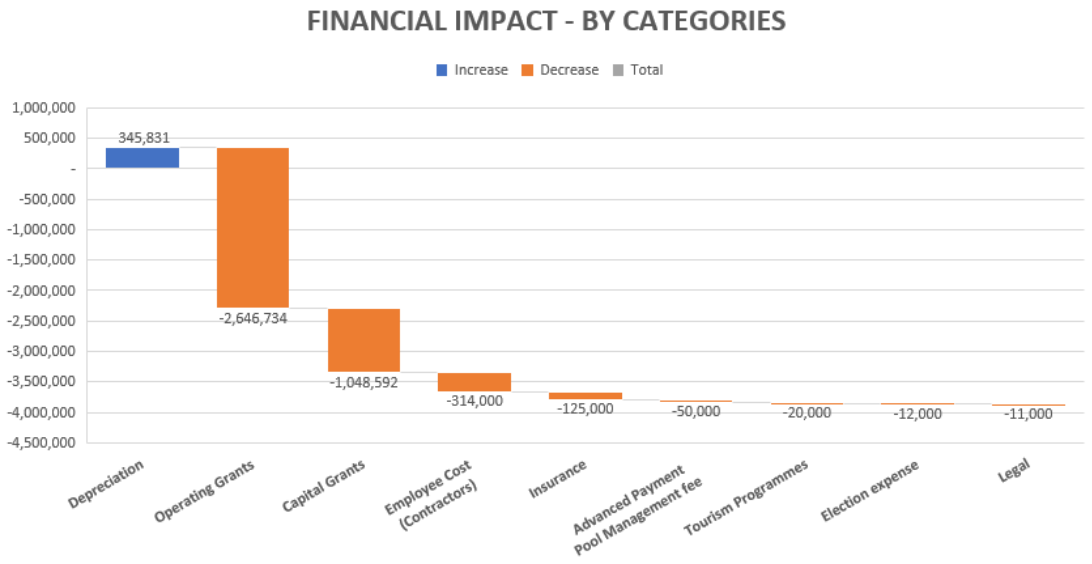


The Income Statement for the period ended 31 March 2026 shows a deficit of $4.1m.

This is a $3.2m variance on the year-to-date budget.

The March financial result has been impacted by several factors.

Central Goldfields Shire Council
Quarterly Financial Report



1. Capital Grants – Unfavourable $1.05m compared to year-to-date March budget due to unsuccessful capital grants application $768k – SLIRP and late start of capital grant funded projects $300k – Road to Recovery program

2. Unfavourable of $2.4m in Operating grant compared to year-to-date March budget was due to $2.8m Federal Assistance Grant received in advance which related to FY25-26. As these grants are untied, they must be accounted for in the year they are received in FY24-25. This is budgeted to be received in FY25-26

Federal Assistance Grants					
	Budget FY25-26	Received in June 2025 and Recognised into FY24-25	Received in FY25-26 - Year-to-Date March 2026	Balance to be received in FY25-26	Variance to Budget FY25-26
General Purpose Grants	3,867,473	1,933,737	1,067,688	866,048	- 1,933,737
Local Roads Grants	1,730,191	865,096	483,827	381,269	- 865,096
	5,597,664	2,798,833	1,551,515	1,247,317	- 2,798,833

3. Favourable $345k in depreciation due to reduced capitalisation in FY24-25 for multi-year capital project

4. Unfavourable $532k compared to budget in material services includes:

- Contractor cost - Unfavourable $314k, due to backfilled of vacancy which partly offset with employee cost in areas – Executive Management, Finance, People & Culture, Governance and Statutory Services
- Insurance – Unfavourable $125k, higher premiums for Asset Protection and Cyber Liability insurance and additional contractor costs linked to insurance-related works.

- Facilities management cost - Unfavourable $50k – advanced payment for April captured in March quarter. No overspend expected on annual level.
  - Tourism – Unfavourable $20k, Official Visitor Guide, (Total Budget $5k) due to payment made for last financial year
  - Election expense – Unfavourable $12k (no budget), final payment with no budget
  - Legal fees – Unfavourable $11k (Total budget $30k)

2.2 Balance Sheet

For the period ended on 31 March 2026.

BALANCE SHEET	As at 30 June 2025	'As at 31 Mar 2026
Assets	**445,860,473**	**447,680,712**
Current Assets	**8,807,054**	**13,759,451**
Cash and cash equivalents	4,796,885	5,659,758
Inventories	23,052	113,756
Non-current assets classified as held for sale	0	0
Other financial assets	603,928	749,315
Trade and other receivables	3,383,188	7,236,623
Non-current assets	**437,053,419**	**433,921,260**
Property, infrastructure, plant and equipment	437,053,419	433,921,260
Liabilities	**(15,344,962)**	**(21,278,846)**
Current Liabilities	**(15,096,775)**	**(21,041,356)**
Interest-bearing loans and borrowings	(2,089,000)	(2,089,000)
Provisions	(3,488,916)	(3,332,327)
Trade & other payables	(8,715,489)	(13,272,873)
Trust funds & deposits	(803,371)	(2,347,156)
Non Current Liabilities	**(248,187)**	**(237,491)**
Other NC Liabilities	(248,187)	(237,491)
Prepaid Revenue	0	0
Provisions	0	0
Equity	**(430,515,511)**	**(426,401,865)**
Accumulated Surplus	**(128,325,125)**	**(124,183,479)**
Accumulated Surplus	(128,325,125)	(124,183,479)
Reserves	**(302,190,386)**	**(302,218,386)**
Other Reserves	(1,172,277)	(1,172,277)
Asset Revaluation Reserve	(300,704,760)	(300,704,760)
Open Space Reserve	(313,350)	(341,350)
Net Assets	**430,515,511**	**426,401,865**

Council's balance sheet shows a cash and cash equivalents position of $5.6m and working capital ratio of 65% which in line with budget and Council is continuously working towards VAGO's target.

2.3 Statement of Cashflows

For the period ended on 31 March 2026.

CASH FLOW	As at 30 June 2025	'As at 31 Mar 2026
	$'000	$'000
Cash Flows from Operating Activities		
Rates and charges	17,957	16,019
User fees, statutory fees and fines	2,479	1,721
Grants - operating	14,486	4,429
Grants - capital	3,558	1,964
Contributions - monetary	502	294
Interest received	(117)	434
Trust funds and deposits taken	116	1,540
Net GST refund/(payment)	1,510	91
Employee costs	(15,505)	(12,282)
Materials and services	(14,245)	(9,827)
Other payments	(368)	(318)
Net cash provided by/(used in) operating activities	**10,373**	**4,065**
Cash flows from investing activities		
Payments for property, infrastructure, plant and equipment	(6,872)	(2,965)
Proceeds from sale of property, infrastructure, plant and equipment	0	81
Payments for other financial assets	0	0
Net cash provided by/(used in) investing activities	**(6,872)**	**(2,884)**
Cash flows from investing activities		
Finance costs	120	(80)
Repayment of borrowings	0	0
Repayment of lease liabilities	(82)	(237)
Net cash provided by/(used in) financing activities	**38**	**(318)**
Net increase (decrease) in cash	4,121	863
Cash at the beginning of the financial year	676	4,797
Cash at the end of the period	**4,797**	**5,660**
Term Deposits held	0	0
Total Cash	**4,797**	**5,660**

The cash position of Council can vary significantly depending on timing of grants received.

The closing cash balance as at 31 March 2026 was $5.6m.

However, looking at this cash balance in isolation does not give a true indication of the cash position as at 31 March 2026.

To determine the true cash position council needs to consider the restricted cash (cash that is tied to a specific project or must be used for a specific purpose).

2.4 Cash Position

	Actual			
Period	**2023**	**2024**	**2025**	**Mar-26**
	$'000s	$'000s	$'000s	$'000s
Cash	5,180	676	4,797	5,660
Term deposits	11,500	-	-	-
Total Cash Available	16,680	676	4,797	5,660
Restricted Cash				
Trust funds	653	687	803	2,347
Unearned revenue	8,240	4,089	5,563	6,450
Restricted for other purposes	3,530	-	621	-
Reserves	705	705	1,485	1,485
Total Restricted Cash	13,128	5,481	8,472	10,282
Unrestricted Cash Position	3,552	- 4,805	- 3,675	- 4,622

Trust funds:	
Unpaid ESVF	2,016,736
Refundable Deposit	126,516
Retention	203,904
	2,347,156
Unearnerd Revenue:	
Operating Grant Received not spend	2,393,172
Capital Grant Received not spend	3,869,711
Contribution Grant Received not spend	186,749
	6,449,632
Reserves:	
Defined Benefit Superannuation	450,000
Open Space Reserve	313,000
Plant Reserve	62,000
Waste Reserve	660,000
	1,485,000

Council experienced significant liquidity pressure in 2023/24, with total cash reducing to $0.7m and unrestricted cash falling to -$4.8m. While total cash improved to $5.7m by March 2026, a high proportion of restricted cash ($10.3m) continued to constrain available liquidity, resulting in unrestricted cash remaining negative at -$4.6m.

Restricted cash includes reserve balances such as Open Space ($313k) and Defined Benefit ($450k), which are not required for immediate obligations and may provide limited short-term flexibility over the next 12–24 months, subject to future budgeting.

From June 2026, the cash position is forecast to stabilise, with unrestricted cash approaching breakeven in 2026/27, and improving materially from 2027/28 onwards, reaching $5.6m by 2029/30 as total cash grows and restricted balances stabilise.

2.5 Capital Works Statement

Capital Works expenditure for the period July 2025 – March 2026 is $3.3m. This represents expenditure of 31% of full year budget, and 89% of year-to-date budget.

It must be noted that these figures include payments made to suppliers (and accrued where appropriate). If initial scoping of works is underway but no invoices are received to date, this will not show as expenditure in the capital works statement. Please refer to the Capital works reporting table for March 2026 for individual project details.

Below Capital Works Statement is for the period ended on 31 March 2026.

FY2025-26 Capital Program

Project	New or CF	Capex Type	Adopted Budget FY25-26	YTD Budget March	YTD Actuals March	Variance between YTD Budget and Actual March	Forecast March 2026	Likely Carry forward to FY26-27	Project Status	Comment
Signs New	New Project	Renewal	$ 1,500	$ 1,500	$ 1,328	$ 172	$ 1,328	-		Completed
DRFA Victorian Floods (October 2022) - Betterment Works	CF Project	Renewal	-	-	-	-	-	-		Completed
DRFA Victorian Floods (October 2022) - REPA CE0004 Minor Culverts Construction	CF Project	Renewal	$ 83,000	$ 300,000	$ 299,371	$ 629	$ 299,371	-		Completed
DRFA Victorian Floods (October 2022) - REPA CE0004 Minor Culverts Management	CF Project	Renewal	$ 30,000	$ 30,000	$ 29,405	$ 595	$ 29,405	-		Completed
DRFA Victorian Floods (October 2022) - REPA CE0005 Bridge & Culverts Construction	CF Project	Renewal	$ 212,000	$ 405,000	$ 403,159	$ 1,841	$ 403,159	-		Completed
DRFA Victorian Floods (October 2022) - REPA CE0005 Bridge & Culverts Management	CF Project	Renewal	$ 25,000	$ 31,000	$ 30,873	$ 127	$ 30,873	-		Completed
Aerodrome Regional Airport Program Round 4	New Project	Renewal	$ 170,000	-	-	-	-	$ 130,000		Grant funded multi-year project - in progress
Aerodrome - Audit Recommendation	New Project	Renewal	$ 90,000	-	-	-	-	$ 90,000		Pending for planning permit
Design Capital Works	New Project	Renewal	$ 73,500	$ 3,000	$ 2,705	$ 295	$ 2,705	-		In Progress
Road Renewal Gillies Street FY25-26 (R2R $450K)	New Project	Renewal	$ 450,000	$ 73,000	$ 72,146	$ 854	$ 450,000	-		In Progress
Road Renewal Moonlight Road Alma FY25-26 ($285K)	New Project	Renewal	$ 285,000		-	-	$ 285,000	-		Commencing in May 2026
Road Renewal Bowenvale Rd Alma FY25-26 (R2R $155K)	New Project	Renewal	$ 155,000		-	-	$ 155,000	-		Commencing in May 2026
Road Renewal Potts Lane Carisbrook FY25-26 (R2R $188,277 Ccl $31,723K)	New Project	Renewal	$ 220,000	$ 5,000	$ 4,269	$ 731	$ 184,269	-		Commencing in May 2026
Road Renewal Burke Street Maryborough FY25-26 (R2R $185K)	New Project	Renewal	$ 185,000		$ 2,134	-	$ 185,000	-		Commencing in May 2026
Clunes Mt Cameron Rd - total 960k - 192k R2R 768k SLRIP	New Project	Renewal	$ 768,000	-	-	-	-	-		Unsuccessful grant application
TAC Multiple Intersections Maryborough	CF Project	Upgrade	$ 1,080,000	$ 615,000	$ 613,070	$ 1,930	$ 813,070	-		Grant funded multi-year project - in progress
TAC Burns & Nolan Street Roundabout	CF Project	Upgrade	$ 5,000	$ 1,000	$ 322	$ 678	$ 711,000	-		Grant funded multi-year project - in progress
TAC Napier and Brougham Street Roundabout	CF Project	Upgrade	$ 5,000	$ 270,000	$ 243,140	$ 26,860	$ 299,140	-		Grant funded multi-year project - in progress
TAC Avoca Road Talbot Speed Limit Reduction	CF Project	Upgrade	$ 5,000	-	-	-	-	-		Completed
TAC Clarendon, Dundas & Palmerston Street Splitter Island	CF Project	Upgrade	$ 5,000	$ 20,000	$ 9,871	$ 10,129	$ 9,871	-		Grant funded multi-year project - in progress

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Project	New or CF	Capex Type	Adopted Budget FY25-26	YTD Budget March	YTD Actuals March	Variance between YTD Budget and Actual March	Forecast March 2026	Likely Carry forward to FY26-27	Project Status	Comment
Major Patches RG	New Project	Renewal	$ 100,000	$ 25,000	$ 21,532	$ 3,468	$ 21,532	-		In Progress
Sealed Road Shoulders Renewal	New Project	Renewal	$ 100,000	$ 1,000	$ 392	$ 608	$ 100,000	-		In Progress
Seals Renewal Reseals	New Project	Renewal	$ 450,000	$ 32,000	$ 31,985	$ 15	$ 479,985	-		In Progress
Seals Renewal Asphalt	New Project	Renewal	$ 100,000	-	-	-	-	-		In Progress
PC Network/Hardware	New Project	New	$ 50,000	$ 80,000	$ 72,553	$ 7,447	$ 72,553	-		Overspend included previous year expense
Business Systems Uplift	New Project	New	$ 20,000	$ 20,000	$ 46,120	-$ 26,120	$ 46,120	-		Overspend included previous year final expense
Field and Mobility Services Module	New Project	New	$ 80,000	$ 55,000	$ 52,431	$ 2,569	$ 52,431	-		In Progress
Rural Council Transformation Program (RCT)	CF Project	Upgrade	$ 423,000	$ 423,000	-	$ 423,000	-	-		In Progress
Building Renewal - Unallocated - Reactive	New Project	Renewal	$ 55,000	-	-	-	-	-		Reactive work
Building Renewal Unallocated - Reactive Nolan Street Gym Wall Rebuild	New Project	Renewal	$ 20,000	$ 20,000	$ 19,439	$ 561	$ 19,439	-		Reactive work
Building Renewal - Unallocated - Planned	New Project	Renewal	$ 134,000	$ 45,000	$ 43,633	$ 1,367	$ 43,633	-		In Progress
Public Convenience Toilet & BBQ Locks	New Project	Upgrade	$ 30,000	$ 30,000	$ 29,272	$ 728	$ 29,272	-		In Progress
Deledio Recreation Reserve Pavilion Upgrade	CF Project	Renewal	$ 2,900,000	$ 200,000	$ 193,586	$ 6,414	$ 273,586	$ 2,726,414		In Progress
Swimming Pool Renewal	New Project	Renewal	$ 30,000	-	-	-	-	-		Reactive work
Maryborough Outdoor Pool Reconstruction Phase 2	New Project	Renewal	$ 450,000	$ 110,000	$ 105,436	$ 4,564	$ 185,436	$ 264,564		In Progress
Goldfields Reservoir Dam Stabilisation	CF Project	Renewal	$ 500,000	$ 5,000	$ 2,243	$ 2,757	$ 302,243	$ 200,000		In Progress
Maryborough Tennis Centre Multi Use Courts Development	CF Project	Upgrade	$ 523,000	$ 460,000	$ 457,373	$ 2,627	$ 527,373	-		Completed
Princes Park Cricket Wicket Rebuild Project	CF Project	Renewal	$ 160,000	$ 170,000	$ 156,000	$ 14,000	$ 156,000	-		Completed
Maryborough Rail Trail (Auspice Mt Alex)	CF Project	Upgrade	$ 20,000	$ 40,000	$ 42,238	-$ 2,238	$ 46,238	-		Completed
Tiny Towns - Adelaide Lead Hall	CF Project	Renewal	$ 71,854	$ 3,000	$ 1,268	$ 1,732	$ 1,268	-		Completed
Tiny Towns - Tullaroop Leisure Centre Upgrades	CF Project	New	$ 8,328	$ 5,000	-$ 4,234	$ 9,234	-$ 4,234	-		Completed
Tiny Towns - Talbot ANA Hall Restump	CF Project	Renewal	$ 91,314	$ 15,000	$ 7,271	$ 7,729	$ 91,271	$ 10,000		In Progress
Tiny Towns - Senior Citizens Hall Upgrade	CF Project	New	$ 10,836	$ 4,500	$ 4,370	$ 130	$ 5,810	-		Completed
Tiny Towns - Bealiba Historic Horse Trough Relocation	CF Project	Upgrade	$ 3,864	$ 900	$ 517	$ 383	$ 517	-		Completed
Tiny Towns - Bowenvlae Playground	CF Project	Renewal	$ 37,230	$ 21,000	$ 20,456	$ 544	$ 37,656	-		Completed
Tiny Towns - Majorca Historic Cemetary Beautification	CF Project	New	$ 2,574	$ 2,500	$ 1,738	$ 762	$ 6,538	-		Completed
Tiny Towns Rnd 2 Daisy Hill Community Centre Kitchen Upgrade	CF Project	Upgrade	$ 16,000	$ 5,000	$ 4,209	$ 791	$ 18,209	$ 3,000		In Progress
Tiny Towns Rnd 2 Wareek Community Hall Upgrades	CF Project	Upgrade	$ 16,000	$ 8,000	$ 5,786	$ 2,214	$ 21,786	-		Completed
Recreation Reserves Sports Lighting Upgrade Strategy	CF Project	Upgrade	$ 70,000	-	-	-	-	$ 70,000		Pending on advise

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Project	New or CF	Capex Type	Adopted Budget FY25-26	YTD Budget March	YTD Actuals March	Variance between YTD Budget and Actual March	Forecast March 2026	Likely Carry forward to FY26-27	Project Status	Comment
Goldfields Reservoir BBQ Upgrade	CF Project	Upgrade	$ 17,000	$ 17,000	$ 11,980	$ 5,020	$ 11,980	-		Completed
Landill work	New Project	Renewal	$ 100,000	-	-	-	-	-		Pending on advise
Transfer Station Upgrades(Carisbrook,Dunolly,Talbot) Kerbside	New Project	Upgrade	$ 50,000	-	-	-	-	-		Pending on advise
Dog Park Jack Pasoce Reserve	New Project	New	$ 100,000	$ 21,000	$ 18,784	$ 2,216	$ 75,784	$ 64,216		within total budget for the year
Maryborough Little Athletics Club Track Remediation	New Project	Renewal	$ 30,000	$ 30,000	$ 26,834	$ 3,166	$ 26,834	-		Completed
Creative Station - Infrastructure Project	CF Project	Upgrade	-	-	$ 117,850	-$ 25,064	$ 117,850	-		Completed as per scope - overspend
Carisbrook Flood Management Plan	Opex	New		$ 95,000	$ 91,081	$ 3,919	$ 261,081	-		In Progress - multi year project
			$ 10,618,000	$ 3,698,400	$ 3,293,935	$ 499,386	$ 6,887,381	$ 3,558,194		

Project Status
Completed
On Track
Delayed
Highly Delayed
Deferred or Funding unsuccessful

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2.6 Financial Performance Indicator

Policy Statement	Measure	Target	Actual	Budget	Forecast	Actual
			2024/25	2025/26	2025/26	YTD Mar 26
Consistent underlying surplus results	Adjusted underlying result greater than $0	**$0**	-$3,116	-$4,668	-$5,449	-$6,078
Ensure Council maintains sufficient working capital to meet its debt obligations as they fall due.	Current Assets / Current Liabilities greater than 1.25	**1.25**	0.60	0.83	0.97	0.65
Allocate adequate funds towards renewal of capital in order to replace assets and infrastructure as they reach the end of their service life.	Asset renewal and upgrade expenses / Depreciation above 100%	**100%**	66%	111%	77%	-46%
That Council applies loan funding to new capital and maintains total borrowings in line with rate income and growth of the municipality.	Total borrowings / Rate revenue to remain below 60%	**60%**	11%	10%	10%	11%
Council maintains sufficient unrestricted cash to ensure ongoing liquidity as well as to address unforeseen cash imposts if required.	Unrestricted cash / current liabilities to be maintained above 80%	**80%**	-24.84%	-58.85%	-0.12%	13%
Council generates sufficient revenue from rates plus fees and charges to ensure a consistent funding for new and renewal capital.	Capital Outlays as a % of Own Source Revenue to remain above 30%	**30%**	35%	22%	15%	0%

VAGO Financial Sustainability Risk Indicators

Financial sustainability risk indicators—risk assessment criteria

Risk	Net result	Adjusted underlying result	Liquidity	Internal financing	Indebtedness	Capital replacement	Renewal gap
High	Less than negative 10% Insufficient revenue is being generated to fund operations and asset renewal.	Less than 0% Insufficient surplus being generated to fund operations	Less than 0.75 Immediate sustainability issues with insufficient current assets to cover liabilities.	Less than 75% Limited cash generated from operations to fund new assets and asset renewal.	More than 60% Potentially long-term concern over ability to repay debt levels from own-source revenue.	Less than 1.0 Spending on capital works has not kept pace with consumption of assets.	Less than 0.5 Spending on existing assets has not kept pace with consumption of these assets.
Medium	Negative 10%–0% A risk of long-term run down to cash reserves and inability to fund asset renewals.	0%–5% Surplus being generated to fund operations	0.75–1.0 Need for caution with cashflow, as issues could arise with meeting obligations as they fall due.	75–100% May not be generating sufficient cash from operations to fund new assets.	40–60% Some concern over the ability to repay debt from own-source revenue.	1.0–1.5 May indicate spending on asset renewal is insufficient.	0.5–1.0 May indicate insufficient spending on renewal of existing assets.
Low	More than 0% Generating surpluses consistently.	More than 5% Generating strong surpluses to fund operations	More than 1.0 No immediate issues with repaying short-term liabilities as they fall due.	More than 100% Generating enough cash from operations to fund new assets.	40% or less No concern over the ability to repay debt from own source revenue.	More than 1.5 Low risk of insufficient spending on asset renewal.	More than 1.0 Low risk of insufficient spending on asset base.

Source: VAGO.

7.3 Draft Public Lighting Strategy for Community Engagement

Author	Asset and Development Engineer
Responsible Officer:	General Manager Infrastructure Assets and Planning

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to seek Council endorsement of the Draft Public Lighting Strategy to enable community consultation and help ensure public lighting services are delivered consistently, transparently, and in line with community expectations.

RECOMMENDATION

That Council:

1. Endorse the Draft Public Lighting Strategy for the purpose of public consultation;
2. Notes that community feedback received during the consultation period will be considered and used to inform refinements to the Strategy; and
3. Notes that the final Public Lighting Strategy will be presented back to Council for adoption following completion of community consultation.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Infrastructure that supports growth and liveability** 4. Provide and maintain inclusive, accessible, culturally safe and sustainable community infrastructure that supports wellbeing at every life stage. 4. Strengthen liveability and transport across townships through sustainable infrastructure and improved connectivity.
Initiative:	To ensure that Street Lighting is strategically and equitably provided throughout the municipality whilst taking into Council's Long Term Financial Plan and Asset Plan.

BACKGROUND INFORMATION

The current Public Lighting Strategy is outdated and no longer reflects Council's contemporary approach to service delivery, asset management, financial capacity, or community expectations.
Public lighting plays an important role in supporting community safety, accessibility, and overall liveability.
It is also a long-term service commitment for Council, with ongoing costs associated with installation, maintenance, upgrades, and energy consumption.
Without a clear and up-to-date strategic approach, these costs and service expectations are difficult to manage consistently and sustainably.
Community requests for public lighting are increasing, while much of Council's lighting infrastructure is ageing and financial resources remain constrained.
In this context, an updated strategy is needed to provide a clearer and more consistent basis for decision-making, ensuring requests are assessed fairly and prioritised transparently across the municipality.

An updated Public Lighting Strategy will support Council to deliver public lighting services more consistently and equitably, while balancing community expectations with long-term financial sustainability and alignment with Council's broader asset management and financial planning frameworks.

REPORT

The Draft Public Lighting Strategy has been updated using current data and reflects Council's existing financial position, asset base, and operational capacity.
Rather than introducing new commitments, the Strategy consolidates Council's approach to public lighting into a clear and shared position that can be consistently applied.
Endorsement of the Strategy provides Council with an agreed basis for responding to community requests for public lighting.
This supports clearer service levels, more consistent decision-making, and improved transparency in how requests are assessed and prioritised across the municipality.
The Strategy aligns with Council's Asset Plan and Financial Plan by reinforcing the importance of managing existing infrastructure responsibly, prioritising renewal, and avoiding unplanned asset growth that would place pressure on future budgets and service levels.
It also sets clear expectations for new development, requiring public lighting in new estates to meet relevant Australian Standards and align with Powercor standard fittings.
This ensures compatibility with the broader network and supports safety, operational efficiency, and long-term maintenance sustainability.
Overall, adoption of the Strategy will support a more consistent, transparent, and sustainable approach to public lighting service delivery.
It provides clarity for the community and officers alike, and supports Council Plan objectives relating to safety, liveability, and responsible asset stewardship.

CONSULTATION/COMMUNICATION

The Draft Public Lighting Strategy has been developed through internal review and technical assessment. This report seeks Council endorsement to release the draft Strategy for public consultation.
Public consultation will provide community members with the opportunity to review the draft Strategy and provide feedback on Council's proposed approach to public lighting.
Feedback received will assist Council in understanding community priorities, expectations, and concerns relating to public lighting across the municipality.
All submissions received during the consultation period will be reviewed and considered by Council officers as part of finalising the Strategy.
In considering community feedback, Council will balance local input with its responsibilities to ensure public lighting is delivered safely, consistently, and sustainably.
This includes having regard to legislative and regulatory requirements, relevant Australian Standards, financial capacity, safety considerations, technical feasibility, and ongoing operational and maintenance impacts.
This consultation process ensures the community has a meaningful opportunity to inform the Strategy, while supporting Council to make decisions that are fair, transparent, and in the best long-term interests of the municipality.

FINANCIAL & RESOURCE IMPLICATIONS

Public lighting is essential infrastructure that contributes to community safety, visibility, and amenity. At the same time, it represents an ongoing financial commitment for Council, including installation, energy use, maintenance, repairs, and eventual replacement.
The Draft Public Lighting Strategy focuses on managing these costs responsibly by prioritising energy-efficient, standardised lighting and reducing long-term operational and maintenance expenses.

Any departure from standard lighting arrangements would be subject to defined assessment criteria to ensure impacts on safety, maintenance, and cost are fully understood.
The Strategy aligns with Council's adopted Financial Plan and Asset Plan by reinforcing the priority of maintaining and renewing existing lighting assets rather than expanding the network in an unplanned or unsustainable way.
It also provides greater clarity to the community about Council's financial constraints over the next 10 years and what can realistically be delivered within available resources.
In practice, additional street lighting in established areas can only be considered where external funding is available.
Council's current financial priority is to maintain existing infrastructure and agreed service levels, rather than increase the number of lighting assets without secured funding.
The Strategy outlines the financial implications of different lighting scenarios to support informed decision-making, including:

- achieving the Strategy's proposed service levels of lighting every second power pole in Maryborough and every third power pole in other towns;
- the significantly higher cost of lighting every existing unlit power pole; and
- the scale of investment required to achieve best-practice urban lighting standards.

Based on current assessments:

- Achieving the Strategy's proposed service levels would require an additional one-off capital investment of approximately $440,000, with an ongoing increase in maintenance costs of around $3,261 per year.
- Providing lighting on every existing unlit power pole would require an estimated $7.35 million in capital investment, with additional ongoing maintenance costs of approximately $54,478 per year.
- Achieving best-practice lighting standards in urban areas would require an estimated 2,655 additional light poles. Due to the scale of works involved, a reliable cost estimate cannot currently be provided.

The Strategy demonstrates that consistent standards and energy-efficient technology deliver long-term financial benefits.
Despite an increase in the number of streetlights since 2011, operating costs have reduced by approximately 50 per cent due to the transition to LED lighting and the use of standard fittings. Without a consistent strategic approach, operating and maintenance costs are likely to increase over time, placing additional pressure on Council's financial capacity.

RISK MANAGEMENT

Financial sustainability - Failure to maintain our long-term financial sustainability.
The Draft Public Lighting Strategy mitigates this risk by prioritising energy-efficient, standardised lighting that reduces operational and maintenance costs over time. The use of LED technology and consistent asset specifications supports lower whole-of-life costs and improved budget predictability. The Strategy also reinforces Council's Long-Term Financial Plan by limiting expansion of the lighting network to circumstances where external funding or grants are secured, ensuring that additional financial commitments do not place undue pressure on Council's constrained resources.

Property and Assets - Failure to maintain, renew and expand our assets in a timely and robust way, that considers service and delivery needs.
The Strategy supports effective asset management by establishing clear standards for public lighting. It aligns with the Asset Plan's lifecycle approach by prioritising renewal and maintenance over expansion. Standardised fittings improve efficiency, reduce complexity, and support

consistent service levels, while a structured framework ensures requests are assessed in line with service needs and asset capacity.

CONCLUSION

The Draft Public Lighting Strategy provides Council with a clear and consistent approach to the planning, delivery, and management of public lighting across the municipality. It supports transparent and informed decision-making, promotes equitable service delivery, and helps align public lighting outcomes with community expectations.

The Strategy aligns with Council's Asset Plan and Long-Term Financial Plan by reinforcing the importance of renewing existing infrastructure, managing costs responsibly, and delivering services that are financially sustainable over the long term.

By promoting energy-efficient, standardised lighting and applying clear assessment criteria, the Strategy supports reduced operating costs, improved operational efficiency, and compatibility with existing infrastructure.

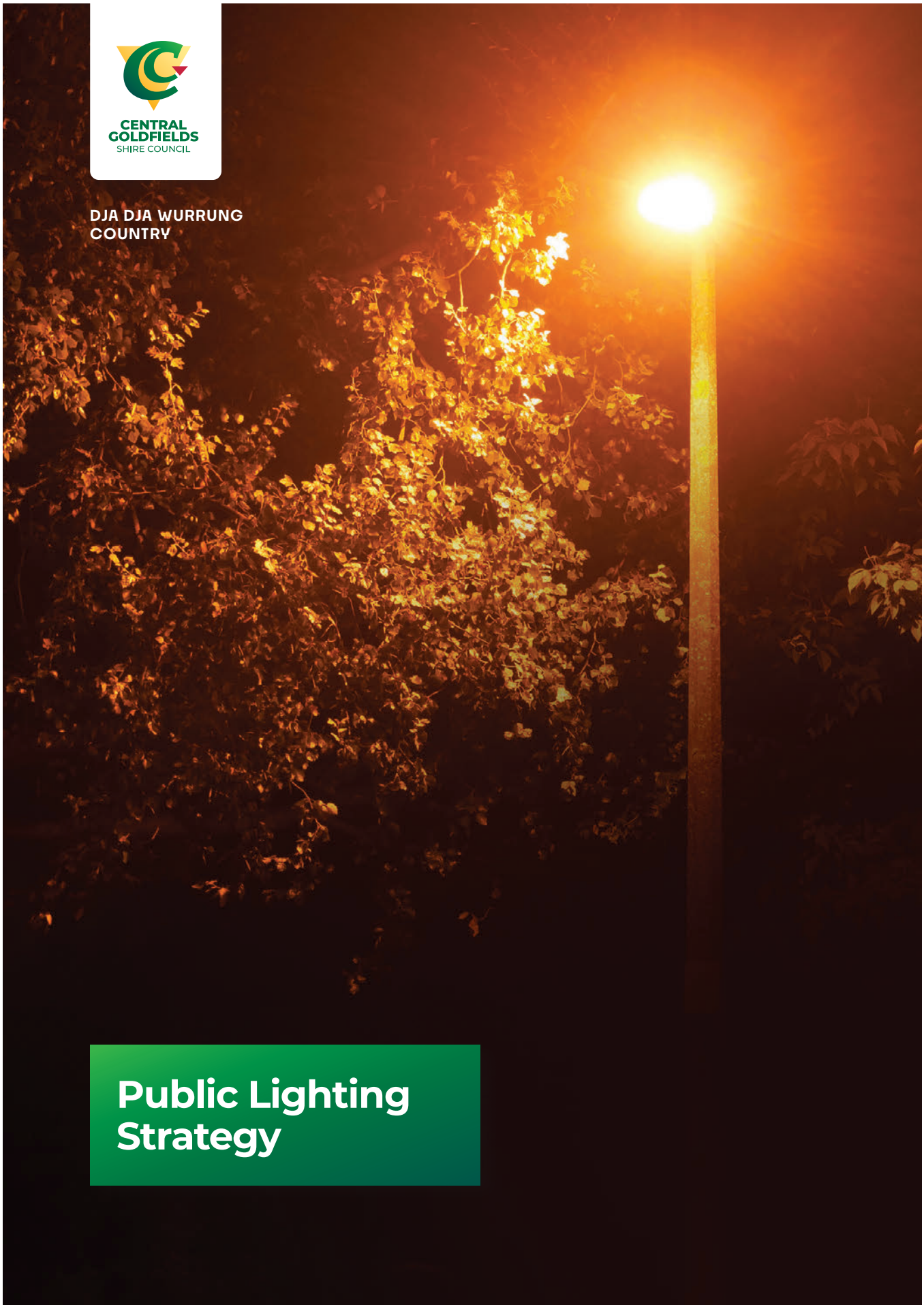
It also provides a structured and transparent way to manage demand for additional lighting, recognising Council's financial constraints and the need for external funding to support any future expansion of the network.

Overall, the Strategy strengthens Council's ability to deliver safe, efficient, and sustainable public lighting services that support community safety and liveability, while ensuring responsible long-term stewardship of public assets.

It is therefore recommended that Council endorse the Draft Public Lighting Strategy for the purpose of public consultation.

ATTACHMENTS

1. 218519 CGSC DRAFT Public Lighting Strategy FA V 2 D 1 [**7.3.1**]


CENTRAL
GOLDFIELDS
SHIRE COUNCIL
DJA DJA WURRUNG
COUNTRY
Public Lighting
Strategy

Acknowledgement to Country

Central Goldfields Shire Council acknowledges and extends appreciation for the Dja Dja Wurrung People, the Traditional Owners of the land that we are on.

We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Dja Dja Wurrung People.

We express our gratitude in the sharing of this land, our sorrow for the personal, spiritual, and cultural costs of that sharing and our hope that we may walk forward together in harmony and in the spirit of healing.

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Executive Summary

This strategy is aimed at ensuring that the essential community service in the provision of energy efficient Public Lighting within Central Goldfields Shire Council (CGSC) is appropriate, affordable, reduces the current footprint size of greenhouse gas emissions, and provides pedestrians and motorists with a safe and comfortable visual environment at night.

The strategy contains several objectives about lighting levels for streets, suggestions about improved lamp technology, design principles for public lighting, and the appropriate requirements that should be taken into consideration for feature and decorative lighting. The strategy also sets goals for bicycle path lighting within the Shire.

Since the previous Public Lighting Strategy was published, many of the 80-watt colour – corrected Mercury Vapour lights have been converted LED Solid State lights, with only 5 Mercury Vapour lights left.

By continuing to apply the strategy CGSC will see more lamps that are twice as energy efficient, considerably reducing Councils carbon footprint, enhancing public safety and the public's sense of security.

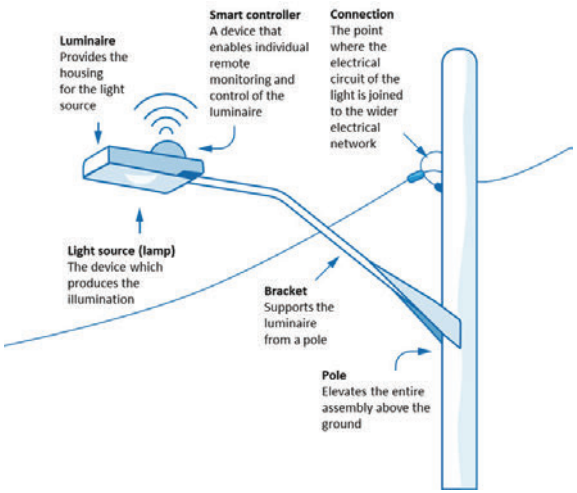
- **Directorate:** Infrastructure, Assets and Planning
- **Responsible Manager:** General Manager Infrastructure Assets and Planning
- **Review Due:** 5 years from Month of Adoption
- **Adoption:** Council
- **Date Adopted:**

Introduction

Central Goldfields Shire Council (CGSC) is responsible for the costs associated with the running, maintenance and replacement of approximately 1324 streetlights.

Powercor is responsible for undertaking the maintenance and replacement of these lights, and in managing maintenance requests. The Council is responsible for managing requests for extra lights or improvements to street lighting within the local road network under its control, as well as meeting the costs of these improvements. As for lighting along the arterial road network, Council has agreements in place with the Department of Transport and Planning to share the costs of maintenance.

BELOW:
A typical set-up of a public streetlight is made up of a components as illustrated.
Source: Public Lighting PAL ATT 12.01 – Public 2026–31 Regulatory Proposal, Australian Energy Regulator (2025)



1. Purpose

This strategy is about addressing the issues of public street and public places lighting that CGSC has an interest in and invests public funds into as part of the Council's commitment to achieve sustainable solutions for the safe and acceptable lighting of urban streets, public places under its care and control, and other identified locations.

2. Objectives

The specific objectives of the CGSC Street and Public areas lighting strategy are to:

- Propose appropriate minimal lighting levels and lighting objectives for the township of Maryborough as well as the townships of Carisbrook, Talbot, Dunolly, Bealiba, Majorca, and other settlements where lighting needs are identified.
- Identify a manageable portfolio of technologies and installation approaches that will achieve lighting and lighting level objectives whilst minimising costs and impacts upon the environment.
- Recommend light improvement priorities.

3. Application and Scope

This Strategy applies to all Council staff.

4. Public Lighting Background

Currently, there are 1324 streetlights with the majority being LED Solid State lamps. Others are 150-watt high pressure sodium lamps, 80-watt mercury vapour, 42W Fluorescent and 14W Fluorescent lamps. Powercor will slowly phase out the remaining Fluorescent, Mercury Vapour and High-pressure sodium lamps to LED once the lamp reaches the end of their serviceable life. In the long run, this will help Council meet its Climate Action Plan of converting Major Roads streetlights to LED.

In existing township areas, residents can request the installation of a streetlight on local roads from CGSC, or in public reserves or other open spaces with approvals based on budget limitations. A request is then sent to Powercor to proceed with the installation. Alternatively, residents may wish to fund the installation themselves with Council taking on the maintenance, provided the location of the streetlight is consistent with Council's strategy and approval is granted.

For new subdivisions and developments, Council can determine the location of new streetlights through the planning permit process, in accordance with applicable standards. A defect liability period also applies from the date of installation during which the developer is responsible for costs associated with faults. Once the defect liability period is over or once Council has administered the installation of a streetlight, they are principally owned, operated, and maintained by Powercor, though the Council is required to meet the costs of most of the lighting, inclusive of replacement of luminaires and fittings, through its rates income. In the event of faulty lights, community members can report it through Powercor's online portal.

In 2011 CGSC paid $110,000 to meet public street lighting running and maintenance charges and in the 2025/26 financial year, based on monthly invoices thus far, CGSC is set to pay $55,000 in public street lighting costs, reflecting the benefit of changing over the bulk of lighting to the low-cost LED Solid State lamps.

The average cost charged by Powercor to supply and install a new streetlight is about $5,000 with further costs if design is involved and much more if there is no power pole to support the light.

The annual charges to meet the costs of operation, maintenance and repair of public lighting are as follows:

Table 1: Annual Charges – Public Lighting 2025/26 (source: Citipower/Powercor Pricing Proposal 2025/2026)

Public Lighting Type	Annual Charge $ (excluding GST)
Category P LED High output	37.06
Category P LED Standard output	37.06
Category V LED Ll Standard Output	72.81
Category V LED L2 Medium output	80.10
Compact Fluorescent 42 watt	67.48
Fluorescent T5 2x14 watt	69.64
Sodium high pressure 150 watt	187.63
Sodium high pressure 250 watt	189.44
Mercury vapour 80 watt	139.48

ABOVE:
LED lamp developed for public lighting purposes – Sylvania

4. Public Lighting Background

4.1 Current Lighting Assets

Over the last decade the Council met the costs of the following luminaires within its municipal district:

Table 2: Central Goldfields Shire's Lighting Assets (2026)

Luminaire Type	Assets Number (2011)	Assets Number (2026)
50W Mercury Vapour	56	0
80W Mercury Vapour	869	5
125W Mercury Vapour	7	0
250W Mercury Vapour	0	0
400W Mercury Vapour	4	0
150W High Pressure Sodium	186	202
250W High Pressure Sodium	47	37
400W High Pressure Sodium	1	0
20W Fluorescent	1	0
2 x 24W Fluorescent	1	0
2 x 14W Fluorescent	7	3
42W Fluorescent	0	13
Category P LED High output	0	47
Category P LED Standard output	0	991
Category V LED L1 Standard Output	0	22
Category V LED L2 Medium output	0	4
TOTAL	**1179**	**1324**

5. Environmental Considerations

5.1 Sustainability

There are environmental costs associated with the provision of lighting in public places. These include the increased consumption of resources, the generation of more greenhouse gases, and light pollution. Since 2011 these environmental costs have been minimised as part of this strategy by using more energy-efficient lamps (LED's), by reviewing areas that may not need lighting, or may only be lit for periods of time, and using solar powered luminaires at some of the Council-controlled public places. It is important that a balance be achieved between the general principles of minimising the impact of lighting upon the environment and the demonstrated benefits that good lighting has upon combating anti-social behaviour, vandalism, and a sense of security and safety by the community. Other considerations are further discussed in Section 7 of this strategy (refer Section 7).

6. Other Considerations

6.1 Access and Equity

In support of equity, Council has allowed flexibility in the application of lighting types and requirements at specific locations and/or for specific circumstances. The strategy has had to compromise; for example, in the street lighting goals set for the township of Maryborough compared to the smaller towns over the short to medium term (refer to Section 7.2.1 for further discussion).

Some examples of areas where the Council might be able to deliver improvements to specific public lighting outcomes are:

- Public areas with identified lighting needs.
- Areas that can be pilots and demonstrations for improved public lighting.
- Specific projects in urban areas such as well-used bicycle paths, specific public places, and so on.
- Additional lighting (possibly temporary) to deal with localised problem areas; and
- Private developments.

In the past, there have been equity issues about the level of maintenance of the luminaire assets by the power companies. For example, where a streetlamp is "left on" during the day and causing criticism of the local Council for "not turning the light off", is a demonstration that the faulty luminaire may be an indication that the power company's maintenance program is not being properly managed. Or the use of 'decorative' lighting being used in an area that requires more significant illumination.

6.2 Health and Safety

ABOVE:
An example of inappropriate use of decorative lighting that provides inadequate lighting

Council will aim to incorporate the design principles listed below for the streets and public places under its control:

i. Aim to place lighting at public facilities and at public transport stops that are likely to be used at night.

ii. Public areas not intended to be used at night should not be lit or closed off.

iii. Strive to meet the Australian Standard 1158.1 for major road, and AS 1158.3 for minor road, street lighting.

iv. Light sources should not be placed at eye level because they prevent pedestrians and cyclists from seeing beyond the light source.

v. Avoid over-lighting of a public area as this creates the impression that adjacent areas are under-lit.

vi. Parks and gardens attracting less use after dark can justify the use of lower performing light sources provided that good rendition of greens and browns is achieved.

vii. Lighting should be at a height that prevents vandalism. Where lighting is used at a lower level (such as up lighting of features or up lighting along well-used pedestrian routes) vandal resistant fittings shall be required.

7. Standards and Guidelines

There are several publications and standards that are used particularly in relation to road lighting. Road lighting is an integral part of traffic engineering practice, and must be carefully applied, so that the driving task is able to be performed more successfully by the motorist. Good road lighting also provides benefits to other road users and the community in general. Benefits include reduced road crash risk, improved traffic operation, improved property security, lower crime rates, and enhancement of commercial, business and social/recreation environments.

Seeing an object with the human eye is achieved by discriminating contrast (that is, the difference in brightness between the object and its background) and colour and size. Night-time visibility in road/traffic situations, very largely, depends on contrast. Static and dynamic visual acuity of the observer's eye also plays an important role in visual performance at night and where there are low levels of light.

Light levels generally experienced in daylight will be around a thousand times higher, and even on dull days a hundred times higher than lighting levels specified for arterial road traffic route lighting levels, which in turn are a lot higher than for local street lighting specified in the standards.

Glare also significantly influences the visual performance of a driver, particularly under low levels of lighting.

The design of lighting installations along a length of street or road is based on arranging the luminaires in such a way as to provide a uniformly bright pavement against which objects may be seen in silhouette. There are all sorts of factors which complicate the design of lighting of streets, inclusive of crests and curves where objects (e.g. pedestrians) may be seen against different backgrounds of sky, or buildings, or trees; intersections where angles of viewing may be across islands, etc.; headlights from vehicles which tend to reduce the silhouette; colour and texture of objects which may match backgrounds; and wet pavements which greatly degrade pavement luminance uniformity by intense specular reflections.

Pedestrians at night traversing local streets are particularly vulnerable to not being seen by a motorist. Pedestrians do not always observe the road rules and often cross a road where they can neither see nor be seen. The more frequent the occurrence of pedestrians crossing roads, the better the road lighting should be.

Colour rendition is also an important factor for motorists to discern pedestrians at night. Both LED and high-pressure sodium lamps are suitable for street lighting. Low pressure sodium lamps are not favoured principally because colour rendition cannot be achieved.

7.1 Standards Used

The following Australian/New Zealand Standards cover various aspects of road lighting practice:

AS/NZS 1158:
Lighting for roads and public spaces

AS1798:
Preferred dimensions for lighting columns and bracket arms

AS4282:
Control of the obtrusive effects of outdoor lighting

AS1158.6:
Road lighting luminaires with integral control gear

AS4799:
Installation of underground utilities services and pipelines within railway boundaries

The Australian Standard AS/NZ1158 leaves it up to the local authority to nominate which sub-category of lighting should be used in any area, based upon specific local circumstances such as night-time traffic and pedestrian flows, levels of crime and other patterns of use. The category that is recommended in the Standard for local roads is called "Category P lighting" in the standard which is further sub categorised into:

- PR category – for roads in local areas.
- PP category – for pathways.
- PA category – for public activity areas (excluding car park areas).
- PE category – for connecting elements.
- PC category – for outdoor car parks.

While AS 1158 does not prescribe specific spacing for public street lighting, an indicative approach to achieve Category PR5 lighting in urban street settings is the installation of standard Category P lighting at intervals of approximately 40–50 metres.

For traffic routes, where the visual requirements of motorists are dominant, "Category V" lighting is typically applied, with spacing generally in the range of 50–60 metres and is generally associated with Arterial Roads.

7.2 Goals for Local Roads Street Lighting within Central Goldfields Shire

There are a few ways that the Council can, within the significant funding constraints that a rural council with a small population and a large portfolio of local road infrastructure must handle, achieve a satisfactory public lighting outcome and that reduces risk to its community. These include:

- Balancing the risks and costs associated with the location of local street lighting along local urban roads.
- Researching and implementing more energy-efficient lamps.
- Reducing carbon use; and
- Applying timing switches upon public and feature lighting.

7.2.1 Urban Local Street Lighting Locational Goals

Given the need to balance costs associated with street lighting (and the lack of control that the Shire has in being able to keep costs at or below inflation) with the benefits of improved safety and the dis-benefits of lighting to the environment, the following goals are outlined that may be achieved in the medium term (10 years).

The medium-term goals have considered the population concentrations in the townships of Maryborough, Carisbrook and Talbot with the smaller populations of the other towns as well as with each other. Maryborough's population of 8,160 and the associated number of pedestrians in the town is the prime factor driving the medium-term goal of one lamp every second pole for the lesser roads compared to the much smaller townships such as Carisbrook, Dunolly and Talbot. Longer term it is advocated to review the goal suggested for the smaller townships public streetlamp locations to align with the Maryborough medium term goal.

Maryborough:
For Urban Collector, Access, and Link roads a minimum of one (1) PR5 Lighting (or equivalent) lamp on every second pole (not at an intersection) as well as on at least one pole at an intersection.

Other Towns: *e.g. Carisbrook, Dunolly, Talbot*
For Urban Collector, Access, and Link roads a minimum of one (1) PR5 Lighting (or equivalent) lamp on every third pole from an intersection with one pole on every intersection as indicated on Diagram 2.

Diagram 1:

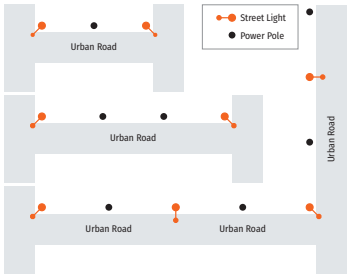
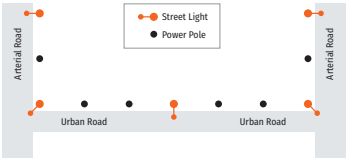


Diagram 2:



All Arterial Roads:
Specific lighting designs in accordance with Department of Transport and Planning's policies and standards.

7. Standards and Guidelines

Table 1: Current lighting compared with targeted lighting levels and associated costs.

Township	Current	Current maintenance cost (excl. GST)	Target based on this Strategy's goal	Addition lighting required to meet this Strategy's goal	Cost to meet target (excl. GST)	Added annual maintenance cost bill (excl. GST)
Maryborough	994		1024	30	$150,000	$1,112
Carisbrook	81		109	28	$140,000	$1,038
Talbot	43		49	6	$30,000	$222
Dunolly	71		95	24	$120,000	$889
Bealiba	24		22	*Target met*	*Target met*	N/A
Total	**1213**	**$52,937**	**1299**	**86**	**$440,000**	**$3,261**

Table 2: Cost to add lighting to power poles currently without lighting.

Township	Number of all power poles	Current number of power poles with lighting	Number of power poles without lighting	Cost to install lighting on remaining power poles (excl. GST)	Added annual maintenance cost bill (excl. GST)
Maryborough	1879	994	885	$4,425,000	$32,798
Carisbrook	328	81	247	$1,235,000	$9,154
Talbot	124	43	81	$405000	$3,002
Dunolly	286	71	215	$1,075,000	$7,968
Bealiba	66	24	42	$210,000	$1,557
Total	**2683**	**1213**	**1470**	**$7,350,000**	**$54,478**

Table 3: Shows total number of lights for best practice streetlighting in urban areas.

Township	Total streetlights required for best practice in urban areas (every 40m)
Maryborough	2371
Carisbrook	504
Talbot	291
Dunolly	559
Bealiba	143
Total	**3868**

These tables demonstrate that the current locational lighting goal for Bealiba has been met, whereas the other localities are close to meeting their targets as well. Priority will be given to Dunolly and Carisbrook as their percentage of lighting met for this strategy's locational lighting goal is significantly lower than Maryborough and Talbot.

7.2.2 Town Public Lighting Goals – Improvement Strategies

The preferred strategy is to upgrade existing lighting particularly within the residential areas of Maryborough, Carisbrook, Dunolly, Bealiba and Talbot by:

- Achieving the goals aforementioned.
- Ensuring that all new luminaires in local roads that are subject to Category P lighting standard be fitted with appropriate type lamps to ultimately achieve at minimum PR5 standard in the long term.
- Ensuring that new residential and commercial areas achieve meet the Australian Standards for lighting and have standardised Powercor lighting.
- Designing the tree trimming program to also facilitate the distribution of light and establish a list of locations where extended arms or catenary lighting should be considered.
- Collecting information on dark areas in open spaces and determining the necessity of lighting there.
- Consulting with communities in rural living/low density residential areas to assist in ultimately establishing a lighting policy commensurate with these areas and road safety requirements; and
- Consulting with hamlet towns and villages communities about appropriate lighting suitable for their needs as well as road safety requirements.

7.2.3 Goals for Bicycle Paths Lighting within Central Goldfields Shire

The need to light bicycle paths does depend upon the use of such a path, particularly at night.

Categories of bicycle paths where lighting should be considered are:

- Bicycle paths that are associated with an area of night-time activity, typically in town centres where a high standard of lighting is desirable; and
- Bicycle paths that are used predominantly for commuting by workers and/or students.

Categories of bicycle paths where lighting is not required are:

- Bicycle paths that are used for recreation, as they are predominantly used during daylight hours and the cost of lighting is not justified.

Where not justified, however, consideration may be given to lighting key areas such as:

- Intersections with other paths and with roads.
- At sharp curves and/or steep grades.
- Ramps to structures and at underpasses.
- At locations where low clearances exist; and
- At stairs, or where bicycle parking facilities exist.

ABOVE:
Shared pedestrian/bicycle path from Maryborough to Carisbrook

8. Decorative Lighting

Decorative lighting is not widely supported by electricity distribution companies, with ownership and maintenance responsibilities typically transferred to Council. This includes responsibility for the replacement of both lighting poles and luminaires (lighting fixture). Decorative lighting also attracts higher ongoing operating and maintenance costs when compared with standardised public lighting.

To manage long term financial risk and ensure sustainable asset management, all new developments will be required to install standardised public lighting. This approach ensures that future replacement and maintenance responsibilities remain with the relevant power companies and supports Council's long term financial and asset management objectives.

Existing decorative or non standard lighting will generally be replaced with standardised lighting at the end of its service life or following accidental damage, unless a strategic exemption applies.

Exceptions for decorative lighting will be limited and only supported where there is a clear strategic purpose, specifically:

- Illumination of significant public features within the municipality;
- Architectural lighting for façades of significant public buildings; and
- Illumination of key directional or wayfinding signage.

ABOVE:
An example of decorative lighting at Princes Park, Maryborough

9. Constraints

Given the current budget constraints and broader economic pressures, Council is operating within a challenging economic environment. As Council continues to work towards the commitments outlined in the Financial Plan, operational and strategic deliverables are being reassessed to ensure they remain achievable within available resources. Updates to Council Strategies, Audit Actions and Council action plans and project timelines will reflect this recalibration and will be provided as part of ongoing existing performance reporting. Council is taking decisive action to address significant financial pressures by reducing costs, prioritising essential services, and focusing investment on maintaining existing assets. Through disciplined budgeting and strong advocacy, Council is restoring true long term financial sustainability while balancing continued support to the community.

Where new lighting is proposed, Council may need to pursue external grants and alternative funding sources, including programs such as the Safer Local Roads and Streets Program. A further constraint is that not all power poles are currently configured to support street lighting infrastructure. In these instances, upgrades to poles and/or associated electrical infrastructure may be required prior to installation, significantly increasing project costs.

While a spacing of 40–50 metres between lights is considered ideal and can be achieved through Planning permits conditions in new subdivision developments, this may not always be achievable in established neighbourhoods due to the existing location of power poles. In such cases, lighting outcomes may need to be adapted to suit existing infrastructure constraints.

10. Action Plan

The following Action Plan has been developed to support the implementation of the Public Lighting Strategy over the next ten (10) years. The actions outlined are intended to progressively improve public lighting outcomes across the municipality through the delivery of compliant, safe, efficient and financially sustainable lighting infrastructure.

The actions are grouped into short, medium and long-term priorities to provide a staged approach to implementation, recognising Council's financial constraints, competing infrastructure priorities and the reliance on external funding opportunities for major lighting expansion projects. While the actions are presented in broad timeframes, many initiatives will require ongoing review, coordination with external authorities and integration with future capital works programs to achieve the desired outcomes of the Strategy.

Short term (1–3 years)

- Ensure all new residential and commercial developments provide public lighting that complies with relevant Australian Standards, using standardised pole and luminaire types.
- Ensure all new luminaires installed in existing residential areas subject to Category P lighting standards use appropriate lamp types, with progressive upgrades to achieve a minimum PR5 lighting standard.
- Align the tree trimming program with public lighting objectives to improve light distribution and identify locations where extended bracket arms or catenary lighting may be required.
- Identify public areas requiring additional lighting and seek external funding opportunities to support installation.
- Seek additional external funding to achieve lighting targets identified in Table 1 and to support the provision of additional lighting poles.
- Integrate the installation of additional lighting poles identified in Table 1 into relevant capital works projects (e.g. road safety upgrades or road reconstruction projects) where lighting gaps exist within project boundaries.

Medium term (4–7 years)

- Identify locations along the existing bicycle network where improved lighting would enhance safety and usability.
- Ensure public areas that are not intended for night time use remain unlit to avoid unnecessary energy use and maintenance costs.
- Progressively achieve the lighting targets outlined in Table 1, with priority given to Dunolly and Carisbrook.

Long term (8+ years)

- Review and update lighting targets across all townships to achieve consistency with the current lighting standards adopted for Maryborough.

11. References and Acknowledgements

AS - STANDARDS AUSTRALIA (2020)	*AS/NZS 1158 Lighting for roads and public spaces*
Powercor Australia (2025-2026)	*Citipower/Powercor Pricing Proposal 20235-264*
National Association of State Road Authorities (1988)	*Guide to Traffic Engineering Practice Part 12 Roadway Lighting*
Engineering management Styles (2011)	*Central Goldfields Shire street and public areas lighting strategy*
Powercor Australia (2023-24)	*Citipower/Powercor Pricing Proposal 2023-24*

12. Review

This Strategy must be reviewed a minimum of once every 10 years.

13. Gender Impact Statement

A Gender Impact assessment will be conducted after the public consultation period.

14. Relevant Legislation and Council Policies

- Central Goldfields Shire Financial Plan 2025/26 – 2034/35
- Central Goldfields Shire Asset Plan 2025
- Central Goldfields Shire Walking and Cycling Strategy 2026-2036
- Central Goldfields Shire Climate Action Plan 2022-2030
- Road Safety Act 1986 (Victoria)
- Road Management Act 2004 (Victoria)
- Electricity Distribution Code of Practice

CENTRAL GOLDFIELDS SHIRE COUNCIL

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7.4 Dunolly Precinct Committee Community Asset Committee

Author Manager Statutory Services
Responsible Officer: General Manager Infrastructure Assets and Planning
The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to consider a request from the Dunolly Historical Precinct Community Asset Committee (CAC) for authorisation, under the Instrument of Delegation, to operate the "Dunolly Country Market" on the fourth Saturday of each month, subject to Council's governance, compliance and risk management requirements.

RECOMMENDATION

That Council:

1. Authorise the Dunolly Historical Precinct Community Asset Committee, under the Instrument of Delegation, to operate the "Dunolly Country Market" on the fourth Saturday of each month, subject to the Dunolly Historical Precinct Committee Asset Committee:
    a) Nominating a responsible member to oversee the event and ensure all event approvals, risk assessments and compliance documentation are completed in accordance with the Local Government Act 2020 and council Requirements
    b) Demonstrating appropriate governance and financial management practices, including transparent collection and management of vendor fees and maintenance of relevant records.
2. Note that Council officers will work with the Dunolly Historical Precinct Community Asset Committee to ensure all necessary and appropriate registrations are identified, completed and maintained to the satisfaction of Council.
3. Note that this authorisation is conditional upon the Dunolly Historical Precinct Community Asset Committee meeting all Council event compliance, traffic management, asset protection, risk management and governance requirements to the satisfaction of Council and may be withdrawn if these requirements are not met.
4. Delegate to the Chief Executive Officer the authority to exercise the functions and powers necessary to give effect to this resolution in accordance with any delegation made under the Local Government Act 2020.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:
Economic Growth and Prosperity
1. Grow local jobs, skills and career opportunities.
1. Boost tourism and celebrate regional Identity.
Healthy, connected and safe Communities
2. Foster social connections, inclusion and pride in community identity
Infrastructure that supports growth and liveability
4. Preserve and promote heritage, culture and identity.
Sound leadership and financial management

	6. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making.
Initiative:	Local Government Act 2020 Council Plan 2025–2029

BACKGROUND INFORMATION

Dunolly's market has strong historical and cultural roots linked to the town's gold rush past and community identity. The *Dunolly Country Market*, held on the fourth Saturday of each month, showcases local produce, handcrafted goods and creative talent, and provides an opportunity for residents and visitors to engage with the character and vitality of the township.
In February 2026, the Chair of the Dunolly Historical Precinct Community Advisory Committee (CAC) approached Council seeking permission to recommence the market. Approval was granted through a Local Laws permit, allowing the market to operate in March and April 2026. This permit provided lawful authority to proceed and addressed immediate regulatory and risk considerations through permit conditions and insurance requirements.
Approval under a Local Laws permit does not constitute authorisation under Council's Instrument of Delegation, and no formal delegation approval was provided for the establishment or ongoing operation of the market or the CAC's role in managing the event. The CAC has now formally requested authorisation to continue operating the market under the Instrument of Delegation.

REPORT

The request from the CAC presents an opportunity to support community-led activation, local economic activity and place-based engagement, while ensuring appropriate governance and oversight. While the market was initially approved under a Local Laws Permit, this approval addressed regulatory compliance only.
Given the growth in scale and complexity of the event, additional documentation, approvals and management arrangements are required, including broader event planning, risk management and compliance measures consistent with Council's requirements for organised events on Council-managed land. This includes broader event planning, risk management and compliance measures consistent with Council's requirements for larger or more complex events.
Formal authorisation under the Instrument of Delegation provides a mechanism to clearly establish roles, responsibilities and expectations for the ongoing operation of the market. This ensures the event is managed in a way that is safe, compliant and aligned with Council's legislative obligations.
Subject to authorisation under the Instrument of Delegation, the CAC may operate events on Council-managed land, contingent upon ongoing compliance with Council requirements and oversight by Council officers.

CONSULTATION/COMMUNICATION

Consultation has been undertaken with the Dunolly Historical Precinct CAC in relation to their request to operate the Dunolly Country Market and the requirements associated with ongoing operation under the Instrument of Delegation.
Internal consultation has also occurred with relevant Council officers to identify compliance, risk management and regulatory requirements associated with the event. This has informed the conditions outlined in this report.
It is acknowledged that the CAC has undertaken initial communication with stallholders and the broader community in recommencing the market under a Local Laws Permit. Ongoing communication between Council and the CAC will be required to ensure all event planning, risk management and compliance requirements are clearly understood and met prior to future market dates.

FINANCIAL & RESOURCE IMPLICATIONS

The operation of the Dunolly Country Market is the responsibility of the CAC and is not expected to result in any direct financial impact on Council. The CAC will be responsible for all costs associated with the planning, delivery and compliance of the event.
Council resources will be limited to officer time associated with governance oversight, event compliance, risk assessment review, and registration of the trading name.
Any minor administrative or regulatory costs, including event approvals and monitoring, can be accommodated within existing operational budgets.
No additional staffing or capital expenditure is anticipated, and the market is expected to deliver indirect economic and community benefits through increased visitation, local spending, and community activation.

RISK MANAGEMENT

This report addresses Council's strategic risk:

Governance - Failure to transparently govern and embrace good governance practices
Authorising the CAC to operate the market under delegation requires clear accountability arrangements. A nominated CAC member must be responsible for overseeing the event and ensuring compliance with all Council requirements. The CAC will be required to demonstrate appropriate governance practices, including financial transparency, record keeping and clear allocation of responsibilities. Council will register The Dunolly Country Market trading name to prevent misuse, misrepresentation or unauthorised management of the event, including financial and promotional activities. Under the Local Government Act 2020, Council regulates events on public land to ensure the safety of people, property and the environment.
It is acknowledged that the market was initially operating in accordance with a Local Laws Permit. However, as the event has evolved, additional compliance requirements have been identified. Prior to the ongoing operation of the market, the CAC will be required to submit and obtain approval for relevant documentation, which may include:

- Site Plan
- Risk Assessment
- Public Liability Insurance
- Emergency Management Plan
- Traffic Management Plan
- Asset Protection Permits
- Food Handling Permits

These requirements are consistent with Council's event planning framework and will be supported by Council officers.

CONCLUSION

The Dunolly Country Market presents a valuable opportunity to support community connection, local enterprise and local activation. The market has demonstrated strong community interest following its recommencement; however, its growth has necessitated a more structured approach to governance, compliance and risk management.
By formally authorising the CAC to operate the market under the Instrument of Delegation, and by establishing clear conditions for compliance and oversight, Council can support the continued success of the market while ensuring its responsibilities under the Local Government Act 2020 are met.

ATTACHMENTS

Nil

7.5 Adoption of Customer Charter after community feedback

Author	Manager Customer Experience, Communications and Advocacy
Responsible Officer:	General Manager Corporate Services

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to update Councillors on community feedback received on the Draft Customer Charter.
The report explains the existing Service Charter was adopted in 2018, before the introduction of the *Local Government Act 2020*.
The Customer Charter is a significant update to the 2018 Service Charter, reflecting the modern legislative and policy context.
The document is transparent about recognising resource constraints and managing customer expectations.

RECOMMENDATION

That Council:

1. adopt the Draft Customer Charter;
2. note the Draft Customer Charter replaces the 2018 Service Charter;
3. note the Draft Customer Charter aligns with the Local Government Act 2020, the Council Plan, the Financial Plan, Asset Plan, Unreasonable Customer Conduct Policy, and the Complaints Policy**;**
4. note that as prescribed under Sections 55 and 56 of the *Local Government Act 2020*, community feedback was invited in accordance with Council's Community Engagement policy.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Healthy, connected, and safe Communities** 3. Foster social connections, inclusion, and pride in community identity **Informed and engaged community** 1. Ensure the community is well-informed, actively engaged and empowered to participate in local decision making. 3. Provide our community with clear, transparent, and targeted communication and engagement opportunities that are bottom up, planned, and accessible. **Sound leadership and financial management** 1. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making. 3. Lead with integrity, accountability, and transparency within the organisation.
Initiative:	Council Plan 2025-2029

BACKGROUND INFORMATION

Central Goldfields Shire Council's current Service Charter was adopted in April 2018, before the introduction of the *Local Government Act 2020.*
It operated primarily as an internal policy document that focused on specific departmental outputs and timelines.
To ensure compliance with the modern legislative framework and to reflect contemporary sector best practice, Council prepared a new Draft Customer Charter 2026.
The transition from the 2018 Service Charter to the Customer Charter represents a strategic evolution from an internal, service-specific focus to a broad, customer-centric approach.

REPORT

The Customer Charter is a public-facing social contract that establishes transparent service goals comparable with other small rural shires.
Rather than over-promising timelines that cannot be met, the Charter adopts a highly pragmatic approach that prioritises public safety while operating within the organisation's financial and resource constraints.

Key features of the Customer Charter include:

• **Strategic and financial alignment:** The Charter is explicitly guided by the Council Plan 2025-2029, particularly the commitments to an engaged community and sound leadership and financial management. It integrates with the Financial Plan 2025-2035 and Asset Plan 2025 by acknowledging the realities of rate capping pressures. Consequently, timelines for complex enquiries (typically 2-3 weeks) are qualified by the condition "when resources are available to do so".

• **Legislative compliance:** The document ensures Council meets the Service Performance Principles outlined in Section 106 of the Local Government Act 2020. Furthermore, it satisfies Section 107 of the Act by clearly defining the difference between a standard request for service (e.g., fixing a pothole) and a formal complaint (dissatisfaction with how a request was handled), linking directly to Council's Complaints Policy.

• **Triage Requests for Information:** To manage community expectations and administrative workload, the Customer Charter uniquely distinguishes standard Requests for Service from Requests for Information. It notes that appeals for detailed data, internal documents, or complex explanations will be processed as resources allow so that essential services are not impacted, and it refers customers to the Freedom of Information Act 1982 for formal access.

• **Mutual respect and staff protection:** The Charter embeds Council's Unreasonable Customer Conduct Policy to protect staff. It clearly communicates a zero-tolerance approach to abuse, threats, or harassment, and advises that Council reserves the right to limit contact or end conversations if staff do not feel safe, or if a customer demonstrates unreasonable persistence that consumes disproportionate resources.

On 25 March 2026, Council endorsed advertising the Draft Customer Charter for community feedback. Engagement reflected the IAP2 spectrum framework from Council's Community Engagement Policy, fulfilling the community engagement principles required under Sections 55 and 56 of the *Local Government Act 2020*. Zero submissions were received.

CONSULTATION/COMMUNICATION

The Draft Customer Charter was publicised for community feedback, including:

- Publication on Council's website (71 views)
- Two mentions in Council's full-page advertisement with The Maryborough District Advertiser
- One news article reported by The Maryborough District Advertiser

- One publication in Council's email newsletter, Community Connect
- Two radio mentions on Goldfields FM and Gold Central Victoria
- Two Facebook posts (271 views)

Internal consultation occurred with managers, customer service officers, the Staff Consultative Committee, and the Gender Equity Committee.

FINANCIAL & RESOURCE IMPLICATIONS

Nil

RISK MANAGEMENT

This report addresses Council's strategic risk:
Governance - Failure to transparently govern and embrace good governance practices
Legislative compliance - Failure to manage our compliance with relevant legislative requirements
Community engagement- Inadequate stakeholder management or engagement impacting brand reputation and community satisfaction in Council decision making.

CONCLUSION

The Customer Charter is a significant update to the 2018 Service Charter, reflecting the modern legislative and policy context.
The document is transparent about recognising resource constraints and managing customer expectations.

ATTACHMENTS
1. Draft Customer Charter [**7.5.1**]
2. Draft Customer Charter Explainer [**7.5.2**]

CENTRAL GOLDFIELDS SHIRE **CUSTOMER CHARTER**

OUR CUSTOMER COMMITMENT

Central Goldfields Shire Council is committed to **putting customers at the centre of everything we do**. This Charter acts as our "social contract" with the community, translating our high-level goals into clear, everyday undertakings.

1 Our Vision and Purpose

Our vision is to be an **engaged, flourishing, lively and inclusive community**. We seek to capture and develop opportunities to make our Shire a place of choice to live, work, visit and enjoy. Our work is guided by the **Council Plan 2025-2029**, specifically our commitment to **sound leadership and financial management** to ensure we provide the best possible value to our ratepayers.

Contact Us

- **Phone:** (03) 5461 0610 (Mon–Fri, 8.30am – 5pm)
- **In Person**: 22 Nolan Street, Maryborough (Mon–Fri, 9am – 4pm)
- Email: mail@cgoldshire.vic.gov.au
- **Online:** www.centralgoldfields.vic.gov.au
- **Access Support:** If you need an interpreter, call TIS National on 131 450. For hearing or speech assistance, use the National Relay Service on 133 677.

2 Requests for Service

We strive to resolve your enquiry as quickly as possible. We have limited resources and will seek to prioritise requests according to their risk and urgency.

- **Public Safety Matters:**
  We will attend to urgent safety issues as quickly as we can to make them safe.
- **Phone Calls:**
  We aim to answer your calls promptly; if you leave a message, we will aim to return it within **1-2 business days**.
- **Standard Requests:**
  For routine matters (like reporting a missed bin), we will aim to respond within a week.
- **Complex Enquiries:**
  If your request involves multiple departments or an investigation, we will provide a response when resources are available to do so, typically within 2-3 weeks.

3 Requests for Information

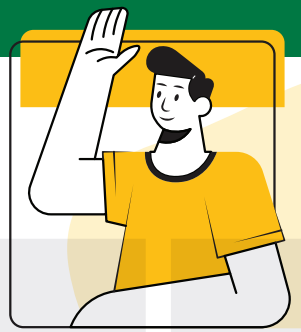
We distinguish standard enquiries from formal **Requests for Information**.

- **Definition:**
  A "Request for Information" is an appeal for detailed data, internal documents, or complex explanations of Council procedures and history.
- **Our Response:**
  Because these requests can consume significant staff time, they will be processed as **resources allow** to ensure we can continue delivering essential services to the whole community.
- **Formal Access:**
  For highly detailed or sensitive information, you may be referred to the **Freedom of Information Act 1982**. Formal FOI applications ensure that data is released legally and appropriately.

4 How You Can Help Us (Mutual Respect)

To provide a high standard of service, we ask that you:

- **Treat our staff with kindness, respect, and understanding.**
- **Provide accurate and complete information** so we can help you faster.
- As per our **Unreasonable Customer Conduct Policy**, we do not tolerate abuse, threats, or harassment. We reserve the right to limit contact or end a conversation if our staff do not feel safe or if a customer demonstrates unreasonable persistence that consumes disproportionate resources.



5 Following up Requests for Service

If you are dissatisfied with our response or with any delay, you have the right to make further enquiries and to lodge a formal complaint.

- **Complaints vs. Requests:**
  A "request" is asking us to do something (like fixing a pothole). If we haven't responded to your enquiry, you have the right to request an explanation. A **"complaint"** is when you are unhappy with how that request was handled.
- **Resolution:**
  We will aim to acknowledge your feedback within **10 business days** and to provide a response as quickly as possible.

Related documents:

- Council Plan 2025-2029
- Financial Plan 2025-2035
- Asset Plan 2025
- Complaints Policy
- Unreasonable Customer Conduct Policy

Draft Customer Charter 2026

Summary Analysis & Strategic Alignment

March 2026

Central Goldfields Shire Council

Executive Summary

- Charter conforms with Local Government Act 2020 and integrates with corporate policies, including the Financial Plan.
- Establishes a pragmatic social contract, prioritising public safety within resource constraints.
- Differentiates service vs information requests to manage customer expectations.
- Sets transparent service goals that are comparable with other small rural shires.

> ***Key takeaway:*** *Strategic evolution from service-specific focus to broad customer-centric approach.*

Legislative Framework Compliance

Local Government Act 2020

Section	Requirement	Charter Response
55-56	Community engagement policy and principles	Charter reflects IAP2 framework from Community Engagement Policy
106	Service performance principles	Prioritisation framework and accessibility provisions implemented
107	Complaints policy	References separate CGS Complaints Policy 2021

Evolution: 2018 vs 2026 Charter

2018 Service Charter

- Detailed service standards with specific percentage targets
- General community engagement commitment
- Integrated complaints procedure within charter

2026 Customer Charter

- Risk-based prioritisation framework implementation
- Aligned with IAP2 Community Engagement Policy
- Explicit resource transparency acknowledgment

CENTRAL GOLDFIELDS SHIRE COUNCIL

Service Standards Benchmarking

Service Element	CGS 2026 Draft	CGS 2018	Ballarat (Large)	Buloke (Rural)	Pyrenees (Rural)
Phone callback	**Aim for 1-2 business days**	Within 2 business days	Not specified	1-2 business days	Within 2 business days
Standard request	**Aim to respond within 1 week**	Varies by service	3 business days	Not specified	Varies by service
Complex enquiry	**2-3 weeks if resources allow**	10 business days	10 business days	Not specified	Within 15 days
Complaint acknowledgment	**As per Complaints Policy**	Within 10 business days	Not specified	Not specified	Within 2 business days

- The draft Customer Charter is transparent about prioritising public safety and aiming to respond within certain timeframes
- It states that complex requests and requests for information will be responded to as "resources allow".

CENTRAL GOLDFIELDS SHIRE COUNCIL

Strategic Document Alignment

Council Plan 2025-2029: Aligns with Healthy Communities and Engaged Community, and Sound Leadership & Financial Management themes

Financial Plan 2025-2035: Acknowledges rate capping pressures and emphasises value to ratepayers

Community Engagement Policy: Integrates IAP2 spectrum framework for consultation

Unreasonable Customer Conduct Policy: References zero tolerance approach for unreasonable behaviour

Strategic Integration: *Charter operates within comprehensive policy framework ensuring consistency.*

Have your say

- Feedback is invited on the Central Goldfields Shire Council Draft Customer Charter.
- Add details about how people can make submissions

CENTRAL GOLDFIELDS SHIRE COUNCIL

7.6 Enterprise Asset Management System tender

Author: Manager Project Services and Asset Management

Responsible Officer: General Manager Infrastructure Assets and Planning

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to present the outcomes of the tender evaluation for the Enterprise Asset Management (EAM) System and to seek Council approval to award Contract G2002-2025. The value of the contract exceeds the Chief Executive Officer's financial delegation and therefore requires a decision by Council.

RECOMMENDATION

That Council:

1. Awards Contract G2002-2025 for the Provision of Supply and Implementation of an Enterprise Asset Management (EAM) Solution to Asset Vision Pty Ltd for an initial term of three (3) years, for a total contract value of $333,438.00 (exclusive of GST).
2. Authorises the Chief Executive Officer, or delegate, to undertake all necessary actions to execute Contract G2002-2025 on behalf of Council, including advising unsuccessful tenderers of the outcome of the procurement process.
3. Authorises the Chief Executive Officer to extend Contract G2002-2025 for a further period of two (2) years following the expiry of the initial term, at an estimated cost of $86,822 per annum (exclusive of GST), subject to satisfactory contractor performance, Council's operational requirements, and the availability of budget.
4. Notes that the total maximum contract value, inclusive of the extension option, is $507,082 (exclusive of GST).
5. Notes the confidential attachment forming part of this report.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Infrastructure that supports growth and liveability** 4. Provide and maintain inclusive, accessible, culturally safe, and sustainable community infrastructure that supports wellbeing at every life stage. **Sound leadership and financial management** 6. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making. 6. Ensure the organisation's long-term financial viability.
Initiative:	Local Government Act 2020 Procurement Policy 2023

This report includes a confidential attachment in accordance with section 3(1) of the Local Government Act 2020, as it contains commercially sensitive procurement information.

BACKGROUND INFORMATION

Council is responsible for the stewardship of a diverse and aging portfolio of infrastructure and community assets that support the delivery of essential services to the Central Goldfields community.
Effective asset management is critical to ensuring these assets are safe, reliable, fit for purpose, and financially sustainable over their full lifecycle.
A 2023 review of Council's asset management environment identified multiple systems, manual processes, and fragmented data sources.
This has resulted in inefficiencies, duplicated data entry, limitations in data quality and visibility, and challenges in meeting increasing internal reporting, audit, and legislative requirements.
In particular, the absence of a single, integrated system for managing asset information restricts Council's ability to effectively monitor asset performance, forecast renewal requirements, analyse service costs, and manage risk in a consistent and evidence-based manner.
In response to these challenges, Council has identified the implementation of a modern Enterprise Asset Management (EAM) system as a strategic priority.
A contemporary, cloud-based EAM platform will provide a single source of truth for asset data, support end-to-end asset lifecycle management, and integrate seamlessly with Council's existing core corporate systems, including financial, customer, document, and spatial systems.
The proposed EAM solution will enable streamlined business processes through a single point of data entry, enhanced mobile capability for field operations, and improved real-time data capture.
This will support more informed decision-making, improved operational efficiency, and greater confidence in asset-related reporting and compliance outcomes.
Importantly, it will also strengthen Council's long-term asset planning capability, including renewal forecasting, risk management, and service level optimisation.
To deliver this outcome, Council undertook a Request for Tender (RFT) process to engage a suitably qualified vendor to supply, implement, and support an EAM solution using a phased implementation approach.
The scope of the RFT includes system configuration, integration with enterprise platforms, data migration, mobile enablement, reporting and compliance functionality, training and change support, and ongoing support and maintenance.
The successful implementation of an EAM system will play a central role in modernising Council's asset management capability and will directly support Council's strategic objectives for sound financial management, operational efficiency, regulatory compliance, and the sustainable delivery of services to the community now and into the future.

REPORT

In accordance with the Local Government Act 2020 and Council's Procurement Policy, a public tender was undertaken for the Supply and Implementation of an Enterprise Asset Management (EAM) Solution. A total of nine (9) conforming tender submissions were received by the closing date. Details of all 9 tenderers are provided in the attachment "Confidential Attachment 1 - Contract 2002-2025 Tender Evaluation Panel Report FINAL".

All submissions were initially assessed for compliance prior to detailed evaluation.

Evaluation Process

The evaluation was undertaken by a panel comprising of:

Position
Manager Operations (Chair of the Panel)
Manager Project Services and Asset Management
Manager Information Technology and Business Transformation

Asset and Development Engineer
Project Lead – EAM Replacement Project

Assessment Criteria

Tender submissions were assessed against the following criteria:

Mandatory (Pass/Fail):

1.	Risk Management including OH & S requirements and relevant Insurances	Pass/Fail

Weighted Evaluation Criteria:

1.	**Financial Benefit to Council** • Financial – Relative cost to Council	30%
2.	**Capability** • Demonstrated experience. • Depth of technical skills and knowledge • Management and monitoring system • Quality Assurance System and accreditation	30%
3.	**Capacity** • Available access to required resources. • Available access to required labour. • Key Sub-contractors • Demonstrated system and processes for deploying resources.	20%
4.	**Financial Benefit to Community** • Business Ownership/Head Office • Business Branch/Office • Employment of Local Staff • Use of Local Sub-Contractors • Use of Local Materials • Local accommodation for duration of works • Other	7%
5.	**Environmental Sustainability** • Environmental Management System, Policy etc • Level of Environmental Objectives, Actions and Specifications proposed under this contract. • Demonstrated level of past Environmental Performance	5%
6	**Social Sustainability** • Level of Social Employment Opportunities and Strategies • Social Enterprise Strategies, Purpose, and Social Outcomes	4%

7	**Aboriginal Engagement** • Employment opportunities within Central Goldfields Shire • Business Ownership and subcontractor engagement • Opportunities in the Loddon Mallee Region	4%

Tender Evaluation Summary

As part of the due diligence process for RFT G2002-2025 – Supply and Implementation of an Enterprise Asset Management (EAM) Solution, Council undertook a comprehensive, structured evaluation of nine tender submissions through a multi-stage process encompassing desktop evaluation, scenario-based demonstrations, stakeholder scoring, reference checks, financial assessment, and contract negotiations.
Three vendors were shortlisted for detailed demonstrations, which were assessed using a consistent scoring framework by a cross-functional Evaluation Panel. Based on consolidated demonstration outcomes, reference checks with four peer Councils, and overall weighted evaluation scoring, Asset Vision Pty Ltd was identified as the preferred operational EAM solution, demonstrating strong alignment with Council's functional, operational, and local government requirements.

Reference feedback confirmed the system's suitability for councils with regional and dispersed service environments, while targeted due diligence addressed financial reporting maturity. Legal review and negotiation of contractual terms were completed to mitigate Council risk, and an independent financial viability assessment confirmed Asset Vision Pty Ltd's capacity to deliver the services. A thorough evaluation process based on 11 steps is detailed in the attachment "Confidential Attachment 1 - Contract 2002-2025 Tender Evaluation Panel Report FINAL".

CONSULTATION/COMMUNICATION

The tender was advertised in accordance with Council's Procurement Policy 2023. The request for tender was published on Council's tender portal and advertised in The Maryborough and District Advertiser as part of Council's weekly public notices. Following Council's decision to award the contract, unsuccessful tenderers will be formally notified in accordance with Council's procurement procedures.

FINANCIAL & RESOURCE IMPLICATIONS

Total value of the contract for a three (3) year term is $333,438 (exclusive of GST) and $507,082 (exclusive of GST) for a five (5) year term including optional extension.

- Anticipated total value of contract (First Year):
  - $75,000 for subscription plus
  - $97,000 for implementation
  - **Total First Year total $172,000(ex. GST).**
- Total value of contract (3 Year Term)
  - **$333,438 including implementation (ex. GST).**
- Optional extension beyond 3 Year Term:
  - **$86,822 per annum for year 4 and year 5**
- Total value of contract (5 Year Term including optional extension)
  - **$507,082 including implementation (ex. GST).**

The initial rollout of the EAM system has been staged across two financial years, with expenditure accounted for across the 2025/26 and draft 2026/27 budgets, ensuring sufficient financial capacity is available across the annual licence purchase and implementation phases.

Comprising;

- $52,569 for 25/26
- $120,000 for 26/27
- **Total $172,569 available (ex. GST) planned for first year subscription and implementation**

RISK MANAGEMENT

Business Continuity: Failure to plan adequately for the impacts of a disruption to Council's normal operating environment
The risk of disruption to Council's normal operating environment is mitigated through the implementation of a secure, cloud-based Enterprise Asset Management (EAM) system that enables continued access to critical asset and works information during disruptive events. Centralised data, mobile field capability, and system integration support ongoing operations, informed decision-making, and faster recovery, reducing the impact of service interruptions and strengthening Council's overall business continuity resilience.

Financial sustainability: Failure to maintain our long-term financial sustainability
Council has mitigated financial risk by undertaking an open and competitive public tender process in accordance with its Procurement Policy. Tender submissions were subject to a structured evaluation process, including independent financial viability assessment and technical review of shortlisted proposals. The recommended tender represents best value for money when assessed against price and nonprice criteria, including capability, capacity, social outcomes, and whole-of-life considerations. The project is fully funded within the approved budget.

Property and Assets: Failure to maintain, renew and expand our assets in a timely and robust way, that considers service and delivery needs
The risk of failing to maintain, renew, and expand Council's assets in a timely and robust manner is being mitigated through the procurement and implementation of a modern Enterprise Asset Management (EAM) system. The selected solution will establish a single source of truth for asset information, improve data quality and visibility across the full asset lifecycle, and enable evidence-based decision-making. Enhanced asset condition, performance, and risk monitoring, combined with integrated renewal forecasting, will support proactive maintenance and timely investment aligned to service delivery needs. System integration with financial, works management, and GIS platforms, together with mobile field capability, will improve operational responsiveness and data accuracy. Robust reporting and compliance functionality will strengthen long-term planning, budget prioritisation, and governance, reduce the risk of asset failure, service disruption, and unplanned expenditure while support the sustainable management of Council's asset base.

Community engagement: Inadequate stakeholder management or engagement impacting brand reputation and community satisfaction in Council decision making
The risk of inadequate stakeholder management and engagement impacting Council's reputation and community confidence is mitigated through improved transparency, accountability, and evidence-based decision-making enabled by the Enterprise Asset Management (EAM) system. Accurate, up-to-date asset data and consistent reporting support clear communication with the community regarding service levels, renewal priorities, and investment decisions. Improved planning and service delivery reliability reduce community disruption and complaints, while strengthened governance and auditability enhance trust in Council decision-making. Together, these measures support informed engagement, reinforce Council's credibility, and contribute to improved community satisfaction.

Governance: Compliance with procurement policy and the Local Government Act 2020.
The procurement process has been undertaken in accordance with the Local Government Act 2020, Council's Procurement Policy, and probity requirements.

Due diligence was undertaken to assess a non-conforming aspect of the preferred tender submission, including confirmation that funding agreement requirements, performance outcomes and project objectives are met.
This approach is consistent with Council's risk appetite and ensures decisions are defensible, transparent, and compliant. Awarding the contract to the most capable and value-for-money tenderer reduces the risk of cost overruns, delivery delays, and substandard implementation, while supporting a successful project outcome aligned with Council's strategic objectives and organisational expectations.

CONCLUSION

A compliant and competitive procurement process has been completed for Contract G2002-2025 for the Provision of Supply and Implementation of an Enterprise Asset Management (EAM).
Following evaluation, Asset Vision Pty Ltd has been identified as the preferred tenderer, offering the most advantageous outcome and best value for money for Council and the community.
It is recommended that Council award the contract to Asset Vision Pty Ltd for $333,438.00 (exclusive of GST) for the initial 3-year term and authorise the Chief Executive Officer (or delegate) to issue a Letter of Acceptance and approve contract.
Additionally, authorise the Chief Executive Officer to extend Contract G2002-2025 for a further period of two (2) years following the expiry of the initial term, at an estimated cost of $86,822 per annum (exclusive of GST), subject to satisfactory contractor performance, Council's operational requirements, and the availability of budget, noting that the total maximum contract value, inclusive of the extension option, is $507,082 (exclusive of GST).

The following attachment has been provided under separate cover as they are confidential as defined under section 3 of the Local Government Act 2020:

a. Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released

g. private commercial information, being information provided by a business, commercial or financial undertaking that—

(i) relates to trade secrets; or

(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage

12. information prescribed by the regulations to be confidential information for the purposes of this definition

13. information that was confidential information for the purposes of section 77 of the Local Government Act 1989

ATTACHMENTS

1. Confidential Attachment 1 - Contract G 2002-2025 Tender Evaluation Panel Report **[7.6.1]**

7.7 Adoption of the Land Use Planning Framework and Urban Residential Land Opportunities Report

Author: Senior Strategic Planner

Responsible Officer: General Manager Infrastructure Assets and Planning

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

This report recommends the adoption of two strategic planning documents that are critical to the future growth of Central Goldfields Shire Council. These two documents work together to identify how and where urban growth can occur in the major population centres of the Shire.
The Land Use Framework Plan for Maryborough, Flagstaff and Carisbrook (LUFP) provide clear, long-term strategic direction for where and how future growth should occur in these towns, in a way that is orderly, sustainable and compliant with state planning policy.
The second report titled the Urban Residential Land Opportunities project (known as the Rural Living Zone Review) identifies where additional residential growth can occur in and around existing towns—particularly Maryborough and Carisbrook—by examining land currently zoned for rural living or low-density residential use and assessing its suitability for more efficient urban housing development.
In recommending adoption of these studies, this report references the community engagement undertaken and the consultation outcomes, including the submissions received and how issues raised were considered for incorporation in the finalisation of these strategic planning reports.
Adoption of the reports is required to facilitate future changes to the Central Goldfields Planning Scheme.
The adoption of these studies is the beginning of the process to amend the Central Goldfields Planning Scheme to plan for future growth and development. Implementation will be undertaken in stages—from policy changes that provide strategic support for future work, to undertaking detailed assessments and structure planning, and then implementing the structure plan through changes to zones, overlays and other planning scheme provisions.
This report provides initial recommendations to progress initiatives through their adoption and commencement of their initial implementation into the local policy content of the planning scheme.

RECOMMENDATION

That Council, having considered all matters as required by Section 89 of the Local Government Act and Section 12(2) of the Planning and Environment Act 1987, resolve to:

1. Receive the submissions in response to the *Land Use Framework Plan for Maryborough, Flagstaff and Carisbrook* and *Urban Residential Land Opportunities project (Rural Living Zone Review).*
2. Amend the *Land Use Framework Plan for Maryborough, Flagstaff and Carisbrook* and *Urban Residential Land Opportunities project (Rural Living Zone Review)* in response to the submissions as outlined in the Engagement Report at Attachment 3.
3. Adopt the *Land Use Framework Plan for Maryborough, Flagstaff and Carisbrook* in the form attached at Attachment 1.
4. Adopt the *Urban Residential Land Opportunities project (Rural Living Zone Review)* in the form attached at Attachment 2.
5. Seek Ministerial Authorisation pursuant to Section 8A (2) of the *Planning and Environment* Act 1987 to prepare an amendment to the Central Goldfields Planning Scheme to implement the recommendations of the *Land Use Framework Plan for Maryborough,*

Flagstaff and Carisbrook; Urban Residential Land Opportunities project (Rural Living Zone Review) and *Talbot Structure Plan* generally in accordance with the document tabled to*:*

a) Include these documents as background documents in the Central Goldfields Planning Scheme, and:

b) Update existing references in the Municipal Planning Strategy; Local Policy of the Planning Policy Framework and Strategic Implementation sections of the Central Goldfields Planning Scheme to ensure that planning directions and future strategic work reflect the adopted *Land Use Framework Plan for Maryborough, Flagstaff and Carisbrook*; *Urban Residential Land Opportunities project (Rural Living Zone Review)* and *Talbot Structure Plan* and *Central Goldfields Community Plan*.

c) Ensure that any changes to framework plans consider *Planning Practice Note 99 - Strategic Settlement Boundary*.

d) Make other related changes to municipal content to reflect the current community plan and to clarify / correct framework plans and considerations generally in accordance with the documentation tabled.

6. Make any additions to the proposed amendment for authorisation prior to receiving authorisation if additional content is informational and does not introduce new policy direction.

7. Request the Minister for Planning for exemption from giving notice in accordance with section 20(2) of the *Planning and Environment* Act.

8. Following receipt of Ministerial authorisation, exhibit the planning scheme amendment in accordance with the relevant provisions of the *Planning and Environment* Act 1987 (as per authorisation).

9. Make any changes to amendment documentation prior to exhibition, if requested by the Department Transport and Planning, or if required by a condition of Ministerial Authorisation.

10. Pursue a State led process or funding to complete future assessments and structure planning to support rezoning of land and creation of specific controls.

11. Pursue support from the State and Federal Governments to prepare a Shire-wide Settlement Strategy that draws upon the recommendations of the *Land Use Framework Plan for Maryborough, Flagstaff and Carisbrook*; *Urban Residential Land Opportunities project (Rural Living Zone Review)*; *Talbot Structure Plan*; and *Central Goldfields Community Plan*.

12. Delegate to the Chief Executive Officer the authority to exercise the functions and powers necessary to give effect to this resolution in accordance with any delegation made under the Local Government Act 2020.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Infrastructure that supports growth and liability** 4. Provide and maintain inclusive, accessible, culturally safe, and sustainable community infrastructure that supports wellbeing at every life stage. 4. Strengthen liveability and transport across townships through sustainable infrastructure and improved connectivity. **Sound leadership and financial management** 6. Lead with integrity, accountability, and transparency within the organisation.

Local Government Act 2020
Strategic planning principles within Section 89 of the Local Government Act states that:
A Council must undertake the preparation of its Council Plan and other strategic plans in accordance with the strategic planning principles.
The following are the strategic planning principles—

(a) an integrated approach to planning, monitoring and performance reporting is to be adopted.

(b) strategic planning must address the Community Vision;

(c) strategic planning must take into account the resources needed for effective implementation.

(d) strategic planning must identify and address the risks to effective implementation.

(e) strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances.

These objectives have been considered in the preparation of the plans. The regular review process will be the Planning Scheme Review. Risks to effective implementation are considered through consideration of s 12 of the Planning and Environment Act and by ensuring that the Planning Policy Framework provisions are addressed.

Planning and Environment Act 1987

Section 12(3) of the Planning and Environment Act as amended states that:

A planning authority may—

(a) carry out studies and commission reports; and

(b) do all things necessary to encourage and promote the orderly and proper use, development, and protection of land in the area for which it is a planning authority; and

(c) take any steps and consult with any other persons it considers necessary to ensure the co-ordination of the planning scheme with proposals by those other persons.

Section 12A of the Planning and Environment Act as amended states Ministerial directions for having regard to climate change and that:

(1) The Minister may issue written directions to planning authorities in relation to matters relating to climate change to which planning authorities must have regard in preparing a planning scheme or amendment.

(2) Without limiting subsection (1), the Minister's directions may set out—

(a) circumstances in which planning authorities must have regard to a matter relating to climate change; and

(b) matters to which planning authorities are not required to have regard under section 12(2A); and

(c) how the requirement under section 12(2A) is to be met in relation to a particular matter.

(3) The Minister's directions may apply, adopt, or incorporate, with or without modification, any matter contained in any document, code, standard, rule, specification or method published by any authority or body whether as published at the time that the direction is made or as published from time to time.
The preparation of these documents has reflected new Ministerial Directions and practice notes. As planning scheme content must comply with current planning policy and Ministerial Directions, any future amendment to implement these strategies will need to address the directions in force at the time.
The views of referral bodies and agencies also indicate the issues that need to be addressed to comply with planning policy and Ministerial Directions. For example, the bushfire provisions changed on 5 May. Amongst the changes to Clause 13.02 Bushfire, strengthened provisions include:

- *Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.*
- *Not preparing, adopting or approving a plan that will result in the introduction or intensification of development in an area that has, or will have on completion, a radiant heat exposure of more than 12.5 kilowatts/square metre in the event of a bushfire. In this strategy, 'plan' means a strategic plan, policy statement, and amendment to a planning scheme, including an amendment to the Planning Policy Framework, or a plan approved under a provision of the planning scheme.*
- *Ensure settlement growth and development approvals can implement bushfire protection measures without unacceptable biodiversity impacts by discouraging settlement growth and development in bushfire affected areas that are important areas of biodiversity.*

Future structure planning will need to ensure compliance with legislative requirements at the time.

Plan for Victoria
Plan for Victoria is a key Government Strategy for land use planning. Elements of *Plan for Victoria* are relevant to the structure plans beyond the Housing Target. It is likely that a Settlement Strategy will be required to bring together strategic work for townships within the Shire and consider the capacity of areas for infill development. Council is awaiting information from the State in regard to the Housing Capacity Assessment Platform and how Council is to respond to this.

BACKGROUND INFORMATION

The Land Use Framework Plan (LUPF) project received funding from the Department of Transport and Planning (DTP) to undertake a Land Use Framework Plan. The purpose of this plan is to identify areas for the future urban growth of Maryborough and its connected settlement areas.
The Rural Living Zone Review (RLZR) project also received funding from DTP to undertake a review of rural living land around Maryborough. The objective is to identify areas suitable for higher density unsewered residential development. Council has been regularly briefed on these projects prior to the 23rd of July 2025 Ordinary Meeting of Council, which authorised concurrent community consultation on the LUFP and RLZR Recommendation Reports.
In March 2026 a further Council briefing was held on the engagement report and consultation outcomes. Following this, the Engagement Report was placed on the project webpage and individual feedback email sent to submitters. Council has previously adopted the *Talbot Structure Plan* and together these reports will be incorporated into a single planning scheme amendment process.

REPORT

The Land Use Framework Plan (LUFP) (Attachment 1) provides a strategic vision and location for the future residential and industrial development and growth of Maryborough North, Flagstaff, and Carisbrook.
The plan fits within a portfolio of strategic planning work being undertaken to address the long-term land supply within Central Goldfields Shire.
The LUPF sets out a long-term vision for where homes, jobs, and services should grow in Maryborough North, Carisbrook, Flagstaff, and Maryborough East. On its own, the plan does not change what people can build. It becomes real through a series of practical steps carried out by Council over time.
The LUFP identifies and leverages opportunities for residential and industrial expansion in response to community needs, projected growth, and demographic changes. The plan also addresses critical mismatches in land supply and demand, aiming to provide appropriate spaces for growth in residential, and industrial sectors in areas less constrained than much of the land in the area that is subject to bushfire and or flood risk.

The key outcomes of the LUFP include:

- Identification of preferred areas for residential and industrial expansion which can facilitate growth. (Subject to future structure planning to implement)
- Long term directions to resolve land use conflict between industrial and residential land uses.
- Recommendations for managing environmental risks such as bushfires and floods.
- Clear guidance for future development to ensure orderly and sustainable growth in each precinct.

The Rural Living Zone Review (RLZR) study (Attachment 2) is complementary to the LUFP as it looks at the capacity of Rural Living Zoned land within the localities surrounding around Maryborough and its forested public land boundaries. The RLZR study contributes to the future supply of alternative larger rural lifestyle housing for the Shire.
The study assessed the planning context; environmental risks; infrastructure availability and development feasibility for a conversion of Rural Living Zoned land to Low Density Residential zoned land. Some settlements with opportunities for growth through Low Density Residential rezoning have been identified and are adjacent to LUFP areas. These will be included in further investigations implementing the LUFP. However, in general it was found that there were limited opportunities for rezoning the Rural Living Zone within these localities.
This report outlines the key land use objectives and implementation actions for the LUFP and RLZR; for residential and industrial growth; including recommendations for each precinct.
Discussion of what was heard from the engagement process is in the consultation section and Attachment 3 – Engagement Report.

Land Use Planning Framework Objectives for Future Development

The objectives that will be applied across precincts are:

- To strengthen the connection between Maryborough and Carisbrook and establish Carisbrook’s role as a township.
- To ensure sustainable and orderly growth by directing development suitable areas.
- To ensure that long-term growth opportunities are protected and planned for.
- To protect environmental values and manage risks associated with bushfires and floods.
- To support improved community resilience to climate change impacts.
- To promote economic development by identifying and supporting industrial land opportunities and avoiding further land use conflicts.

- To enhance community wellbeing and maintain the preferred characteristics of each precinct.
- To improve infrastructure and connectivity to support growth and accessibility.
- Avoid and minimise harm to Aboriginal heritage values.

Framework elements
The framework elements are the actions or strategies that need to be undertaken to achieve the objectives for future development.
These are:

1. Direct new residential growth for the Maryborough Carisbrook area to elevated land on the eastern side of Carisbrook.
2. Look to rezone existing Low Density Residential and Rural Living zoned land on the eastern side of Carisbrook to General Residential Zone.
3. Undertake more detailed Structure Planning for Carisbrook including precinct planning for the eastern side of the settlement to underpin the identification of required infrastructure to support residential growth.
4. Identify farming land contiguous with the proposed growth area for longer term township expansion to prevent incompatible uses (such as broiler farms) being approved in this area.
5. Support a future rezoning to facilitate the development of an appropriately located and designed neighbourhood activity centre on the eastern side of Deep Creek as residential development proceeds.
6. Maximize co-benefits of a rail trail conversion linking Maryborough and Newstead / Castlemaine. This project could support / leverage from Goldfields World Heritage bid as well as improving connections for those within the proposed growth area.
7. Confirm funding mechanisms to delivery community building project in Carisbrook to establish facilities ahead of and to attract growth.
8. Consider appropriate lot sizes to ensure compatibility with the existing township as part of a structure planning process to confirm lot supply. Existing lot sizes in the eastern part of Carisbrook tend to range from 900-1500sqm.
9. Ensure any planning for the proposed growth area incorporates Integrated Water Management principles and design requirements to ensure that impacts on both the flood hazard of existing areas and the water quality of Tullaroop Creek (Deep Creek) are appropriately managed.
10. Further investigate infill of existing vacant lots zoned for residential use in Carisbrook provided design is flood resilient. Apply a Design and Development Overlay to all flood impacted land, including that ‘protected’ by the levee to increase climate resilience.
11. Similar ‘flood resilient’ upgrades to the Primary School should be advocated for noting grants opportunities available to support these measures.
12. Consideration may need to be given to establishing a second ‘neighbourhood safe zone’ on the eastern side of Tullaroop Creek (Deep Creek) as the residential population increases.
13. Undertake further investigations to identify the appropriateness of a Low-Density Residential rezoning of land in Maryborough North adjoining the Maryborough-Dunolly Road which may be suitable for accommodating Low Density Residential Zone connected to sewer which would support lots of 2000sqm. This would depend on the establishment of an appropriate use (such as light industrial uses) separating this land from the forest edge and confirmation that there are no meaningful flood hazard and separation from the sewerage treatment plant is managed.

14. Ensure that the updated EPA separation distance guidelines (e.g. 1km for concrete batching) are reviewed and applied in assessing any new land use or rezoning proposals within the precinct, to confirm appropriate land use outcomes and avoid future constraints.

Industrial land recommendations

Although the background analysis identified that Maryborough has a generous supply of industrial land, much of this land is constrained which may compromise the ability of these areas to be practically used for their intended purpose. To address this the LUFP has recommended:

- Reconsidering some areas which may be more appropriate in other zones to reflect their current and potential future uses. This has the added benefit of preventing distortions in how available industrial land supply is understood.
- Consolidating industrial precincts and focusing on those with good existing or potential access. Identifying a preferred access network in larger precincts to support the effective future subdivision of these areas into a range of lot sizes, and the potential for facilitation of the construction of these local access roads.
- The identification of an additional area for rezoning to Industrial 3 Zone to address an identified gap, complementing the existing industrial precinct in Maryborough North. This also provides a development opportunity for an area which is compromised for residential development, but which would support protection from bushfire for existing urban areas.

The Industrial Framework Plan includes the following elements:

- Consider opportunities to improve infill of existing industrial areas to create logical precincts and provide access to isolated parcels of industrial land.
- Rezone industrial land that has limited ‘real life’ potential to ensure that understanding of the supply of industrial land is not distorted.
- Support the expansion of the existing ‘Drive-in’ industrial precinct. Industrial 3 Zone is recommended to the east to ensure an appropriate transition from existing residential development and to support increased separation of residential uses from areas of fire hazard.
- Investigate mechanisms to encourage longer term land use transition of legacy development, such as dwellings located within larger industrial precincts.
- Consider mechanisms to establish design responses such as buffers and appropriate interface treatments to address legacy land use conflicts in the short term.
- Establish a preferred access arrangement for existing industrial precincts to facilitate effective future subdivision and activation. Ensure configuration of roads supports a range of small- and large-scale industrial uses.
- Investigate potential avenues for Council funding of key access roads to support subdivision and /or use of larger industrial lots.
- Explore options for Council-led assessment of native vegetation in the Maryborough East and Flagstaff industrial precincts to avoid the need for lot scale assessments and to identify preferred offset areas within or close to the precincts.
- Develop ‘Guidelines for resilient industrial development’ to provide design suggestions for development within fire and flood affected areas of the Shire’s industrial estates.

Precinct-based recommendations

Maryborough North

The Maryborough North Precinct is the area where there was divergence from the exhibited recommendations report due to agency feedback.

The Maryborough North precinct consists of Rural Living Zone (RLZ) land to the north of residential and industrial zone land at the northern periphery of Maryborough. Although it has been identified as an investigation area for future residential growth in Council's *Population, Housing and Residential Strategy* the extent of hazards was not fully considered at the time.

The recommendations in the LUFP for Maryborough North are:

1. Build on the existing Drive-In Court industrial estate by identifying opportunities for smaller serviced industrial lots, with the Industrial 3 Zone recommended to support appropriate interfaces with nearby residential areas and to provide a use that responds to the challenges of land abutted by State Forest and Industrial 1 Zone land. The need for flexibility is recognised so the application of the Industrial 3 Zone can be considered further depending on market demand.
2. Require that any non-residential development in Maryborough North be supported by further investigation into appropriate bushfire protection measures consistent with CFA guidance, ensuring safe access, defendable space and risk-responsive design.
3. Formalise key access roads to separate proposed industrial areas from the 'investigation area' and to provide a perimeter access road to any future development.
4. A review of both the treatment plant buffer and any potential flooding of the creek should be confirmed prior to any further development to ensure that appropriate areas are excluded from intensified uses, and design responses are integrated into any controls for the areas to manage any residual risk.
5. Should an industrial rezoning be pursued as recommended, parts of the Rural Living Zone closest to the main road may have potential to transition to the Low-Density Residential Zone (see Figure 5 for the investigation area). This could provide in the order of 100 lots, subject to confirmation of feasible servicing (including water, sewer and drainage infrastructure) and taking into account likely flood impacts.
6. Consider the appropriate zoning for privately owned heavily forested land to the north of the precinct currently zoned for residential development, abutting the forest.
7. Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.

The community engagement highlighted that there is not currently landowner support for non-residential land uses in Maryborough North and that the Country Fire Authority is discouraging further intensification of use in this area.
Any future rezoning would need to demonstrate that primacy of life can be managed.
As a result, it is recommended that initiating work to support future rezoning of land without landholder support in the Maryborough North precinct is not an implementation priority for Council.

Carisbrook

The Carisbrook Precinct is identified as the primary location for future residential growth, particularly on elevated land east of the creek where bushfire and flood risks are lower.
The plan supports orderly expansion through rezoning, detailed structure planning, and early delivery of infrastructure and community facilities.
At the same time, it promotes flood-resilient design and careful infill in existing neighbourhoods to improve safety and long-term resilience for the whole town.

1. Rezone Rural Living zoned land along Heape Street to General Residential Zone to provide for additional land to meet forecast residential demand in areas not subject to environmental hazards.
2. Identify land adjoining this area as having potential for longer term residential expansion to avoid the interim development of incompatible uses on agricultural land that would compromise this (i.e. broiler farms).

Undertake targeted drainage investigations in Carisbrook to confirm the function of drainage hotspots, assess constraints in low-lying areas, and identify any unmapped flow paths. This work should inform decisions about infill potential, rezoning and future infrastructure planning.

3. Develop a consistent policy approach to the infilling of vacant blocks etc on the western side of Carisbrook to ensure appropriate integration of flood impacts and mitigation. In the first instance, applying design controls to ensure all development in this are constructed to be resilient to flood events is recommended. In areas more significantly affected Council and the CMA may need to consider discouraging development of vacant lots and retrofitting programs for existing dwellings.
4. Apply a planning overlay (such as a Design and Development Overlay) that supports the integration of flood resilient design for all new dwellings in the western part of the township, regardless of the current extent of the planning overlays and levee protection.
5. Ensure appropriate Integrated Water Management principles and design responses are incorporated into planning controls for new growth on the eastern side of the settlement to mitigate any potential impacts due to flooding / stormwater flows and to manage water quality in the Deep Creek.
6. Undertake further technical investigations, in consultation with Central Highlands Water, to confirm the feasibility, servicing requirements and sequencing of water and sewer infrastructure needed to support future residential growth on the eastern side of Carisbrook.
7. Undertake relevant investigations to convert the existing rail bridge to support pedestrian and cycle connections between the neighbourhoods on both sides of Deep Creek.
8. Consider the development of a new neighbourhood park on the eastern side of Deep Creek on obsolete ‘transport’ land (zoned Transport Zone 1) in advance of any new residential development.
9. More broadly, undertake relevant investigations and develop a business case for the conversion of the disused railways line into a rail trail which links Carisbrook to Maryborough in the short term, and in the long term create a trail connection to Castlemaine supporting the goldfields connections of the townships.
10. Review the opportunity to develop a community hub within existing heritage buildings at the station precinct and to link these to other key community facilities such as the recreation reserve and the primary school.
11. Prepare a detailed structure plan for Carisbrook to establish a clear long term strategic vision at a detailed level for the area. This should consider the need for and appropriate location for a small supermarket on the eastern side of the township and any other community facilities that might be required to serve any anticipated population.
12. Undertake relevant cultural heritage assessments to understand tangible and intangible elements of cultural heritage significance. Structure Planning should not only strengthen the knowledge and protection of what significant sites and artefacts exist but work to reflect traditional owner views of the landscape in future development area design and public realm policy.
13. Consider opportunities for increased density in peripheral Rural Living areas to the south and north having regard for environmental constraints. (see Rural Living Zone Review currently underway for further details)
14. Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.

Flagstaff

The Flagstaff locality is one of two main industrial areas within the Shire.
It is situated between Maryborough and Carisbrook and contains a range of large industrial sites both occupied and vacant.
The precinct contains several barriers which may be constraining use of the land for its purpose which require resolution, but it has good potential to accommodate additional industrial uses over time.

1. Prioritize the intensification of industrial land uses within core parts of the precinct, seeking to phase out incompatible residential uses over the longer term.
2. In the shorter term, consider buffer interface treatments to reduce land use conflicts.
3. Consider alternative zoning for land located within high-risk areas to reflect real world constraints and current use of land.
4. Identify preferred access road arrangements and consider funding mechanisms to support economic development.
5. Undertake further technical investigations to confirm the feasibility, servicing requirements and sequencing of water and sewer infrastructure needed to support future industrial development within the precinct.
6. Recognise the fire and potential flood impacts likely to be felt by this precinct and consider preparation of design guidelines to support more resilient industrial development.
7. Consider precinct wide approaches to the management of native vegetation assessment and offset management, such as a Native Vegetation Precinct Plan.
8. Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.
9. Investigate the potential to better understand cultural heritage values in the precinct and to develop tools to facilitate development that protects these sites.

Maryborough East Industrial Precinct

The Maryborough East Industrial Precinct, located along Tullaroop Road at the outskirts of Maryborough, is one of the Shire's main locations for industrial land.
It is a key contributor to industrial land supply, containing a range of vacant industrial-zoned land, but has some barriers to effective development that need to be resolved to the maximise benefits of this land.

1. Prioritise the intensification of industrial land uses within core parts of the precinct, seeking to phase out incompatible residential uses over the longer term.
2. In the shorter term, consider buffer interface treatments to reduce land use conflicts.
3. Consider alternative zoning for land located within high-risk areas to reflect real world constraints and current use of land.
4. Consider rezoning land in the Rural Living Zone that is currently being used for industrial purposes contiguous with the precinct to Industrial 1 Zone.
5. Identify preferred access road arrangements and consider funding mechanisms to support economic development.
6. Undertake further technical investigations to confirm water and sewer servicing.
7. capacity across the precinct, including the feasibility of infrastructure extensions and augmentation required to support future industrial growth.

8. Investigate the potential for precinct wide approaches to native vegetation and cultural heritage assessment and management to remove barriers to private development propositions.
9. Investigate the potential to better understand cultural heritage values in the precinct and to develop tools to facilitate development that protects key cultural and environmental values.
10. Recognise the fire and flood impacts likely to be felt by this precinct and consider preparation of design guidelines to support more resilient industrial development.

Rural Living Zone Review Recommendations

The Rural Living Zone Review recommendations relate to the ability of these areas to be settled at a higher density. The Rural Living Zone Review recommends a precinct□based approach to managing future development, categorising areas as No Growth, Limited Growth, or Growth Supported based on their capacity to safely and sustainably accommodate additional housing density.

No Growth is recommended where areas are affected by extreme bushfire risk, significant flood hazard, environmental constraints, or land use conflicts, as intensification would increase risk to human life or environmental values. Growth is supported only in limited locations where land is relatively unconstrained, services are available or feasible, and risks can be appropriately managed without worsening existing hazard profiles. Overall, the recommendations prioritise protecting life, avoiding high□risk locations, and directing any future growth to areas with demonstrated land capability and resilience.

Precinct	Recommendation
Precinct One: **South & East Maryborough**	NO GROWTH Recommended actions: Avoid any rezoning and/or changes to subdivision in Precinct 1.
Precinct Two: **Bowenvale**	NO GROWTH Recommended actions: Avoid any rezoning and/or changes to subdivision in Precinct 2.
Precinct Three: **Maryborough North**	LIMITED GROWTH Recommended actions: Avoid precinct wide rezoning and/or changes to subdivision potential in Precinct 3. Further investigate the identified lots with subdivision potential to determine preferred Option (1, 2 or 3). Rezone identified lots to LDRZ provided identified issues can be managed appropriately
Precinct Four: **Carisbrook North**	SUPPORT FURTHER GROWTH Recommended actions: Confirm the lots identified as having subdivision potential. Also confirm any design requirements that should apply to those lots to increase their climate resilience. Once confirmed, pursue an amendment to the Schedule to the RLZ to allow a lesser minimum lot size by adding these lots to Map 1 – RLZR.

Precinct Five: Carisbrook South	SUPPORT FURTHER GROWTH Recommended actions: Confirm the lots identified as having subdivision potential. Also confirm any design requirements that should apply to those lots to increase their climate resilience. Once confirmed pursue an amendment to the Schedule to the RLZ to allow a lesser minimum lot size by adding these lots to Map 1.
Precinct Six: **Majorca**	LIMITED GROWTH Recommended actions: Avoid precinct wide rezoning and/or changes to subdivision potential in Precinct 6.
Precinct Seven: **Daisy Hill**	NO GROWTH Recommended action: Avoid any rezoning and/or changes to subdivision potential in Precinct 7.
Precinct Eight: Adelaide Lead	NO GROWTH Recommended action: Avoid any rezoning and/or changes to subdivision potential in Precinct 8.
Precinct Nine: Moonlight Flat	NO GROWTH Recommended action: Avoid any rezoning and/or changes to subdivision potential in Precinct 9.

Climate Change Considerations
Since the commencement of this project Council must now, in accordance with s12A of the Planning and Environment Act, apply *Climate Change Consideration Guidelines* to planning scheme content. The Recommendations Report predates these requirements however any future planning scheme amendment will need to address the issues outlined in the *Climate Change Consideration Guidelines.*

These include:

- Minimising greenhouse gas emissions (GHG) through increased infill development, urban structure, layout, and density, planning for renewable energy and low emissions transport. These will be key considerations in structure planning new greenfield areas, as well as in undertaking assessments of opportunities for infill development and the design considerations required.
- Increasing resilience to climate change risks, including the impact of climate change on natural hazards and how the use and development of land envisaged by the planning scheme or amendment will be resilient to the impact of, or likely impact, of climate change on natural hazards.
- Bushfire, flood, and drought are the key considerations for CGSC, with further investigations required for landslip risk. These will be key considerations in structure planning new greenfield areas and in minimising increasing density via infill development in higher risk areas. Advice has been sought from CFA, North Central Catchment Management Authority (NCCMA), and Central Highlands Water (CHW) but not explicitly against these new criteria.

The Recommendations Reports for both the LUPF and RLZR and the consultation engagement with relevant agencies have ensured the documents have considered climate change matters. Future strategic work will further these considerations.

Implementation of the Land Use Planning Framework
The LUFP will be implemented through a combination of statutory planning changes, Council-led projects, investigations, and advocacy, delivered in staged timeframes. It is not self-executing—its directions take effect only when translated into the planning scheme, infrastructure projects, and supporting guidelines.

The implementation of the LUFP and RLZR involves:

- Recommending changes to local planning policy to define and reinforce the role of precincts in relation to the preferred type of land use in each area. (Initial phase)
- Zoning changes to guide development and manage land use conflicts. (Future implementation following structure planning)

Implementation will be in multiple stages. Shorter term actions include updating municipal content in the Central Goldfields Planning Scheme. This allows consideration of future land use priorities and considerations and gives strategic support for future strategic planning work to support introduction of new policy or controls.

Timeframes
The timeframes below show how the LUPF will be rolled out gradually, recognising that some actions can begin soon, while others will occur as funding becomes available and as development and community needs evolve over time.
Implementation is deliberately staged:

- **Short term (0–5 years)**
  Planning scheme amendments, rezonings, overlays, structure planning, design guidelines, investigations
- **Medium term (5–10 years)**
  Delivery of major infrastructure and public realm projects (e.g. rail trail), heritage overlay review
- **Long term**
  Land use transition, industrial consolidation, and full build-out of growth areas

Implementation Mechanisms

Planning Scheme Amendments
The main way the LUFP will be implemented is through formal amendments to the Central Goldfields Planning Scheme, including:

- Updating the Municipal Planning Strategy (MPS) and Local Policy to embed:
  - Long-term residential growth directions
  - Industrial land consolidation strategies
  - Hazard-aware settlement planning principles
- Rezoning land to reflect preferred future use, including:
  - General Residential Zone rezonings (Carisbrook growth areas)
  - Industrial 3 Zone expansion (Maryborough North)
  - Rezoning constrained or unsuitable industrial land to conservation or non-urban zones
- Applying or amending planning overlays, such as:

  - Design and Development Overlays (DDOs) for flood-resilient design.
  - Development Plan Overlays (DPOs) for industrial precinct access, buffers, and staging
  - Updated flood overlays aligned with current Australian Rainfall and Runoff standards.

Without these statutory steps, the LUFP remains an advisory document.

Structure Planning and Precinct Planning

For areas identified for growth or change—particularly Carisbrook—Council will prepare more detailed plans to move from strategy to delivery, including:

- A Carisbrook Structure Plan, covering:
  - Precinct layout and staging of the eastern growth area
  - Preferred lot sizes, population yield, and density
  - Infrastructure requirements (roads, drainage, community facilities)
  - Integrated Water Management and flood hazard responses
  - Locations for future community, retail, and non-residential uses

Structure planning provides the evidentiary basis for rezonings, developer contributions, and infrastructure funding bids.

Council-Led Projects and Capital Works

- The LUFP identifies a number of projects Council will lead or facilitate, including:
- Formalisation and upgrade of key local roads in growth and industrial precincts
  - Preparation of industrial design guidelines addressing:
  - Bushfire and flood resilience
  - Interface treatments with sensitive uses
  - Public realm and community infrastructure projects, particularly in Carisbrook:
  - Rail bridge upgrade for pedestrian and cycle use
  - Rail trail delivery (Maryborough–Carisbrook initially, longer term to Castlemaine)
  - Community hub redevelopment within former railway buildings
  - New parks and open space within growth areas

These projects are staged and will depend on funding availability, partnerships, and timing of development.

Advocacy and Collaboration

Some actions are outside Council’s direct control and will be progressed through:

- Advocacy to State Government agencies (e.g. DTP, CMA) for:
  - Updated flood mapping and overlays
  - Transparency around hazard levels
  - Infrastructure and resilience funding
- Working with:
  - Industrial landowners to encourage subdivision into smaller lots.

- Owners of “legacy” residential properties in industrial precincts to explore long-term transition
- Developers and service authorities to coordinate infrastructure delivery.

Precinct specific – Implementation

Implementation actions are grouped by precinct to recognise that each area has different opportunities, constraints, and priorities, and will be planned and delivered in a way that responds to its unique local conditions.

Maryborough North

- Rezone land west of the precinct to Industrial 3 Zone
- Investigate selective Low Density Residential opportunities along Maryborough–Dunolly Road
- Formalise local road access.
- Review wastewater treatment plant buffer alignment.
- Protect forest-edge land from inappropriate development.

Carisbrook

- Rezone eastern land to General Residential Zone
- Apply a Design and Development Overlay requiring flood-resilient design.
- Prepare a full Structure Plan
- Deliver early community infrastructure to attract and support growth.
- Review and rationalise Heritage Overlay application.
- Deliver rail trail and public realm projects in stages.

Flagstaff & Maryborough East Industrial Precincts

- Consolidate and intensify industrial land use.
- Apply Development Plan Overlays to resolve:
  - Access networks
  - Buffers to residential uses
  - Native vegetation management
- Investigate rezoning of constrained or inappropriate industrial land.
- Prepare precinct-wide design and resilience guidelines.

Implementation of the Rural Living Zone Review

The Review will be implemented in a selective and staged manner, rather than across the municipality. In precincts where no growth is recommended, there will be no rezoning or changes to subdivision controls, and existing planning provisions will remain in place.
This approach protects areas subject to extreme bushfire risk, flooding or other major constraints, and provides a clear strategic basis for refusing inappropriate intensification. In precincts where limited growth has been identified, no precinct-wide changes are proposed; instead, only specific, identified lots may be considered.
Any potential change in these areas is contingent on further technical investigations, including flood risk, bushfire risk, EPA buffer requirements and access considerations, and would be targeted and evidence-led.
Precincts where growth is supported are limited to Carisbrook North and Carisbrook South. In these areas, any future change would be subject to confirmation of flood resilience and safe

access, appropriate management of bushfire interfaces, and careful consideration of environmental and cultural heritage values, and may ultimately proceed through a Planning Scheme Amendment if supported by a future Council decision.

Broader settlement planning.

The *Talbot Structure Plan (TSP)*, the LUFP and RLZR are only part of the broader settlement planning for Central Goldfields. Council has an outstanding future strategic planning item to undertake an infill development strategy for its main settlements.
Plan for Victoria and the HCAP are likely to place greater urgency on undertaking this work and having an overarching settlement strategy for the whole municipality. TSP, LUFP and RLZR would be key inputs into this strategy.

CONSULTATION/COMMUNICATION

In recommending adoption of these studies, this report references the community engagement undertaken and the consultation outcomes, including the submissions received and how issues raised were considered for incorporation in the finalisation of these strategic planning reports.
Over 50 community participants attended in person engagement sessions across the three days.

Engagement was delivered through 7 community sessions, including:

- One on one discussions
- Small group sessions (some sessions up to 10 people)

Additional participation occurred via:

- Online survey responses
- Written submissions
- Targeted technical sessions
- Councillor and executive briefings

The Engagement Report, (Attachment 3) provides a detailed overview of the consultation that occurred, as well as detailed discussion of the issues raised during the consultation.
Each main topic area from the consultation and submissions process outlined what was heard from the community and from agencies, the issues raised / discussed and how the feedback is shaping the document.

The recurring themes in the consultation were:

- Areas for future growth
- Industrial precincts
- Infrastructure and Servicing
- Flooding
- Bushfire

The Engagement Report outlines the feedback received and the changes that will be required to the draft documents for adoption, or why requested changes are not recommended.

Community Feedback – areas for growth

Concern regarding a lack of detail on the form of proposed development at Carisbrook was addressed by clarifying:

- Future structure planning that creates further detail about ‘what growth looks like’ in this area including lot sizes, design, and access.
- Providing further community input during the structure planning process to ensure that the growth has a responsive interface to surrounding uses and the landscape, respecting the local community’s expectations and amenity.

Detailed structure planning, supported by technical assessments, will be required before new growth areas can be zoned to facilitate development. An implementation program is required to ensure the development of a strategic, coordinated framework that turns undeveloped land into well-functioning, sustainable communities rather than fragmented developments. Council and external funding will be sought to deliver this work.

Feedback – industrial areas

Plan for Victoria did not identify Maryborough as a key industrial area. Grants for industrial area development (infrastructure) are increasingly linked to *Plan for Victoria*.
Advocacy on the importance of industrial land to Maryborough will be key to gaining support to undertake the work to turn zoned vacant industrial land into employment generating areas.
Engagement highlighted the importance of industrial land to local employment and the broader economy, with strong support for protecting existing industrial areas from incompatible uses.
While it was acknowledged that several northern industrial estates are largely developed, stakeholders questioned whether current market demand supports the release of additional industrial land, noting historically slow uptake.
Ongoing concerns were raised regarding traffic, noise and amenity impacts on nearby residential areas, with calls for improved buffers, landscaping and clearer interface management, particularly where Industrial 3 Zone land may be introduced. Queries were also raised about Environmental Protection Authority buffer requirements and their implications for surrounding land.
Agencies emphasised the need for careful infrastructure sequencing, particularly water and sewer capacity, and supported further investigation of Industrial 3 Zone opportunities near Maryborough North to accommodate service industries and non-residential uses in areas constrained by bushfire risk. Feedback also identified the need to update industrial precinct mapping to better reflect on-ground conditions.
The appropriate mix of zoning, the ability to connect key services and the need to have greater certainty in relation to native vegetation and *Aboriginal Heritage Act* matters were key issues from the consultation that were discussed in submissions and consultation sessions.

Dja Dja Wurrung Voice

Council recognises that decisions about the use, development and protection of land occur on Dja Dja Wurrung Country and commits to considering cultural values, connection to Country and heritage as part of strategic land use planning and future planning scheme implementation.
Council has sought the views of the Dja Dja Wurrung in relation to how the LUFP and RLZR documents can best reflect the *Dhelkunya Dja - Dja Dja Wurrung Country Plan 2014-2034*. This is reflected in an updated acknowledgement of country and the refinement and addition of actions for future structure plan considerations.

Consultation with six key government agencies and authorities, occurred through targeted technical sessions (in person and online):

1. North Central Catchment Management Authority
2. Department of Energy, Environment and Climate Action (DEECA)
3. Department of Transport and Planning (DTP)
4. Central Highlands Water
5. Country Fire Authority (CFA)
6. Central Goldfields Shire Council (engineers and statutory planners)

Infrastructure and servicing

From service authorities we heard:

- Infrastructure sequencing is critical and long-term delivery plans should be prepared as part of structure planning.

- Some areas (e.g. Flagstaff) may require new connections back into the Maryborough treatment plant.
- Carisbrook's existing sewer pump station has not yet reached capacity, though upgrades may be needed in the longer term.
- In Maryborough North, sewering for any Low-Density Residential Zone would need a new trunk connection under the rail line, but its viability would depend on lot yields.
- Structure planning should include explicit staging and long-term delivery plans for water, sewer and drainage infrastructure.
- Flooding overlays (FO, LSIO, SBO) will be applied consistently to guide where growth can occur without worsening flood impacts related to drainage.
- Integrated Water Management and Water Sensitive Urban Design should be embedded in growth planning to manage both flooding and water demand sustainably.
- We heard from Council engineers' additional local drainage insight, including:
    - There are significant drainage constraints in Carisbrook South on 1 ha lots - low-lying with marshy wetlands and have limited drainage.
    - South of Belfast Road, a natural flow path functions as a waterway (but is not shown in current mapping).
    - "Tomato Farm" side (i.e. east side of Landrigan Road) is of higher ground with a better fall to the creek which is likely more suitable from a drainage perspective.
    - There are existing water issues along Landrigan Road - properties can become landlocked when inundated.

Key findings from this engagement are:

- Prioritising early identification of growth areas so service planning can start sooner.
- Highlighting that any new growth will ultimately depend on servicing being feasible.
- Embedding Integrated Water Management principles and additional targeted drainage investigations into the recommendations for future structure planning.
- Ensuring that the recommendations clearly link to how infrastructure will be delivered.

The ability to service new growth areas is a common challenge. Detailed structure planning will be required to test the financial and physical feasibility of development and augmentations required, and the impact of these costs on the affordability of the development and the lead time involved. It is likely that most service augmentations to Carisbrook North will pass through the Flagstaff area. It is recommended that servicing investigations for Flagstaff commence prior to structure planning Carisbrook North as this will help inform that process.

Flooding

From key agencies we heard:

- Updated flood overlays are coming, with the flood study progressed enough to inform updated flood mapping across the Flood Overlay (FO), Land Subject to Inundation Overlay (LSIO) and Special Building Overlay (SBO) - these will distinguish levels of risk (i.e. high-depth/high-risk areas generally unsuitable for dwellings, down to drainage and overland flow paths).
- At the property level, it will come down to flood depth and safe access/exit considerations in terms of development potential.
- The priority is to ensure flood risk is mapped consistently in the planning scheme.

- While most flood advice is statutory and site-specific, targeted advice can be provided at a precinct level when land is nominated for potential rezoning or growth/settlement planning.

Key findings from this engagement are:

- Using the latest flood mapping (as it continues to be refined) and continue to keep updated by the NCCMA.
- Making clear recommendations that growth will not be supported where there is flood risk.
- Recommending the integration of IWM into design responses through future structure planning.
- Recommending further investigation into drainage upgrades through future structure planning.

Flood risk is a challenge across the municipality. The draft Recommendations Report and the community meetings gave the opportunity to discuss the most recent flood information.
This related to the separate C44 Flood amendment (process underway) and the impact of flood and fire risk considerations in planning for new growth and development in Central Goldfields Shire.
Flood considerations, including ensuring increased runoff from new development does not increase flood risk, will be important issues in future Structure Planning for Carisbrook North, which is above 1% recurrence interval floods with some margin for increased flood levels from climate change.

Bushfire

In summary, from the CFA we heard:

- Support for infill development in Maryborough.
- The importance of using a landscape-scale risk lens as the BMO alone is not determinative - the higher-level policy aims are stricter than what the BMO technically allows.
- Preference of investigation areas for growth in Carisbrook north, east and south. For growth in east Carisbrook, suitable bushfire policy response is required.
- Maryborough North is a high-risk landscape. Growth here would be inconsistent with bushfire policy.
- Other planning tools (e.g. design guidance/Design and Development Overlay) would be beneficial for non-residential uses.

Key findings from this engagement are:

- Finalising recommendations in a clear and transparent way, making sure they are guided by the CFA's formal position on bushfire risk and that this is clearly explained.
- Recommending that any non-residential use growth (i.e. industrial, commercial) is supported by further investigation into appropriate additional bushfire protection measures.

Bushfire is likely to be one of the main areas of interest in our community as there is a clear difference of between the community and agency perception of risk. The CFA feedback is clear that boundary growth will not be supported in Maryborough. Furthermore, significant work will be required to support future growth in Carisbrook North or Talbot. The position of the CFA is reinforced by the *Climate Change Considerations Guidelines*. It will be important for Council to work with the NCCMA and the CFA to not only plan for new growth areas but to identify options to reduce risk in existing settlements.

Areas for Future Growth – Summary of Key Actions for Council

The key recommendations for the final reports are:

- The recommendation that Carisbrook North is the preferred growth front.

- Building in further investigation requirements around the suitability of land along Maryborough- Dunolly Road for rezoning to Low Density Residential Zone.
- Ensuring that there is clear communication regarding ‘no growth recommended’ areas where a risk-led perspective rules out areas for safety reasons.
- Reviewing caveats and title constraints on land parcels to confirm any implications.

FINANCIAL & RESOURCE IMPLICATIONS

While the LUFP and RLZR assessments are fully funded within the existing project budget provided by the Department of Transport and Planning, any progression of work beyond the current scope will require significant investment by Council.

Comprehensive Structure Planning (including detailed background studies, servicing and infrastructure assessments, transport and traffic modelling, environmental and cultural heritage inputs, economic analysis, precinct master planning, and community engagement) typically requires in the order of $300,000 to $600,000 per precinct, depending on complexity, number of scenarios tested, infrastructure constraints, and the extent of statutory implementation work required (e.g., planning scheme amendments, development contributions plans, or Infrastructure Contributions Plan work).
These future stages are not funded within the current LUFP/RLZR budget and will need to be separately scoped and costed for consideration in future budgets or alternatively progressed through external grants where available.
Delivery of further stages may also have resourcing implications for the Strategic Planning team, which would be evaluated and brought back to Council as part of normal budget and service planning processes.

RISK MANAGEMENT

The LUFP and RLZR projects have been underpinned by broad, inclusive, and well documented engagement, which significantly reduces the risk of misunderstanding or loss of community trust. Engagement was delivered through multiple channels, including seven in person sessions, one on one meetings, small group discussions, online submissions, targeted technical workshops, and ongoing briefings with Councillors and executive staff.
This approach was positively received, with many community participants noting that smaller, table-based discussions made it easier to understand the issues and provide meaningful feedback. The process was strengthened by transparent reporting of all consultation outcomes, including how issues raised have shaped the final documents—or why certain suggestions cannot be incorporated.
The Engagement Report clearly demonstrates the key issues raised during consultation, including natural hazard constraints, agency positions (CFA, NCCMA, CHW, DEECA, DTP), planning policy considerations, infrastructure capacity, and augmentation costs. These matters were openly discussed during consultation sessions and are explicitly addressed in the Recommendations Reports.
This report addresses Councils’ following strategics risks:

Community Well-being - Failure to recognise and manage the impact of changing social and economic conditions on the community
The report manages this risk by using broad community consultation to understand changing social and economic needs, ensuring future land use planning supports housing, jobs, infrastructure and liveability while reflecting local community expectations.

Government policy changes - change in government policy and/or funding resulting in significant impact on the delivery of critical services
The report aligns the framework with current State planning policy and Ministerial Directions; while recommending staged implementation so Council can adapt to future policy or funding changes before major commitments are made.

Climate change -adaptation - Failure to appropriately respond to or prepare for the impacts of climate change
Climate risk is addressed through hazard-based planning, flood and bushfire assessments, integrated water management, and requirements for future structure planning to improve resilience to long-term climate impacts.

Financial sustainability - Failure to maintain our long-term financial sustainability
The report supports financial sustainability by identifying staged delivery, external grant opportunities, and future budget planning so long-term growth can occur without creating unsustainable financial pressure on Council.

Property and Assets - Failure to maintain, renew and expand our assets in a timely and robust way, that considers service and delivery needs
The report manages asset risk by linking future development to infrastructure sequencing, servicing capacity and capital works planning to ensure community assets are renewed and expanded in line with service needs.

Governance - Failure to transparently govern and embrace good governance practices
Good governance is supported through transparent reporting, documented consultation outcomes, clear decision-making processes and alignment with legislative planning obligations and Council policy.

Legislative compliance - Failure to manage our compliance with relevant legislative requirements
The report addresses compliance risk by ensuring all recommendations are prepared in accordance with the Central Goldfields Shire Council obligations under the Local Government Act and Planning and Environment Act, with future amendments subject to statutory review.

Community engagement- Inadequate stakeholder management or engagement impacting brand reputation and community satisfaction in Council decision making
The report reduces engagement risk by undertaking extensive stakeholder consultation, documenting feedback, and demonstrating how community input has influenced final planning outcomes to maintain trust and confidence in Council decisions.
Similar engagement is encouraged when structure planning or precinct structure planning processes are undertaken. This allows the community to broaden the understanding of site considerations and how they can be best incorporated in planning controls while still meeting planning policy framework and Ministerial Directions.

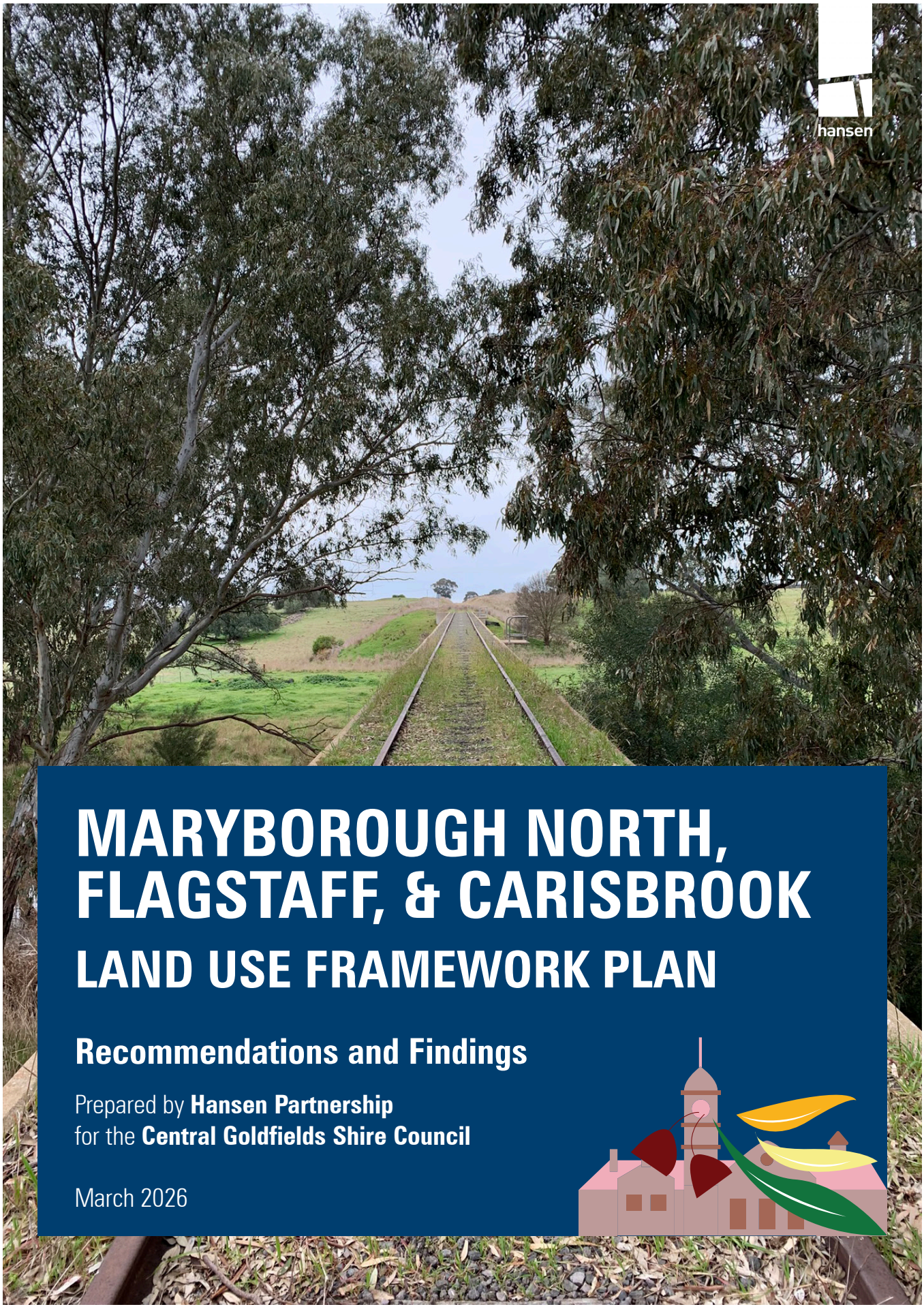
CONCLUSION

The LUFP and RLZR provide Council with an evidence-based, coordinated framework to plan for future housing and employment growth across Maryborough, Carisbrook and Flagstaff, while responding to infrastructure constraints and natural hazard risk.
Public exhibition and targeted agency engagement have strengthened the final documents by clarifying preferred growth directions, identifying ‘no growth’ areas, and confirming key requirements that must be addressed through future structure planning—particularly servicing, flooding, bushfire risk, and land use interface management. The Engagement Report demonstrates how submissions were considered and provides transparency about matters that cannot be negotiated under legislation and state policy.
Adoption of the LUFP, RLZR will enable Council to progress staged implementation through the Central Goldfields Planning Scheme, including updates to the Municipal Planning Strategy and local policy, and (subject to further technical work and resourcing) future rezonings and overlays.

It will also strengthen Council's advocacy position with State agencies for funding and support to deliver the next phase of investigations, including precinct structure planning, infrastructure sequencing and integrated water management.

ATTACHMENTS

1. 260424 LUFP Recommendations Report FOR ADOPTION [**7.7.1**]
2. 260424 Rural Living Zone Review Issues & Recommendations FOR ADOPTION [**7.7.2**]
3. 251219 URLOLUFP Engagement Summary Document Final Version [**7.7.3**]



hansen

MARYBOROUGH NORTH, FLAGSTAFF, & CARISBROOK

LAND USE FRAMEWORK PLAN

Recommendations and Findings

Prepared by **Hansen Partnership**
for the **Central Goldfields Shire Council**

March 2026

ACKNOWLEDGEMENT OF COUNTRY

Central Goldfields Shire Council wish to acknowledge the Dja Dja Wurrung People as the Traditional Owners of the land on which the Central Goldfields region resides and operates. The Dja Dja Wurrung People have performed age old ceremonies of celebration, initiation and renewal for many thousands of years. We recognise their resilience through dispossession as a testament to their culture and tradition which is strong and thriving. We acknowledge their living culture and their unique role in the life of this region.

Dja Dja Wurrung country is a cultural landscape that is more than just tangible objects; imprinted in it are the dreaming stories, Law, totemic relationships, songs, ceremonies and ancestral spirits, which give it life and significant value to Dja Dja Wurrung People. The values Dja Dja Wurrung People hold for their country are shaped from their belief systems that all things have a murrup (spirit) – water, birds, plants, animals, rocks and mountains. Dja Dja Wurrung People see all the land and its creatures in a holistic way, interconnected with each other and with the people. Prior to European colonisation, all natural places within Dja Dja Wurrung country were well known, had a name and song and were celebrated as a part of country and culture.

The State recognises that the arrival of Europeans in Victoria caused a rupture in the spiritual, environmental, political and economic order of Dja Dja Wurrung People. Unrecorded numbers of Dja Dja Wurrung ancestors had their lives taken in their fight for Djandak and Martinga Kulinga Murrup (Ancestral Spirits). Other Dja Dja Wurrung were forced from their traditional country. Dja Dja Wurrung ancestors struggled to maintain their way of life. Their food and water sources and many important cultural sites and places were destroyed or damaged by European land uses, including the introduction of exotic flora and fauna. European explorers and colonialists renamed many Dja Dja Wurrung places and landscape features using foreign names. The practice and survival of cultural tradition was gravely threatened.

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DOCUMENT CONTROL

VERSION	DATE ISSUED	BY	COMMENT
A	06.08.24	JK	Preliminary Draft for internal Council review
B	14.07.25	JK	Exhibition Draft
C	17.12.25	RB / JK	Final Draft for internal Council review
D	20.01.26	RB / JK	Final Issue
E	24.04.24	JK	FOR ADOPTION

1.0 EXECUTIVE SUMMARY

Hansen Partnership and SGS Economics have been engaged by Central Goldfields Shire to prepare a Land Use Framework Plan for Maryborough North, Flagstaff, and Carisbrook.

The Maryborough Land Use Framework Plan (LUFP) aims to provide a strategic vision for the future residential and industrial development, and growth of Maryborough North, Flagstaff, and Carisbrook. This plan fits into a broader portfolio of strategic planning work being undertaken to address the lack of residential land supply within Central Goldfields Shire.

The LUFP identifies and leverages opportunities for residential and industrial expansion in response to community needs, projected growth, and demographic changes. The plan also addresses critical mismatches in land supply and demand, aiming to provide appropriate spaces for growth in residential and industrial sectors in areas less constrained than much of the land in the area that is subject to bushfire and/or flood risk.

The studies that have informed this project include Council's *Population, Housing and Residential Strategy* (May 2020) and *Industrial Land Supply & Demand Assessment & Strategy* (December 2021). These studies identified existing and ongoing constraints regarding residential and industrial development. Supplementary technical reports have also informed the direction of this report including a Residential and Industrial Technical Assessment prepared by SGS Economics, and several bushfire assessments.

The primary objectives of the LUFP are to:

- Identify environmental constraints that are limiting growth in Maryborough and surrounds.
- Having considered environmental risks and constraints, identify suitable areas for future development.
- Resolve competing and conflicting land uses through place-based planning.
- Address the perceived shortfall of industrial land supply.
- Establish a clear growth boundary for development.

The key outcomes of the LUFP include:

- Identification of preferred areas for residential and industrial expansion which can facilitate growth.
- Long-term directions to resolve land use conflict between industrial and residential land uses.
- Recommendations for managing environmental risks such as bus__hfires and floods.
- Clear guidance for future development to ensure orderly and sustainable growth in each precinct.

The implementation of the LUFP involves:

- Engaging with stakeholders and the community to ensure the recommendations align with local needs and aspirations.
- Recommending changes to local planning policy to define and reinforce the role of precincts in relation to the preferred type of land use in each area.
- Zoning changes to guide development and manage land-use conflicts.

By following these strategic directions, the LUFP aims to facilitate balanced and sustainable growth in Maryborough North, Flagstaff, and Carisbrook, ensuring these areas can grow appropriately having regard to environmental risks and providing future clarity for both Council and its community.

PART 1
CONTEXT

2.0 INTRODUCTION

2.1 PURPOSE & STRUCTURE

The purpose of the Recommendations and Findings Report is to present final recommendations developed through the LUFP process. The report has been informed by background desktop analysis, previous and concurrent studies, site visits, community engagement and stakeholder discussions. It summarises the key findings, considerations and directions that have shaped the preparation of the LUFP.

This report is structured in three parts:

- **Part 1: Context** presents the overall findings which have underpinned the recommendations of the LUFP, following the previous work undertaken including key considerations, the views presented by the community and the projected growth of each area.
- **Part 2: Framework Recommendations** identifies the key matters informing the directions for growth in residential and industrial land and provides a series of Framework Directions which articulate where and how growth should be viewed and delivered.
- **Part 3: Precincts** steps through each of the four precinct areas, discussing the key findings arising from detailed analysis of each location. These findings have been derived from extensive background research, technical reports and have been considered in the Issues and Opportunities Report that preceded this Recommendations and Findings Report.

Additional detail regarding implementation will be summarised in **Part 4**.

2.2 METHODOLOGY

The methodology for developing the LUFP involved several key steps:

- **Data Collection:** Gathering data from various sources, including census data, local government records, State level strategic plans, ecological reports, fire hazard assessments, and existing planning documents.
- **Analysis:** Utilising GIS mapping, demographic analysis, and land use modelling to understand current conditions and project future scenarios. This includes identifying areas suitable for development, assessing environmental risks, evaluating infrastructure capacity, and considering existing future directions already adopted by Council.
- **Consultation Processes:** Engaging with the community and stakeholders through surveys, workshops, and public meetings to ensure the plan reflects local needs and aspirations. This process ensures that the plan is grounded in community values and priorities.

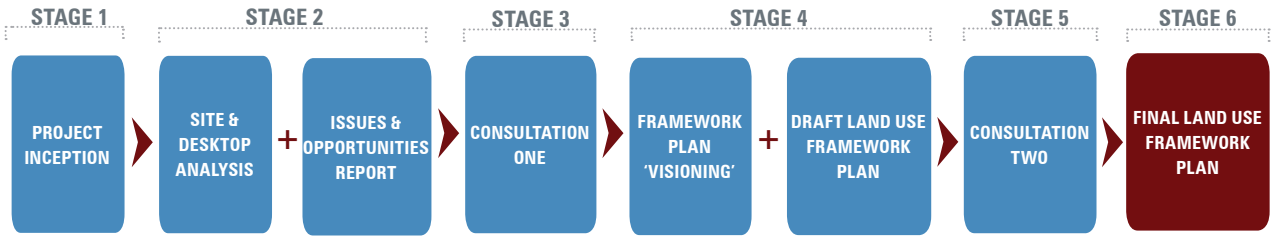


Figure 1. Project stages

2.3 REGIONAL & MUNICIPAL CONTEXT

The Central Goldfields Shire is located in the geographic heart of Victoria and is home to around 13,000 people. As the name suggests, there is a strong gold mining history in the region, and Victoria's goldfields are subject to a current bid for UNESCO World Heritage listing.

The settlements of Maryborough, Carisbrook, and Flagstaff are located along the Pyrenees Highway, roughly 40km east of Castlemaine, 65km south of Ballarat, 70km north of Bendigo, and 160km from Melbourne. Positioned on the northern slopes of the Central Highlands in central western Victoria, they are set within an agricultural landscape amidst state and regional forested parks, offering a unique and appealing backdrop.

Maryborough, the main settlement of Central Goldfields Shire, serves the surrounding region. Established during Victoria's gold rush, it boasts many intact heritage buildings, including the station building, courthouse, town hall, and post office, all centred around the civic centre. The town is at the junction of significant regional transportation routes and is naturally limited in growth by the surrounding state forests. Recent residential development has expanded to the north along Maryborough-Dunolly Road.

Carisbrook, a historic gold mining town closely linked to Maryborough socially, economically, and culturally, has its town centre along Green Street, offering local retail conveniences. It features several heritage assets, especially along Bucknall Street, and the tourist attraction Carisbrook Log Gaol. Tullaroop Creek (Deep Creek) runs through the town, providing a scenic natural corridor.

Flagstaff, located between Maryborough and Carisbrook along the Pyrenees Highway, is a former mining settlement now characterised by Box-ironbark forest. The locality includes a mix of large-scale industrial sites, roadside commercial properties, and various dwellings along the highway.

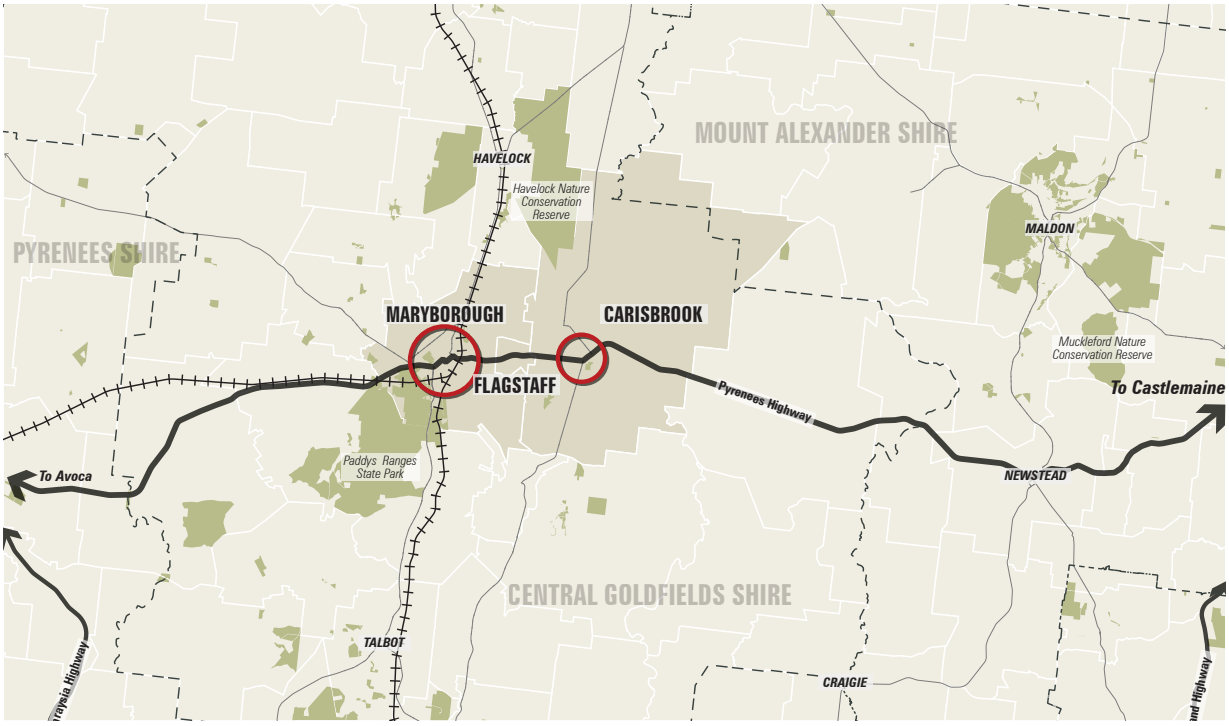


Figure 2. Context

Council's *Population, Housing and Residential Strategy* (2020) reviewed population growth rates and future demand for residential and industrial land, focusing on Maryborough, Flagstaff, and Carisbrook. It found Maryborough's greenfield land supply was nearly exhausted due to a natural growth boundary formed by surrounding forests. The last potential greenfield site in Maryborough's north faces constraints from bushfire risks and infrastructure servicing issues.

The *Industrial Land Supply and Demand Assessment and Strategy* (2021) revealed a strong ongoing demand for industrial land in the Shire, particularly for smaller 'light industrial' lots, contrasting with the larger lots available. This mismatch highlights the Shire's failure to meet the State planning policy requirement for a 15-year land supply.

In the Issues and Opportunities Report preceding this report, natural boundary constraints, environmental considerations, and potential growth opportunities were examined in detail.

The LUFP aims to explore growth scenarios and identify preferred areas for future residential and industrial development to account for future demand.

2.4 STUDY AREA

The study area is as follows (see Figure 3):

- The full extent of the Carisbrook township area, including sections of Rural Living Zone (RLZ) land to the northeast, south, and west of the township boundary.
- Industrial land within Flagstaff.
- Industrial land that forms the Maryborough East Industrial Precinct, located to the east of the trainline in the north of Maryborough.
- The Maryborough North Potential Investigation Area, consisting of land to the north of Ross Street, south of Morses Lane, west of Maryborough-Dunolly Road, and east of the forest.

While this forms the study area, the project has also been informed by influencing factors beyond these boundaries.

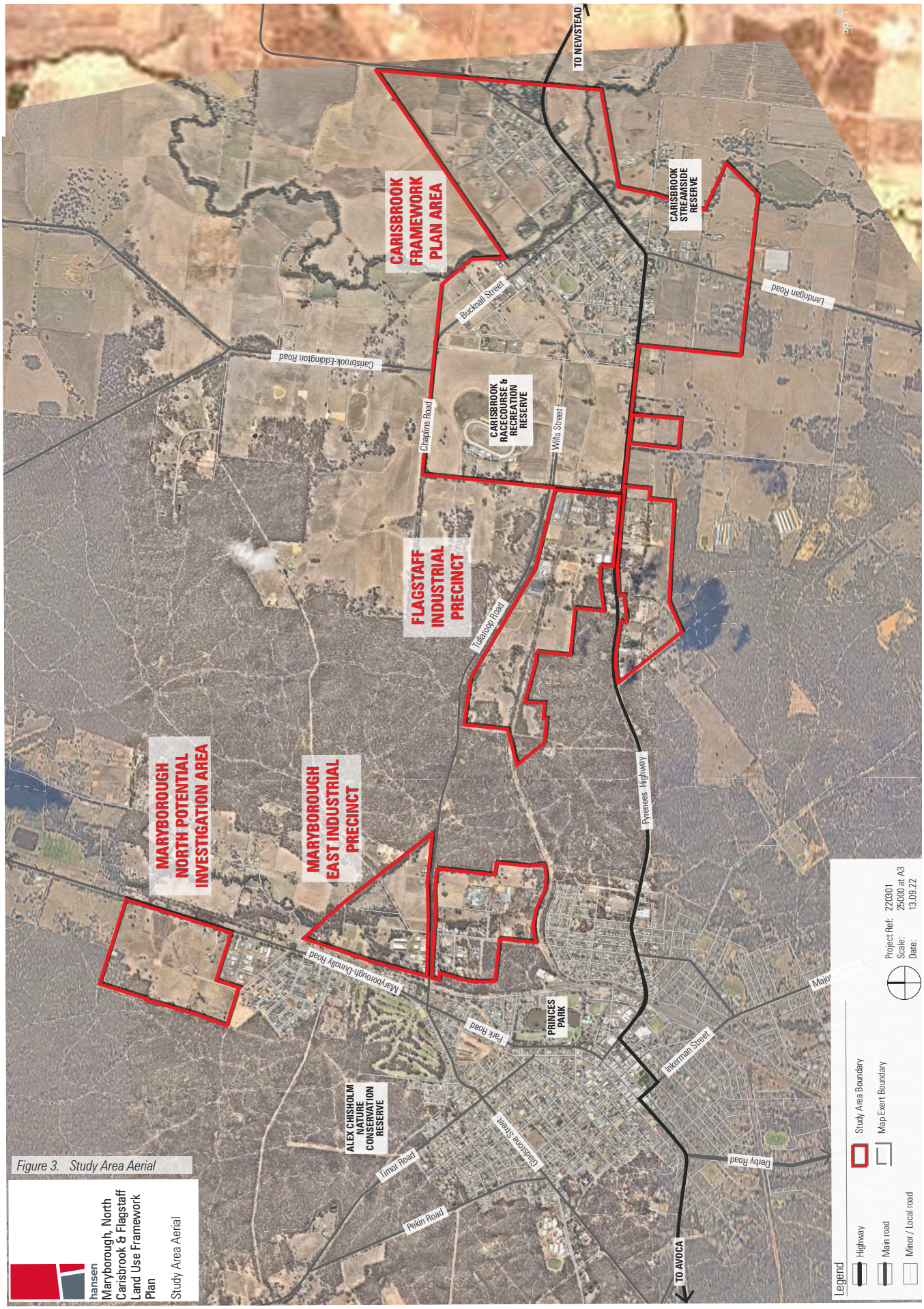


Figure 3. Study Area Aerial

2.5 COMMUNITY FEEDBACK

Part of the preparation of the plan involved engagement with the communities of each area and with key stakeholders including the Country Fire Authority and North Central Catchment Management Authority.

In **Carisbrook**, people wanted to keep their town's historic and rural charm. They were concerned about environmental dangers like floods and bushfires. Residents suggested larger lot sizes to keep a country feel and want safer paths and bridges for walking. They also suggested that better healthcare and public transport are crucial for the town to grow.

During the public exhibition period of the draft LUFP, there was recognition that Carisbrook - and specifically Carisbrook North - needs to play a role in future housing supply. Some community members questioned its overall residential appeal compared with areas in Maryborough. However, its comparatively low exposure to bushfire and flood risk relative to many other parts of the Shire was acknowledged.

In **Flagstaff**, the main concern was keeping residential areas quiet and clean, away from industrial zones. Residents would like smaller businesses to develop without harming living quality. They also wanted more measures to protect the environment and better public transport and road safety.

During the public exhibition period, feedback from the community reaffirmed the need to maintain a clear separation between industry and housing, and the need to better manage existing interfaces.

In **Maryborough North**, people raised concerns about bushfires and wanted to protect nature. They asked for safe areas around developments and focus on preserving the environment. The community called for better emergency services, healthcare, and schools. They also stated that they value green spaces and outdoor activities.

During the public exhibition period, there was reaffirmation of concern about the high bushfire risk, with strong emphasis on maintaining appropriate buffers and ensuring that any non-residential uses are supported by suitable bushfire protection measures.

Feedback received has informed the recommendations of the report. These recommendations aim to respect each area's unique characteristics whilst facilitating sustainable, hazard-responsive growth appropriate to each location. They enable orderly development, support community wellbeing, and retain the valued rural and historic character of each town.

2.6 ENVIRONMENTAL HAZARDS

The strategic work that underpins this project makes it clear that the environmental hazards affecting Maryborough and Carisbrook will be, and should be, a key driver of where future growth is accommodated. While a range of other environmental risks have been considered in formulating this LUFP - including land use conflicts and buffers - bushfire and flood risk remain paramount.

2.6.1 Bushfire Hazard

A number of bushfire hazard assessments have been undertaken over recent years as Council has sought to understand the suitability of areas for development. A strategic assessment that considered landscape-scale outcomes and the broader suitability of land for residential development was undertaken by Kevin Hazel. This assessment was supported by the CFA as an appropriate approach to understanding bushfire hazard affecting the study area.

Additional subsequent assessments were then undertaken to more specifically consider the potential for an area in Maryborough North - subject to a proponent-led rezoning request - to accommodate residential development. Both assessments identified issues with the original strategic assessment and proposed site-based responses that could mitigate some risk. However, there is a significant difference between the site-specific mitigation steps that could be undertaken to manage the risk for an individual development and the broader considerations that apply when rezoning land to support increased residential populations.

All three assessments are clear in stating that the land in Maryborough North is not 'low risk'. The presence of the Bushfire Management Overlay (BMO) across much of this area reflects that the land is subject to very high or extreme bushfire risk. As such, a rezoning that would expose new residential communities to this hazard cannot be supported. However, opportunities for other types of development that could help mitigate risks to existing residential areas - as identified in some assessments - are worthy of consideration.

2.6.2 Flood Hazard

The area is subject to very significant flood hazards, which are currently being reviewed through updates to both the modelling and associated planning controls. The settlement of Carisbrook in particular experienced several devastating flood events in 2010, 2011 and 2022, which have had a substantial impact on the community. Ensuring that future development is sensitive to these flood hazards is a critical part of this planning exercise. Carisbrook is affected by flooding associated with the creekline that bisects the township, as well as significant overland flows that move across the floodplain from the south and west.

Additional flood hazard mapping has been undertaken for Carisbrook following the flood event, and further mapping has been undertaken following the construction of a levee to the west of the township. A Shire-wide flood mapping exercise has also been undertaken, along with modelling for areas such as Maryborough North. These modelling exercises are being consolidated into updated flood mapping for each settlement, and this is expected to result in changes to the existing flood control boundaries.

For Carisbrook in particular, given the complexity of the flood behaviour and the presence of multiple flood fronts, a precautionary approach is warranted. Planning for flood hazards under current State Government policy is based solely on the 1% Annual Exceedance Probability (AEP) event. However, this represents only one type of flood scenario and reflects a balance between the likelihood of a flood and the restrictions placed on development. A Parliamentary Inquiry into the 2022 Victorian flood events noted that levees are often subject to breaches over time. The appropriate approach to areas that appear to be protected by a levee (noting that this protection is calibrated to one type of flood event) requires broader consideration regarding flood resilience measures in these areas.

A key area identified for further assessment is the extent of flooding that may occur within the township itself, and how this interacts with external flood influences from the creek or from overland flows. While various programs may be implemented to manage impacts on existing development (such as retrofitting grants or physical mitigation works), these are beyond the scope of this work. Land use planning remains the first and most effective tool for managing natural hazards, and this has been a central consideration in forming the recommendations.

Flood mapping which has informed the LUFP, along with known upcoming flood modelling updates, is summarised below:

Maryborough

- 2024/2025 - Central Goldfields Shire Council Whole Town Mapping Project: Modelling in progress. It will inform broader areas - not Maryborough and Carisbrook which have their own more detailed modelling in progress.
- 2023 - Maryborough Flood Study: Modelling completed but not yet adopted by Council. A Planning Scheme Amendment is still yet to be progressed.
- 2020 - Moliagul, Bet Bet, Talbot, Bealiba, Timor-Bowenvale RRA Flood Modelling: Completed and may affect land to the north-west of Maryborough. It is expected to be implemented through a forthcoming Planning Scheme Amendment.

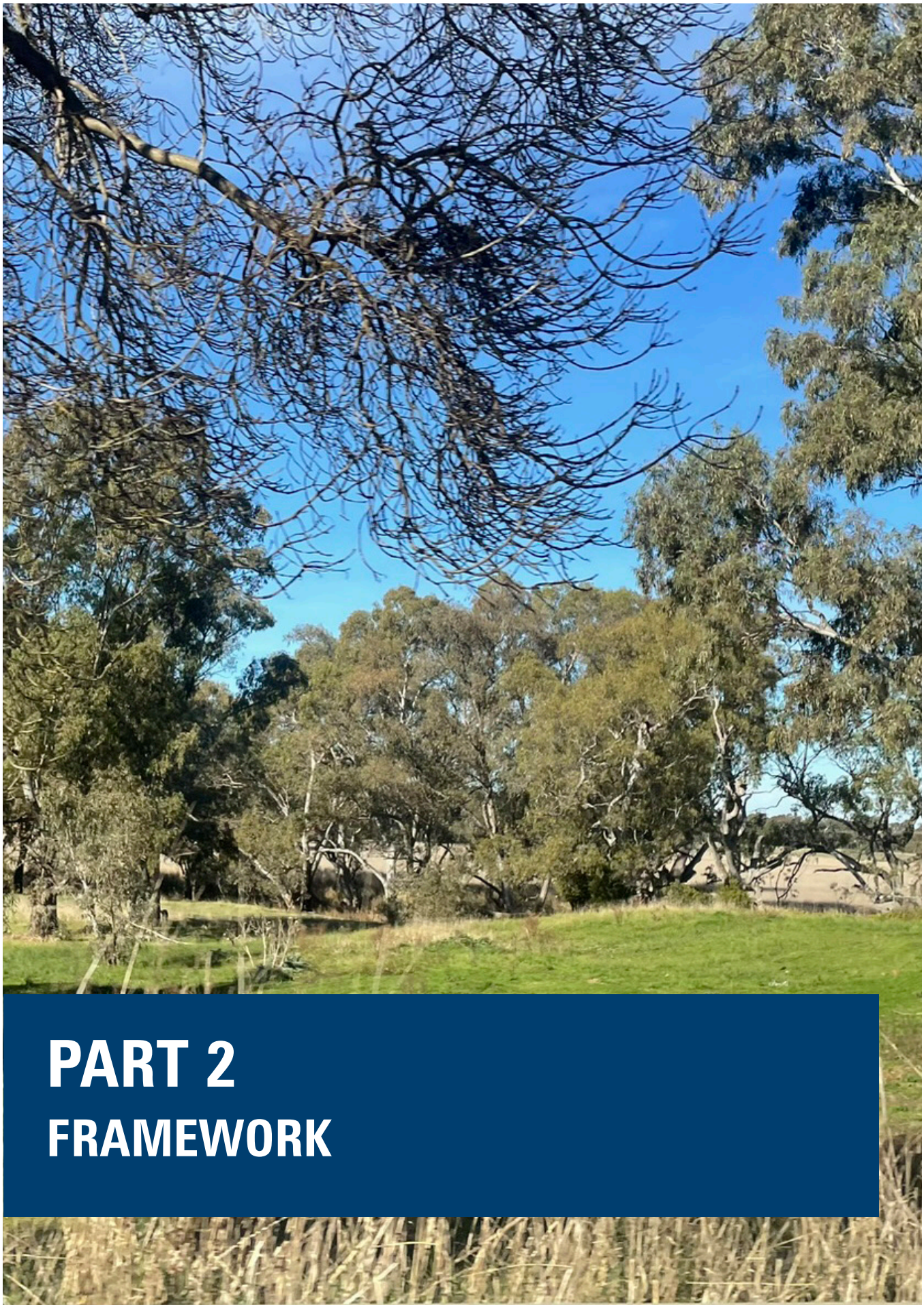
Carisbrook

- 2024/2025 – Carisbrook Flood Study: Updated flood modelling is being undertaken, likely reflecting ARR2019 which may impact the extent of flood overlays applying to the township.
- 2019 – Updated flood modelling: Modelling undertaken to reflect ARR2016 (now superseded by ARR2019) and further modifications to mitigation infrastructure in Carisbrook.
- 2013 – Original flood modelling: Forms the basis of the existing planning overlays which were implemented in 2022.

An independent review of the Carisbrook levee was undertaken in 2024 and did not recommend any changes to the extent of flood mapping but did highlight a number of issues which have been considered in the recommendations of this report.

"As our climate changes, causing weather events to become more intense and more severe, and as development changes the built environment around floodplains, the frequency and severity of flood events will only intensify. As a result, those living and working near watercourses are facing new pressures to adapt to these changes, and uncertainty that arises because of them. Communities will need to become more resilient and more prepared to respond to emergency events, and better supported to do so. Government must integrate the new climate induced reality in each stage of its policy development: from planning, to mitigation and environmental management, through to emergency response and recovery."

Parliamentary Inquiry into the 2022 flood event in Victoria, Final Report' July 2024.



PART 2
FRAMEWORK

3.0 VISION & OBJECTIVES

To ensure that the directions of the LUFP are aligned with best practice principles, State Government directions and community feedback received throughout this project, a Vision for the Maryborough, Flagstaff and Carisbrook area has been developed, together with key Objectives to guide future development.

Vision for the Area

The Land Use Framework Plan will position the communities of Maryborough and Carisbrook to thrive not only in the short term, but also over the longer term. It will ensure that there are options available for growth that keep residents safe and there is a viable pathway for growth beyond the current day.

The Framework Plan will tackle head on the challenges the communities face from increasing environmental hazards such as bushfire and flood, and will support increased community resilience.

Communities will have access to a broader range of residential opportunities - from larger rural lots and lifestyle blocks, to smaller infill options in Maryborough, and greenfield opportunities in Carisbrook to meet forecast demand.

Supporting residential growth, a broader range of industrial lots will also be available to strengthen local employment opportunities. Constraints affecting industrial areas will be addressed through coordinated resolution of issues such as access and design approaches that minimise risk and land use conflict.

Objectives for Future Development

- To strengthen the connection between Maryborough and Carisbrook, and establish Carisbrook's role as a township.
- To ensure sustainable and orderly growth by directing development suitable areas.
- To ensure that long-term growth opportunities are protected and planned for.
- To protect environmental values and manage risks associated with bushfires and floods.
- To support improved community resilience to climate change impacts.
- To promote economic development by identifying and supporting industrial land opportunities and avoiding further land use conflicts.
- To enhance community wellbeing and maintain the preferred characteristics of each precinct.
- To improve infrastructure and connectivity to support growth and accessibility.
- Avoid and minimise harm to Aboriginal heritage values.

4.0 RESIDENTIAL LAND

4.1 CONTEXT & DIRECTIONS

As discussed in earlier background work undertaken for this project, Central Goldfields Shire faces a significant challenge in meeting requirements for residential land supply. The *Population, Housing and Residential Strategy* (May 2020) found that the Maryborough-Carisbrook area - which the report recommended remain the focus for municipal-wide supply - had only between eight and twelve years of broad-hectare residential land supply available. As a result, Council has commissioned a series of strategies to provide clarity around growth and available future land supply

The challenge for Council in meeting its land supply obligations is the highly constrained nature of its main settlement of Maryborough. This important settlement is constrained by bushfire, flooding, land use buffers and heritage considerations. Council is required to provide a 15 year supply of residential land. Critically in the context of this project, that supply is to be considered at a municipal scale, rather than a settlement scale. This consideration is an important recognition that not all towns will have the same capacity for growth.

A core component of strategic land use planning - and one treated as a 'non-negotiable' in the approval process - is the need to requirement to ensure that future growth areas do not expose new residents to unacceptable hazards. State planning policy at Clause 13.01-1S (Natural Hazards and Climate Change) directs Council to: *"Direct population growth and development to low-risk locations"*.

Accordingly, the LUFP seeks to direct residential growth to low-risk locations. Opportunities to contribute to overall land supply through larger-lot development are being considered through a complementary project, while this LUFP focuses on 'conventional' residential development. Additional growth will be accommodated within the existing urban footprint of Maryborough, supported by work to review and refine existing Heritage Overlays to ensure they remain fit for purpose. Some development potential also exists in the attractive township of Talbot, which has access to rail transport, however the rate and timing of this growth is dependent on funding of a proposed sewerage system.

Residential growth in the shorter term is directed to the western side of Carisbrook, where elevated land contiguous with the existing settlement is free from both fire and flood hazards. Sufficient land is available to meet supply requirements on both existing zoned land and through future rezonings. Easy connections to water and sewerage systems are available. The existing township of a Carisbrook has a range of services and facilities available but establishing a clear direction for future growth also allows Council and other authorities to direct resources to support new residents. Critically, these services can also support existing Carisbrook residents. The proposed growth area is also removed from the bushfire risk associated with Maryborough's surrounding forests, as well as identified areas with the potential for grassfires. This makes it an appropriate location for future growth. It is also free from interfaces with industrial land, avoiding the land use conflicts that existing in a number of other areas.

Opportunities to support the development of this proposed growth area include the development of the old railway into a shared path connecting Maryborough and Carisbrook which could form part of a wide rail trail connection via Newstead to Castlemaine. Heritage station buildings in Carisbrook have the potential to be revived as a central community or arts hub closely connected to the new residential areas via the existing rail bridge. Both these opportunities would support both residential growth and the broader Goldfields heritage ambitions.

While Carisbrook has more limited retail, residents are located in such close proximity to the range of services and retail offer available in Maryborough (a short distance along the Pyrenees Highway) that it is not as significant an issue as it may be in other settlements. While unlikely to be feasible in the shorter term, the development of additional retail – in particular a supermarket in the area free from hazards in Carisbrook would significantly increased the resilience of the township if it were 'cut off' from other settlements in future events, as well as supporting the broader growth ambitions for the township. Such matters could be considered further in the preparation of a structure plan for the township.

4.2.1 Supply of Residential land

While there remains a number of potential areas for residential development across Carisbrook that are already zoned for residential purposes, it is recommended that the first stage of the proposed 'growth area' be rezoned to the General Residential Zone. This rezoning is important to send a clear message about future growth in this area, and to avoid the 'underdevelopment' of this land which is likely under its current Rural Living zoning. Providing additional residential zoned land is not considered to result in a distortion or oversupply given the complexity of matters influencing development processes in areas such as Maryborough-Carisbrook. It also supports the commencement of planning for relevant infrastructure, services and facilities in advance of development.

Directing greenfield development to elevated land in Carisbrook means that the opportunities in Maryborough will be focused around increasing the density of development largely within the existing urban footprint. This addresses two of the issues identified in SGS's analysis - it increases the density, but also provides opportunities for greater housing diversity, including opportunities to 'age in place' in the settlement which has the best access to key services such as health facilities.

The other key benefit in directing greenfield development to elevated land in Carisbrook is that it supports longer term growth and prosperity for the settlements. While demand has previously been directed to Maryborough, with its greater range of services, than Carisbrook over the longer term this must inevitably change given the constraints facing Maryborough. This Framework Plan ensures this will occur in a coordinated and planned manner. The area proposed for residential growth offers longer term expansion opportunities largely free from environmental hazard in multiple directions (see Table 1).

It is noted however, that planning for this area will likely require some restructuring of lots, including potential realignment of road reserves to align with topography - the interesting result of Carisbrook having been the original planned settlement for this area.

Summary of SGS findings on residential land

The Strategy suggests the forecast population growth and dwelling demand will translate to an estimated requirement for between **22 and 78 hectares (ha)** of additional broad-hectare residential land in the Shire over the next **25 years**. However, the Strategy identifies key issues to fulfilling this demand, including:

- A shortage of residential zoned broad-hectare land: there is not sufficient broad-hectare land to accommodate residential demand in the medium- to long-term.
- A lack of housing diversity: more than 90% of the existing housing stock in the Shire is comprised of single detached dwellings.
- An ageing population: in 2016, the median age of the Shire's residents was 50, compared to 37 for Victoria. Housing in the Shire will need to diversify to include provisions for ageing in place, downsizing, affordable housing, and housing close to the services.
- Significant environmental constraints coupled with large lot sizes, particularly in the residentially zoned areas around Maryborough, results in a relatively low dwelling yield of 4.7 dwellings per gross hectare for the municipality.

SUPPLY ASSESSMENT (INDICATIVE)	
VACANT LOTS	
Existing zoned General Residential - Area (hectares) close to growth area	6.67ha
Existing zoned Rural Living - Area (hectares)	35ha
LOTS WITH HOUSE + SUBDIVISION POTENTIAL	
Existing zoned Rural Living - Area (hectares)	16.62ha
TOTAL THEORETICAL HA	**58.29ha**
ADJOINING FARMING LOTS WITH LONG TERM POTENTIAL	
Lot 1* (consolidation of all lots, excluding road reserves, not excluding flood affected areas)	100.65ha
Lot 2	65.8ha
Lot 3* (buffers from quarry site may require consideration)	93.5ha

Table 1. Indicative supply of existing and future residential land in Carisbrook

4.2.2 Flood Hazard in Carisbrook

Essentially all land on the west side of Tullaroop Creek (Deep Creek) where much of the established township of Carisbrook is located is subject to flooding. While recently constructed levees will offer some protection or reduce the scale of impacts from flood events, there will remain a significant flood risk for this part of the township into the future. For example, factoring recent updates to the Australian Standards which guide flood modelling (ARR24), the levee would reduce the impact but would not remove the risk of flood from almost all of the township.

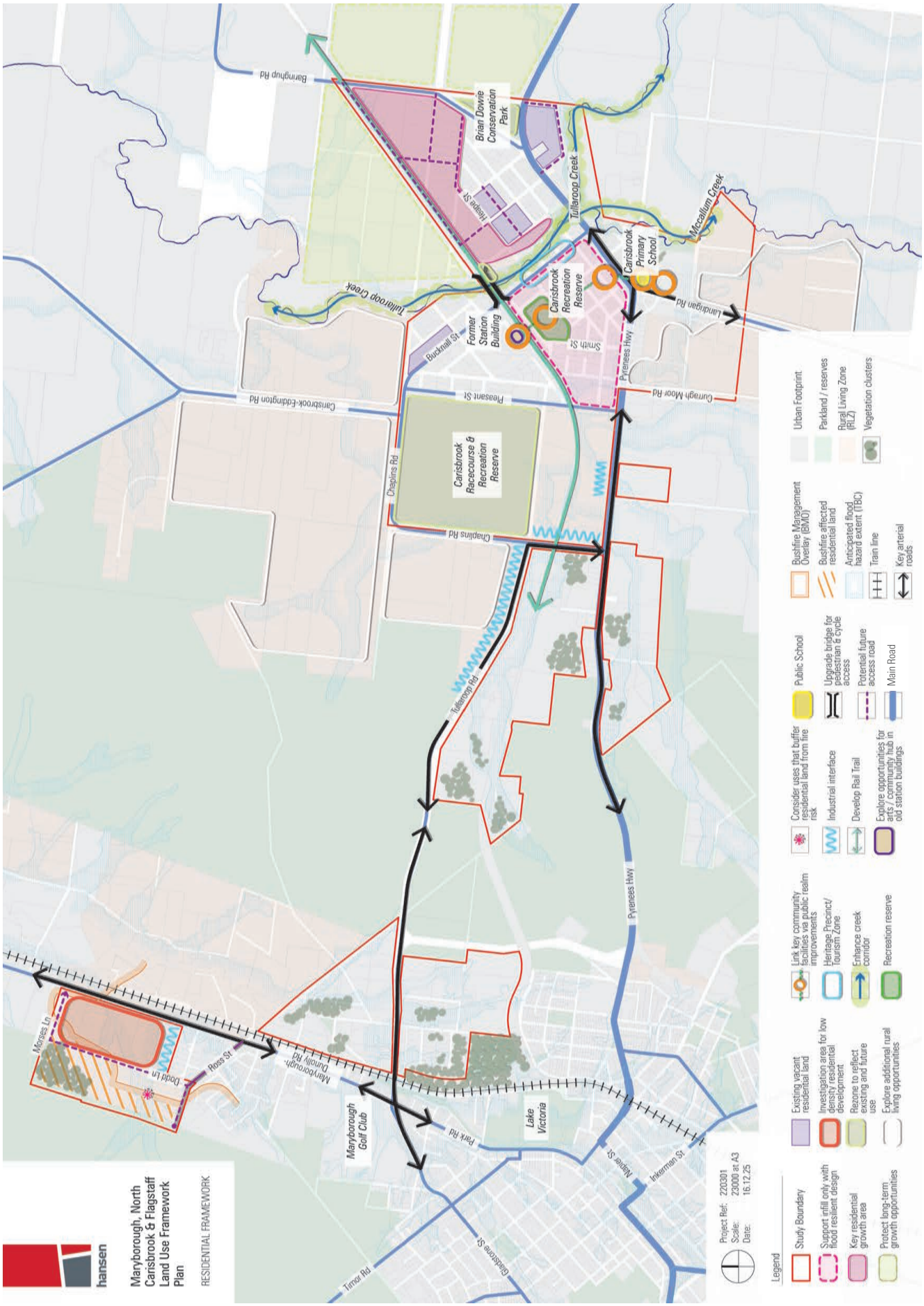
While it is therefore not considered an appropriate area to direct growth, nonetheless, incremental infill of existing vacant blocks and the redevelopment of existing blocks may occur over time. Which area of the township can still support this incremental infill should be a key focus of a structure planning exercise for the settlement. In order to ensure that the existing residential areas to the west of Tullaroop Creek (Deep Creek) are flood resilient, it is recommended a Design and Development Overlay be applied to land which is within this main township area, subject to flooding under a 0.5% AEP event. It is recommended that this control be designed to not trigger a permit, provided the development meets certain requirements associated with flood resilient design – in other words, no permit would be required if new development was designed to be flood resilient. Over time, this should support the ongoing climate resilience of the Carisbrook community, alongside the growth of new neighbourhoods.

In some areas of the township the likely flood depths during a 1% AEP event may be Hazard Class 1 (*Generally safe for vehicles, people and buildings*) or 2 (*Unsafe for small vehicles*) using the federal model, making a design response to the flood hazard a potential response in this context. It would be useful if, as part of updates to flood controls likely in the near future, to distinguish level of hazard through the application of different schedules to the LSIO or in associated local policy.

Note: *Flood modelling for Carisbrook is currently being assessed to support an amendment to the existing flood controls which apply to the township. The recommendations are calibrated against the latest modelling available, and in particular the hazard levels associated with flood events in different parts of the township.*

4.3 FRAMEWORK ELEMENTS

- Direct new residential growth for the Maryborough-Carisbrook area to elevated land on the eastern side of Carisbrook.
- Look to rezone existing Low Density Residential and Rural Living zoned land on the eastern side of Carisbrook to General Residential Zone as shown on Figure 3.
- Undertake more detailed Structure Planning for Carisbrook including precinct planning for the eastern side of the settlement to underpin the identification of required infrastructure to support residential growth.
- Identify farming land contiguous with the proposed growth area for longer term township expansion to prevent incompatible uses (such as broiler farms) being approved in this area.
- Support a future rezoning to facilitate the development of an appropriately located and designed neighbourhood activity centre on the eastern side of Tullaroop Creek (Deep Creek) as residential development proceeds.
- Look to maximise co-benefits of rail trail conversion linking Maryborough and Newstead / Castlemaine. This project could support / leverage from Goldfields World Heritage bid as well as improving connections for those within the proposed growth area.
- Confirm funding mechanisms to deliver community-building projects in Carisbrook to establish facilities ahead of and to attract growth. Key areas for investment include:
  - Formalisation of key roads to support future subdivisions.
  - Conversion of old rail bridge to support pedestrian and cycle movements.
  - Conversion of old rail station buildings to community hub.
  - Delivery of a new public park along old rail line on surplus railway land.
  - Establishment of a highly amenable and accessible 'key pedestrian link' from the rail bridge, to the potential community hub, to the existing recreation reserve, to the town centre and then to the Primary School.


Maryborough, North Carisbrook & Flagstaff Land Use Framework Plan
RESIDENTIAL FRAMEWORK
hansen
Project Ref: 220301
Scale: 23000 at A3
Date: 16.12.25
Legend
Study Boundary
Support infill only with flood resilient design
Key residential growth area
Protect long-term growth opportunities
Existing vacant residential land
Investigation area for low density residential development
Rezone to reflect existing and future use
Explore additional rural living opportunities
Link key community facilities via public realm improvements
Heritage Precinct/ Tourism Zone
Enhance creek corridor
Recreation reserve
Consider uses that buffer residential land from fire risk
Industrial interface
Develop Rail Trail
Explore opportunities for arts / community hub in old station buildings
Public School
Upgrade bridge for pedestrian & cycle access
Potential future access road
Main Road
Bushfire Management Overlay (BMO)
Bushfire affected residential land
Anticipated flood hazard extent (1%)
Train line
Key arterial roads
Urban Footprint
Parkland / reserves
Rural Living Zone (RLZ)
Vegetation clusters
Bannigup Rd
Brian Downie Conservation Park
Harpe St
Tullaroop Creek
Carisbrook Primary School
Carisbrook Recreation Reserve
Smith St
Pyrenees Hwy
Landigan Rd
Former Station Building
Bucknall St
Pleasant St
Carisbrook-Eddington Rd
Carisbrook Racecourse & Recreation Reserve
Chapins Rd
Tullaroop Rd
Curraghmoor Rd
Maryborough Dunolly Rd
Ross St
Bodd Ln
Moses Ln
Maryborough Golf Club
Lake Victoria
Park Rd
Napier St
Inkerman St
Gladstone St
Timor Rd

- Consider appropriate lot sizes to ensure compatibility with the existing township as part of a structure planning process to confirm lot supply. Existing lot sizes in the eastern part of Carisbrook tend to range from 900-1500sqm.
- Ensure any planning for the proposed growth area incorporates Integrated Water Management principles and design requirements to ensure that impacts on both the flood hazard of existing areas and the water quality of Tullaroop Creek (Deep Creek) are appropriately managed.
- Further investigate infill of existing vacant lots zoned for residential use in Carisbrook provided design is flood resilient. Apply a Design and Development Overlay to all flood impacted land, including that 'protected' by the levee to increase climate resilience.
- Similar 'flood resilient' upgrades to the Primary School should be advocated for noting often grants are available to support these measures.
- Consideration may need to be given to establishing a second 'neighbourhood safe zone' on the eastern side of Tullaroop Creek (Deep Creek) as the residential population increases.
- Undertake further investigations to identify the appropriateness of a Low Density Residential rezoning of land in Maryborough North adjoining the Maryborough-Dunolly Road which may be suitable for accommodating Low Density Residential Zone connected to sewer which would support lots of 2000sqm. This would depend on the establishment of an appropriate use (such as light industrial uses) separating this land from the forest edge and confirmation that there is no meaningful flood hazard and separation from the sewerage treatment plant is managed.
- Ensure that the updated EPA separation distance guidelines (e.g. 1km for concrete batching) are reviewed and applied in assessing any new land use or rezoning proposals within the precinct, to confirm appropriate land use outcomes and avoid future constraints.

5.0 INDUSTRIAL LAND

5.1 CONTEXT & DIRECTIONS

Background analysis identified that Maryborough has a generous supply of industrial land. However, much of this land is constrained, with fire or flood hazards which need to be considered, as well as having significant areas of native vegetation or existing dwellings which may compromise the ability of these areas to be practically used for their intended purpose.

To address this the LUFP has recommended:

- Reconsidering some areas which may be more appropriate in other zones to reflect their current and potential future uses. This has the added benefit of preventing distortions in how available industrial land supply is understood.
- Consolidating industrial precincts and focusing on those with good existing or potential access. Identifying a preferred access network in larger precincts to support the effective future subdivision of these areas into a range of lot sizes, and the potential for facilitation of the construction of these local access roads.
- The identification of an additional area for rezoning to Industrial 3 Zone to address an identified gap, complementing the existing industrial precinct in Maryborough North. This also provides a development opportunity for an area which is compromised for residential development, but which would support protection from bushfire for existing urban areas.

In addition, while exposure to hazard of industrial land is given lesser weight than 'sensitive' uses such as accommodation (i.e. people's homes), nonetheless, guidance as to design responses which can support the resilience of these areas to fire and flood risk is also recommended. Further understanding of the extent of flood risk in the Flagstaff area and the application of appropriate overlays is also recommended.

Opportunities to consider 'precinct-wide' approaches to native vegetation may also support further development in these areas - for example, considering the offsetting of areas of vegetation in central parts of precincts through additional plantings in larger pockets on the periphery may support the development of these industrial areas. The appropriate response to this may be best established by a Native Vegetation Precinct Plan which may reduce the cost imposed for landowners who would otherwise have to complete individual assessments. Should Council wish to prioritise opportunities for industrial development in this area Council funding for this exercise could be considered.

Summary of SGS findings on industrial land

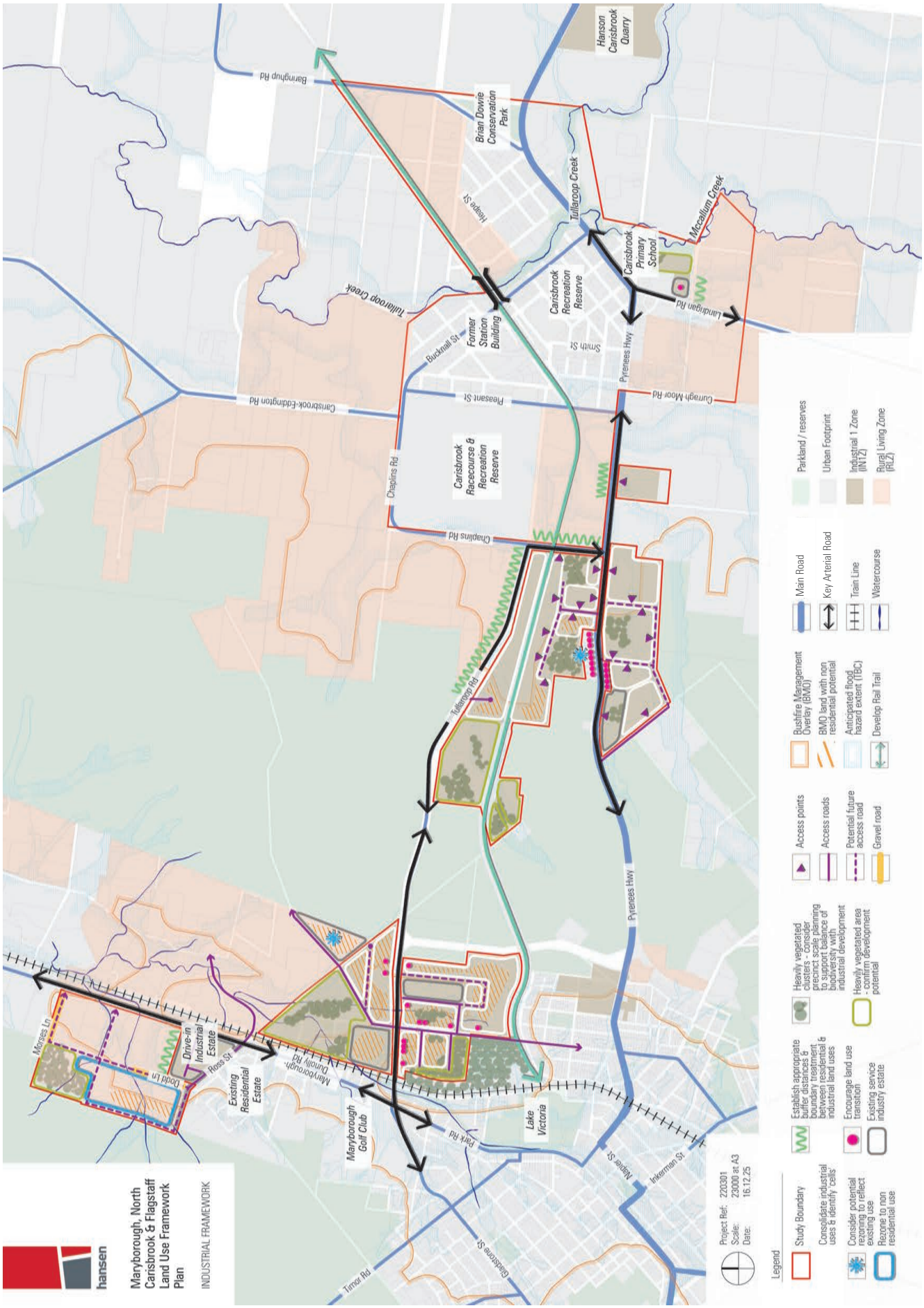
There are two major industrial precincts in the Maryborough-Flagstaff area that contain the majority of vacant supply (as at February 2021) in the Shire:

- 27 vacant industrial lots (44% lot vacancy rate) in the Flagstaff industrial precinct;
- 24 vacant industrial lots (28% vacancy rate) in the Maryborough East industrial precinct.

Both estates are peppered with low-density dwellings, and the Flagstaff precinct in particular is constrained by various overlays and a high risk of bushfire according to the 2022 Bushfire Assessment.

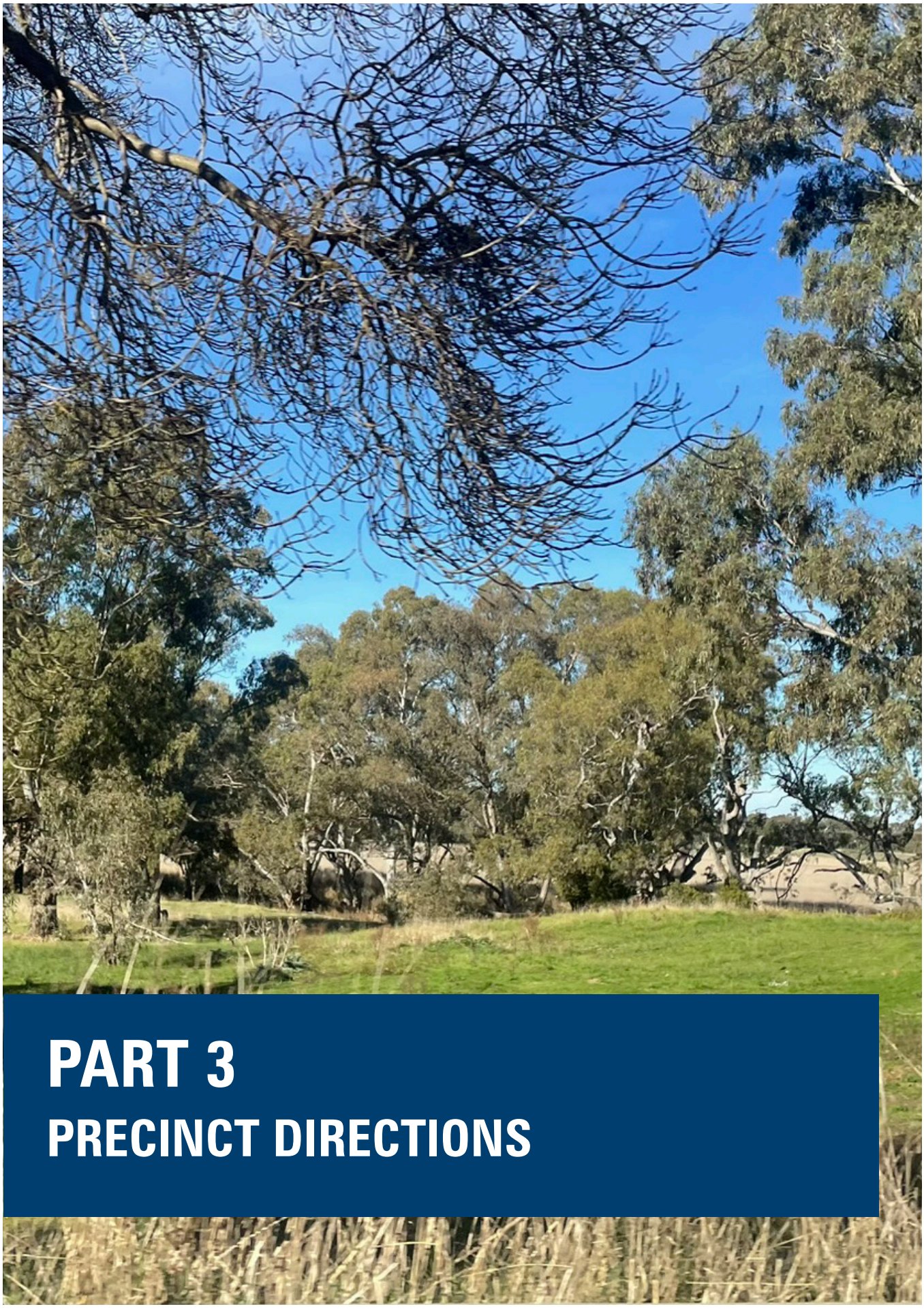
The *Industrial Land Supply & Demand Assessment* (2021) identified a total of 595ha of industrial zoned land across the Shire, around one third (198ha) of which is available for development. Once allowance for 'take outs' (roads, drainage, and other infrastructure) is made, there is approximately 140ha net developable industrial land across the Shire.

Using three demand scenarios to assess the supply of industrial land, the assessment concluded that there is over 25 years of industrial land supply in the Shire across all three scenarios. However, it is important to note that **despite this high overall apparent capacity, there is a shortage of smaller industrial lots (below 0.5ha). These lots are most in demand and have been effectively exhausted in Maryborough-Flagstaff**, but there is a significant stock of large lots which have the potential for both small lot subdivision and large industrial land users to locate/expand.


Maryborough, North Carisbrook & Flagstaff Land Use Framework Plan
INDUSTRIAL FRAMEWORK
hansen
Project Ref: 220301
Scale: 23000 at A3
Date: 16.12.25
Legend
Study Boundary
Consolidate industrial uses & identify 'cells'
Consider potential rezoning to reflect existing use
Rezone to non residential use
Establish appropriate buffer distances & boundary treatment between residential & industrial land uses
Encourage land use transition
Existing service industry estate
Heavily vegetated clusters - consider precinct scale planning to support balance of biodiversity with industrial development
Heavily vegetated area - confirm development potential
Access points
Access roads
Potential future access road
Gravel road
Bushfire Management Overlay (BMO)
BMO land with non residential potential
Anticipated flood hazard extent (TBC)
Develop Rail Trail
Main Road
Key Arterial Road
Train Line
Watercourse
Parkland / reserves
Urban Footprint
Industrial 1 Zone (IN1Z)
Rural Living Zone (RLZ)
Barrington Rd
Brian Dowrie Conservation Park
Harper St
Tullaroop Creek
Hanson Carisbrook Quarry
Mccallum Creek
Carisbrook Primary School
Landigan Rd
Carisbrook Recreation Reserve
Former Station Building
Buckhall St
Smith St
Pyrenees Hwy
Gurrah Moor Rd
Pleasant St
Carisbrook-Eddington Rd
Carisbrook Racecourse & Recreation Reserve
Chaplins Rd
Talaroop Rd
Merses Ln
Drive-in Industrial Estate
Ross St
Doodt Ln
Maryborough-Dunolly Rd
Existing Residential Estate
Maryborough Golf Club
Lake Victoria
Park Rd
Napier St
Inkerman St
Gladstone St
Timor Rd

5.2 FRAMEWORK ELEMENTS

- Consider opportunities to improve infill of existing industrial areas to create logical precincts and provide access to isolated parcels of industrial land.
- Rezone industrial land that has limited 'real life' potential to ensure that understanding of the supply of industrial land is not distorted. These areas include:
  - Carisbrook: Adjoining Deep Creek and abutting Carisbrook Primary School.
  - Flagstaff: At the eastern extent where it applies to residential properties set within bushland.
  - Maryborough: Land in the north of the Maryborough east precinct where land is affected by flood and fire hazard, is heavily forested and has limited access.
- Support the expansion of the existing 'Drive-in' industrial precinct. Industrial 3 Zone is recommended to the east to ensure an appropriate transition from existing residential development and to support increased separation of residential uses from areas of fire hazard.
- Investigate mechanisms to encourage longer term land use transition of legacy development, such as dwellings located within larger industrial precincts.
- Consider mechanisms to establish design responses such as buffers and appropriate interface treatments to address legacy land use conflicts in the short term.
- Establish a preferred access arrangement for existing industrial precincts to facilitate effective future subdivision and activation. Ensure configuration of roads supports a range of small and large scale industrial uses.
- Investigate potential avenues for Council funding of key access roads to support subdivision and /or use of larger industrial lots.
- Explore options for Council-led assessment of native vegetation in the Maryborough East and Flagstaff industrial precincts to avoid the need for lot scale assessments and to identify preferred offset areas within or close to the precincts.
- Develop 'Guidelines for resilient industrial development' to provide design suggestions for development within fire and flood affected areas of the Shire's industrial estates.



PART 3
PRECINCT DIRECTIONS

6.0 DETAILED DIRECTIONS

Land within the study area has been investigated to understand the potential it has for accommodating future residential and industrial growth for the townships, and by extension the Shire. The findings identified in this section of the report address the four main precincts within the study area, namely:

- Maryborough North Precinct.
- Maryborough East Industrial Precinct.
- Flagstaff Precinct.
- Carisbrook.

The following pages provide a summary of the issues and context for each precinct (drawing on the previous Issues and Opportunities Paper) followed by recommendations for the precincts.

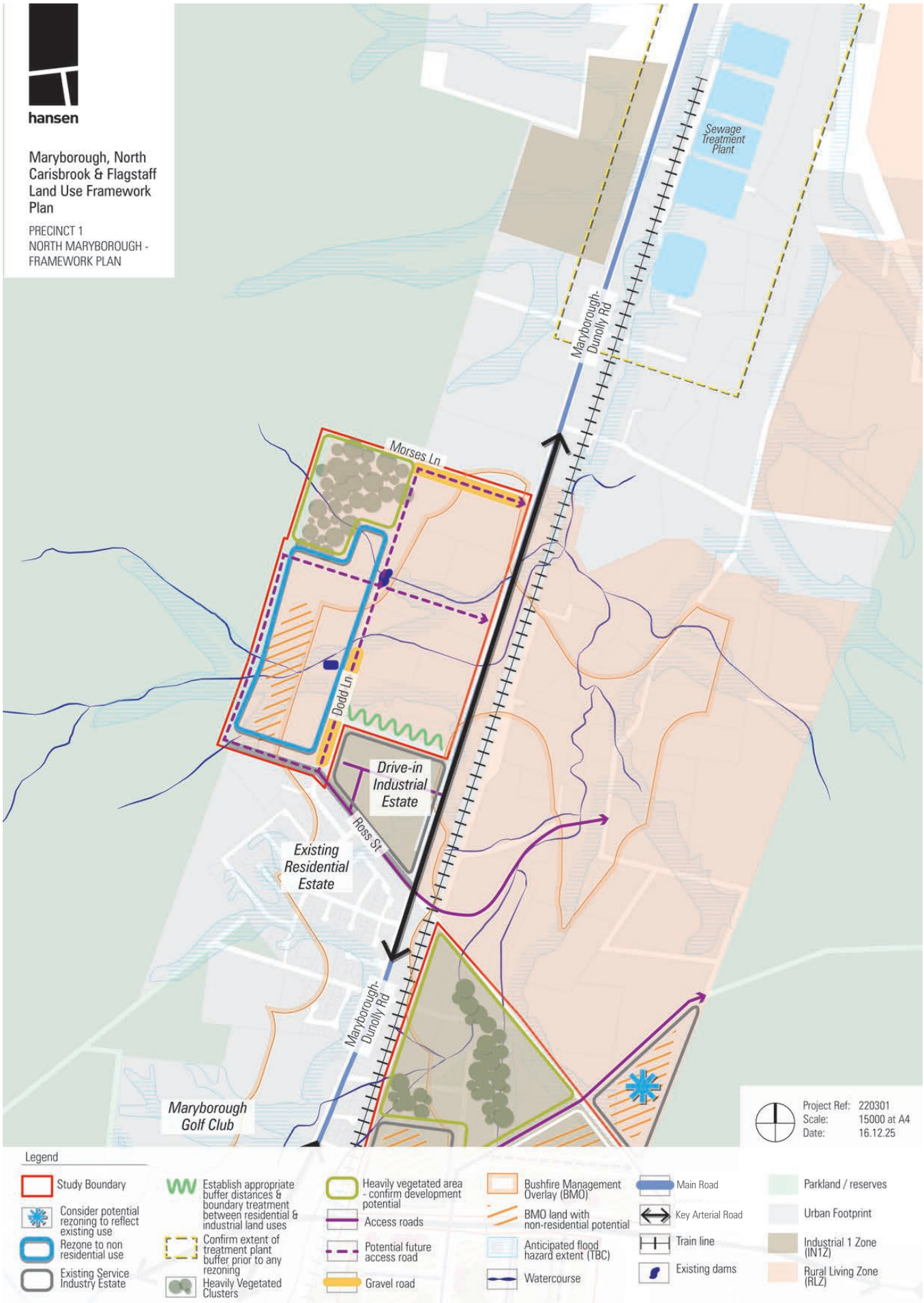
The summaries and maps have been prepared for comment with further input sought through consultation with the community and stakeholders to expand upon the findings. Similarly, the recommendations for growth have been informed by conversations with relevant communities, landholders and other stakeholders, and will continue to be refined through ongoing engagement.

6.1 Maryborough North

The Maryborough North precinct consists of Rural Living Zone (RLZ) land to the north of residential and industrial zone land at the northern periphery of Maryborough. It has been identified as an investigation area for future residential growth. Council's Population, Housing and Residential Strategy identified it as likely one of the only opportunities for township expansion in Maryborough due to constraints and limitations in other directions. The extent of hazards was not fully considered at the time of drafting and a preferred future direction is now required for the area.

Issues & Context:

- This area is subject to considerable bushfire risk. The Victorian Fire Risk Register Human Settlement identifies the area as subject to very high risk and part of the precinct is affected by the Bushfire Management Overlay which is only applied to land that may be significantly affected by extreme bushfires.
- A bushfire risk assessment of the area (the Kevin Hazel Report of 2023) identified the area as having one of the highest risk interfaces and being subject to enhanced potential for grassfire ignitions. The precinct was identified as a mix of Landscape type 4 (extreme risk) and Landscape type 3 (where neighbourhood scale destruction is possible).
- A subsequent report by Practical Ecology broke the precinct into sub-precincts (see Figure 6). Sub-precinct 8 (fronting the road) has only a moderate hazard rating and a moderate risk level, with potential for these to be mitigated through development in Sub-precinct 6. Sub-precinct 6 has a high hazard rating, with the risk moderate.
- Practical Ecology have identified that non-residential development of land abutting the forest is the preferred response. This would also mitigate exposure of existing residential areas, as well as development fronting the Marybourgh-Dunolly Road, for which a lesser risk would be applicable should land abutting the forest be developed.
- The CFA has confirmed that rezoning for residential development cannot be supported in Maryborough North. Any non-residential development would need to be accompanied by further investigation into appropriate bushfire protection measures.
- Central Highlands Water has confirmed that while the precinct is relatively in reach of water and sewerage infrastructure, there are existing constraints relating to capacity and connection. Augmentation of the water supply network, along with the extension and construction of new connections from the trunk network across the railway line east of the land, would be required.
- The existing Environmental Significance Overlay - Schedule 2 for the Maryborough Treatment Plant Air Emissions Buffer provides some protection to manage the buffer with the wastewater treatment facility. However, the precinct is in close proximity to this treatment plant and the current extent of this overlay is still to be confirmed. Should any rezoning in this precinct progress, the alignment of this buffer with existing EPA Guidelines should be reviewed and updated if required.
- The precinct is also bisected by an unnamed waterway which is associated with flooding, although this is not reflected in existing planning controls. The latest Maryborough flood study will confirm this but it is likely the precinct may need to be 'split' to accommodate a reserve for this waterway, which will need to be factored into design approaches should any development proceed.
- The land also has an interface to with existing Industrial 1 Zone land. State policy encourages separation between this zone and residential uses as a range of industrial uses are permissible without a planning permit in that zone. Many uses are also associated with specific buffers - generally of between 100 and 300m - to manage land use conflicts and prevent encroachment of sensitive uses which may compromise ongoing industrial use.
- A single lot to the immediate north of the industrial estate is already in the Low Density Residential Zone.
- This area also adjoins an endangered box ironbark forest to the west which is a sensitive interface, and impacts on the forest's biodiversity would need to be considered.
- The precinct abuts the Maryborough-Dunolly Road which provides direct access into Maryborough's town centre.


hansen
Maryborough, North Carisbrook & Flagstaff Land Use Framework Plan
PRECINCT 1
NORTH MARYBOROUGH - FRAMEWORK PLAN
Sewage Treatment Plant
Maryborough-Dunolly Rd
Morses Ln
Dodd Ln
Drive-in Industrial Estate
Ross St
Existing Residential Estate
Maryborough-Dunolly Rd
Maryborough Golf Club
Project Ref: 220301
Scale: 15000 at A4
Date: 16.12.25
Legend
Study Boundary
Consider potential rezoning to reflect existing use
Rezone to non residential use
Existing Service Industry Estate
Establish appropriate buffer distances & boundary treatment between residential & industrial land uses
Confirm extent of treatment plant buffer prior to any rezoning
Heavily Vegetated Clusters
Heavily vegetated area - confirm development potential
Access roads
Potential future access road
Gravel road
Bushfire Management Overlay (BMO)
BMO land with non-residential potential
Anticipated flood hazard extent (TBC)
Watercourse
Main Road
Key Arterial Road
Train line
Existing dams
Parkland / reserves
Urban Footprint
Industrial 1 Zone (IN1Z)
Rural Living Zone (RLZ)

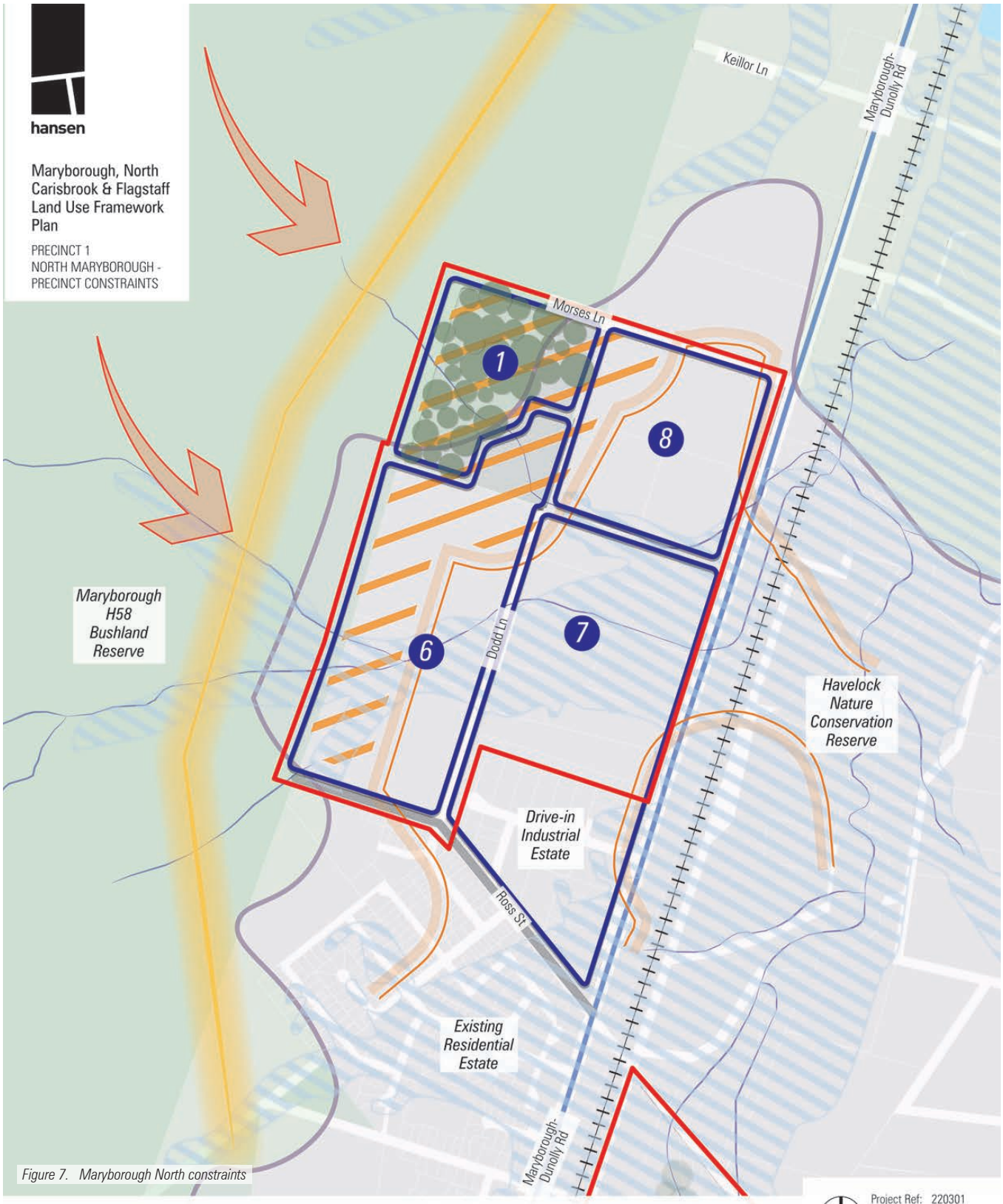


Figure 7. Maryborough North constraints

Recommendations:

- Build on the existing Drive-In Court industrial estate by identifying opportunities for smaller serviced industrial lots, with the Industrial 3 Zone recommended to support appropriate interfaces with nearby residential areas and to provide a use that responds to the challenges of land abutted by State Forest and Industrial 1 Zone land. The need for flexibility is recognised so the application of the Industrial 3 Zone can be considered further depending on market demand.
- Require that any non-residential development in Maryborough North be supported by further investigation into appropriate bushfire protection measures consistent with CFA guidance, ensuring safe access, defendable space and risk-responsive design.
- Formalise key access roads to separate proposed industrial areas from the 'investigation area' and to provide a perimeter access road to any future development.
- A review of both the treatment plant buffer and any potential flooding of the creek should be confirmed prior to any further development to ensure that appropriate areas are excluded from intensified uses and design responses are integrated into any controls for the areas to manage any residual risk.
- Should an industrial rezoning be pursued as recommended, parts of the Rural Living Zone closest to the main road may have potential to transition to the Low Density Residential Zone (see Figure 5 for the investigation area). This could provide in the order of 100 lots, subject to confirmation of feasible servicing (including water, sewer and drainage infrastructure) and taking into account likely flood impacts.
- Consider the appropriate zoning for privately owned heavily forested land to the north of the precinct currently zoned for residential development, abutting the forest.
- Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.

6.2 Carisbrook

All of the settlement of Carisbrook has been considered as part of the precinct analysis. Council's Population, Housing and Residential Strategy makes it clear that Carisbrook provides for great opportunities for further residential growth due to its existing strengths related to community facilities, its proximity to Maryborough, and location further away from the bushfire risks of surrounding forests. Flooding risks remains the key issue for accommodating township growth.

Issues & Context:

- The area west of Deep Creek (Tullaroop Creek) is vulnerable to flood events arising from multiple threats, with existing levees only providing partial mitigation for a 1 in a 100 year event, and likely more limited protection for events beyond that. Recent updates to Australian Standards will mean that impacts are likely greater than previously modelled.
- While there is a substantial amount of undeveloped residential land west of Smith Street, its development potential is constrained by flood risk and the reliance on the levee performing as intended. This location is not identified as a preferred area for future residential growth but may accommodate limited infill development where site specific flood risks can be appropriately managed.
- There is a substantial amount of largely undeveloped land on the eastern side of Carisbrook that is unencumbered by fire and flood hazards and is already cleared of vegetation. Large tracts of Rural Living and Farming zoned land to the east of Deep Creek are in single ownership, allowing for coordinated and efficient residential development. This area represents the preferred location for future growth.
- As identified by Central Highlands Water, existing sewer infrastructure on the eastern side of Carisbrook is limited to land already zoned for residential purposes. Additional servicing, including a sewer pump station and potential augmentation of the trunk water supply, is likely to be required and would need to be investigated as part of future growth planning.
- The Carisbrook railway station is no longer operational, with an existing rail track connecting Maryborough to Castlemaine via Carisbrook and Newstead. A number of heritage station buildings remain unused and a bridge connection extends across Deep Creek to the eastern side of the township. The decommissioned railway line could be retrofitted to create a shared path connection across the creek and into Maryborough as a future pedestrian and bicycle connection.
- The township has a limited movement network, with limited access to public transport, and cycling and pedestrian pathways.
- Commercial uses are dispersed throughout various areas of the town, meaning there is no true commercial core. The town centre appears to have historically been the Market Reserve where no shops currently exist. There are no commercial services that operate on the east side of Deep Creek and access to the town centre and associated facilities rely on creek crossings which only exist at and adjoining the Pyrenees Highway. No other crossing is available to the north.
- There are local drainage constraints that require further investigation, particularly in Carisbrook South (low-lying 1 ha lots), south of Belfast Road (unmapped natural flow path functions as a waterway), and areas west of the township affected by known drainage hotspots. Further work is needed to ensure that development does not worsen existing conditions and that future drainage and infrastructure needs are clearly understood
- An existing Heritage Overlay (Schedule 209) for Carisbrook protects important heritage buildings to the western edge of Deep Creek but has been applied broadly to most of the western portion of the township.
- The Heritage Overlay has been applied to multiple areas where no heritage buildings exist which places an additional burden on development because any application under this overlay requires a planning permit and can create complexities for development when combined with flood response.

Recommendations:

- Rezone Rural Living zoned land along Heape Street to General Residential Zone to provide for additional land to meet forecast residential demand in areas not subject to environmental hazards.
- Identify land adjoining this area as having potential for longer term residential expansion to avoid the interim development of incompatible uses on agricultural land that would compromise this (i.e. broiler farms).
- Undertake targeted drainage investigations in Carisbrook to confirm the function of drainage hotspots, assess constraints in low-lying areas, and identify any unmapped flow paths. This work should inform decisions about infill potential, rezoning and future infrastructure planning.

Figure 8. Carisbrook

- Develop a consistent policy approach to the infilling of vacant blocks on the western side of Carisbrook to ensure appropriate integration of flood impacts and mitigation. In the first instance, applying design controls to ensure all development in this area is constructed to be resilient to flood events is recommended. In areas more significantly affected Council and the CMA may need to consider discouraging development of vacant lots and retrofitting programs for existing dwellings.
- Apply a planning overlay (such as a Design and Development Overlay) that supports the integration of flood resilient design for all new dwellings in the western part of the township, regardless of the current extent of the planning overlays and levee protection.
- Ensure appropriate Integrated Water Management principles and design responses are incorporated into planning controls for new growth on the eastern side of the settlement to mitigate any potential impacts due to flooding / stormwater flows and to manage water quality in Deep Creek.
- Undertake further technical investigations, in consultation with Central Highlands Water, to confirm the feasibility, servicing requirements and sequencing of water and sewer infrastructure needed to support future residential growth on the eastern side of Carisbrook.
- Undertake relevant investigations to convert the existing rail bridge to support pedestrian and cycle connections between the neighbourhoods on both sides of Deep Creek.
- Consider the development of a new neighbourhood park on the eastern side of Deep Creek on obsolete 'transport' land (zoned Transport Zone 1) in advance of any new residential development.
- More broadly, undertake relevant investigations and develop a business case for the conversion of the disused railway line into a rail trail which links Carisbrook to Maryborough in the short term, and in the long-term, create a trail connection to Castlemaine supporting the goldfields connections of the townships.
- Review the opportunity to develop a community hub within existing heritage buildings at the station precinct and to link these to other key community facilities such as the recreation reserve and the primary school.
- Prepare a detailed structure plan for Carisbrook to establish a clear long term strategic vision at a detailed level for the area. This should consider the need for and appropriate location for a small supermarket on the eastern side of the township and any other community facilities that might be required to serve any anticipated population.
- Undertake relevant cultural heritage assessments to understand tangible and intangible elements of cultural heritage significance. Structure Planning should not only strengthen the knowledge and protection of what significant sites and artefacts exist but work to reflect traditional owner views of the landscape in future development area design and public realm policy.
- Consider opportunities for increased density in peripheral Rural Living areas to the south and north having regard to environmental constraints (see Rural Living Zone Review currently underway for further details).
- Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.

6.3 Flagstaff

The Flagstaff locality is one of two main industrial areas within the Shire. It is situated between Maryborough and Carisbrook and contains a range of large industrial sites both occupied and vacant. The precinct contains a number of barriers which may be constraining use of the land for its purpose which require resolution, but it has good potential to accommodate additional industrial uses over time.

Issues & Context:

- High bushfire risk due to the surrounding dense native vegetation.
- The existing mix of residential and industrial uses create amenity conflicts in the area. The mix of uses has the potential to constrain the intensification of industrial uses within the area as a result of increased amenity conflicts between residential and industrial use.
- Many of the undeveloped industrial land parcels are encumbered by native vegetation. In theory, there is an oversupply of industrial land, but in reality the majority of the land cannot reasonably be developed.
- Controls are in place to manage both erosion and salinity impacts, but these are not considered to be major impediments to any development and Council has a process in place for managing requirements under these overlays via a Memorandum of Understanding with the State Government which identifies standard permit conditions.
- Many lots within the area have no existing access.
- There are likely to be flood hazards that affect this precinct both as a result of waterways within the precinct and larger flood events from the south which may impact the precinct, despite no existing flood controls being in place. Modelling is underway which will soon allow a better understanding of the impacts and appropriate responses.
- The presence of large-scale industrial uses and existing State and local government-led subdivision projects within the precinct can support further development within the northern part of this precinct.
- The area benefits from proximity to two arterial roads providing clear and easy access to and from the precinct.
- The area sits between Maryborough and Carisbrook, separating it mostly from sensitive uses. In the long term, consolidating the area for industrial use and phasing out residential areas could reinforce the precinct as a dedicated industrial estate.
- Some peripheral parcels have very limited relationship to the precinct or are heavily vegetated parcels with existing residential uses.
- Services are limited in some areas of the precinct. Sewer infrastructure is not currently connected and water supply is limited to existing infrastructure.

Recommendations:

- Prioritise the intensification of industrial land uses within core parts of the precinct, seeking to phase out incompatible residential uses over the longer term.
- In the shorter term, consider buffer interface treatments to reduce land use conflicts.
- Consider alternative zoning for land located within high-risk areas to reflect real-world constraints and current use of land.
- Identify preferred access road arrangements and consider funding mechanisms to support economic development.
- Undertake further technical investigations to confirm the feasibility, servicing requirements and sequencing of water and sewer infrastructure needed to support future industrial development within the precinct.
- Recognise the fire and potential flood impacts likely to be felt by this precinct and consider preparation of design guidelines to support more resilient industrial development.
- Consider precinct-wide approaches to the management of native vegetation assessment and offset management, such as a Native Vegetation Precinct Plan.
- Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.
- Investigate the potential to better understand cultural heritage values in the precinct and to develop tools to facilitate development that protects these sites.

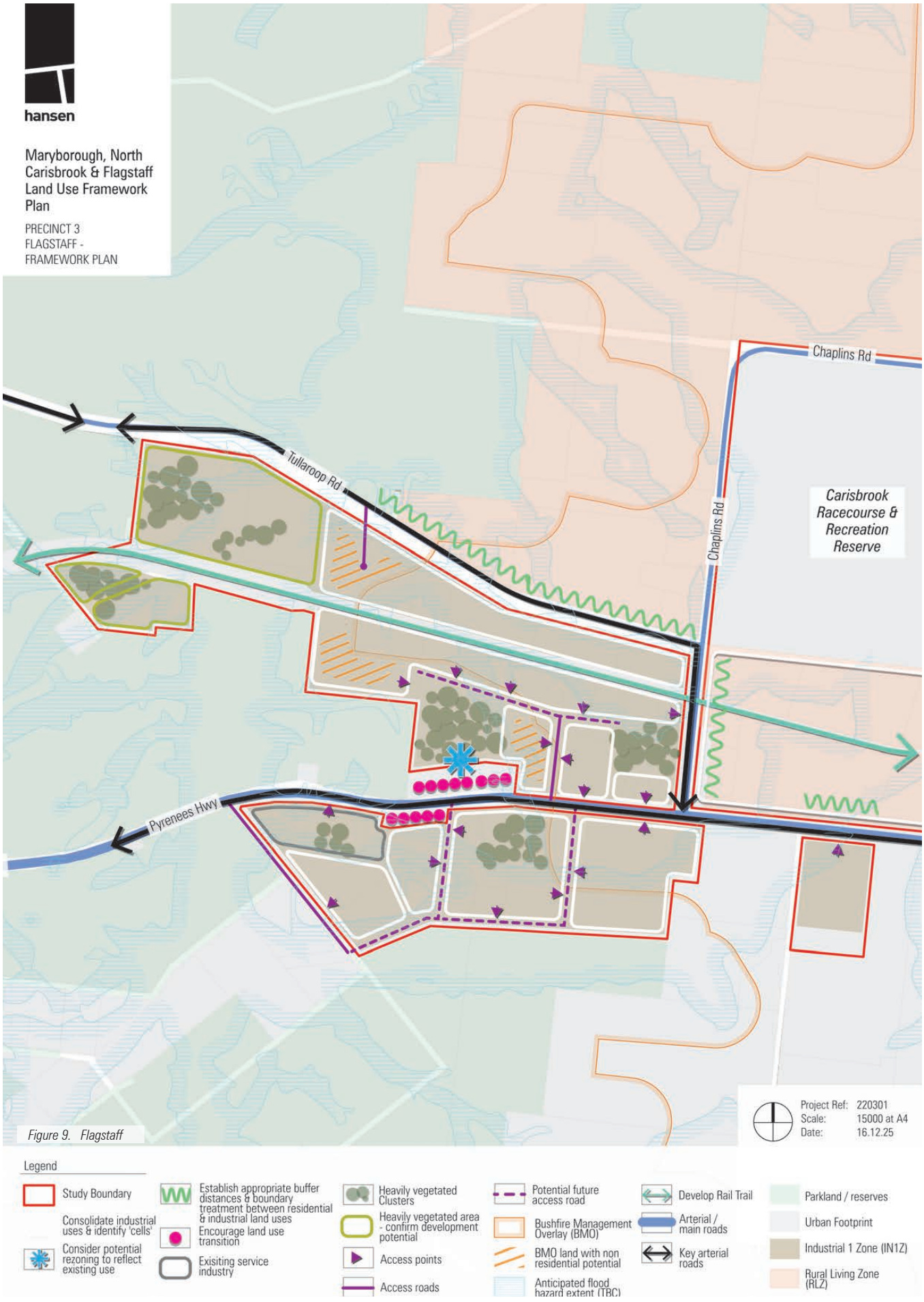


Figure 9. Flagstaff

6.4 Maryborough East Industrial Precinct

The Maryborough East Industrial Precinct, located along Tullaroop Road at the outskirts of Maryborough, is one of the Shire's main locations for industrial land. It is a key contributor to industrial land supply, containing a range of vacant industrial-zoned land, but has some barriers to effective development that need to be resolved to the maximise benefits of this land.

Issues & Context:

- The presence of successful industrial operations and large, flat lots cleared of vegetation provides a solid foundation for further industrial infill which has been stated to be in demand, subject to appropriately managing flood and fire hazards.
- The lack of defined internal road network makes logical development difficult to achieve and means some lots are inaccessible.
- Almost the entire precinct area is covered by the Land Subject to Inundation Overlay. While it is anticipated that new flood modelling may reduce the extent of land under this overlay, flood resilient design is likely to still be beneficial in many areas, to avoid exacerbating issues for adjoining areas.
- Proximity to major transport connections like Tullaroop Road enhances the precinct's connectivity and proximity of the precinct to the main township of Maryborough positions the area as well-connected to existing residents and services.
- Large tracts of vegetation within the precinct are likely to trigger native vegetation requirements which may constrain development.
- Areas along creeklines are recognised areas of potential cultural heritage significance. It will be important to ensure that the significance of these areas is understood so that the cultural heritage values of these places are recognised, protected and celebrated.
- Servicing capacity varies across the precinct. While much of the area is relatively well serviced with water and sewer infrastructure, some locations do not front existing services and would require extensions and potential augmentation to support further development.

Recommendations:

- Prioritise the intensification of industrial land uses within core parts of the precinct, seeking to phase out incompatible residential uses over the longer term.
- In the shorter term, consider buffer interface treatments to reduce land use conflicts.
- Consider alternative zoning for land located within high-risk areas to reflect real-world constraints and current use of land.
- Consider rezoning land in the Rural Living Zone that is currently being used for industrial purposes contiguous with the precinct to Industrial 1 Zone.
- Identify preferred access road arrangements and consider funding mechanisms to support economic development.
- Undertake further technical investigations to confirm water and sewer servicing capacity across the precinct, including the feasibility of infrastructure extensions and augmentation required to support future industrial growth.
- Investigate the potential for precinct-wide approaches to native vegetation to mitigate issues with site by site assessments.
- Investigate the potential to better understand cultural heritage values in the precinct and to develop tools to facilitate development that protects key cultural and environmental values
- Recognise the fire and flood impacts likely to be felt by this precinct and consider preparation of design guidelines to support more resilient industrial development.
- Avoid and minimise harm to Aboriginal heritage values by ensuring the assessment and completion by DJAARA of Cultural Heritage Values Assessments in identified locations for future development.

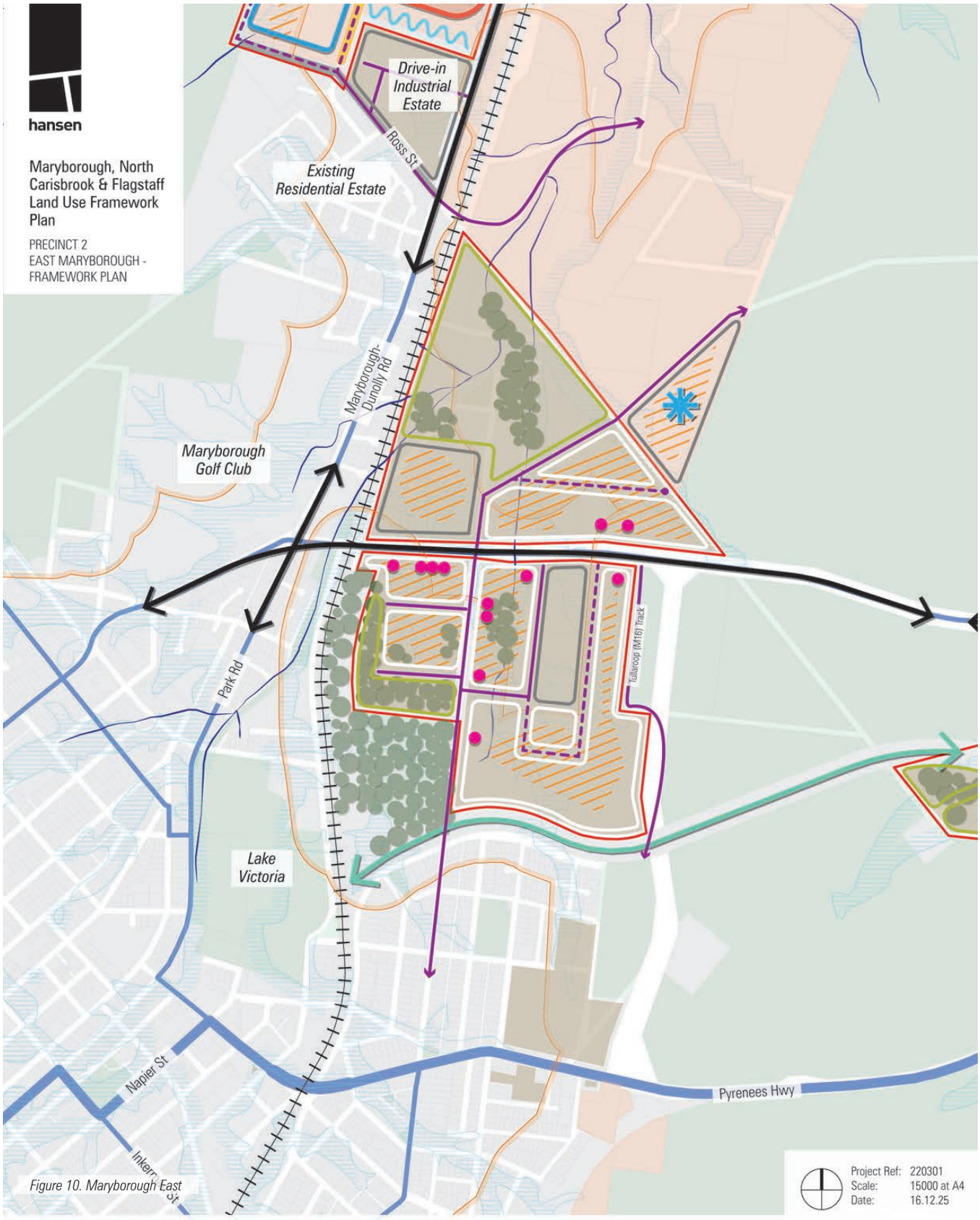


Figure 10. Maryborough East

PART 4
IMPLEMENTATION

7.0 IMPLEMENTATION ACTIONS

The previous sections of this report have a number of recommendations as to the steps which should be taken to respond to the challenges of delivering appropriate residential and industrial land supply. The following implementation list brings together all these recommendations and reframes them as concrete implementation actions for Council to consider. These actions are broken up into those which apply across the whole project and those which relate to specific precincts subject to investigation.

ACTION DESCRIPTION	Type	Timeframe
OVERARCHING		
Undertake a Planning Scheme Amendment to incorporate the directions of this report into the Municipal Planning Statement & Local Policy, in particular the spatial identification of long term residential growth directions.	Statutory	Short-term (0-5 years)
Prepare Design Guidelines for industrial areas with a focus on design responses to increase resilience to flood and fire hazard.	Project	Short-term (0-5 years)
Consider opportunities to integrate development contributions to secure additional funding for infrastructure improvements, having regard to current State level reform to development contribution schemes.	Statutory	Ongoing
Undertake a infrastructure servicing study for Flagstaff and Carisbrook, to inform future infrastructure planning, in collaboration with Central Highlands Water	Investigation	Short-term (0-5 years)
Support the implementation of updated Flood Overlay controls based on current Australian Standards and advocate for transparency regarding hazard levels to guide decision-making.	Advocacy	Short-term (0-5 years)
MARYBOROUGH NORTH		
Explore opportunities to rezone land to the west of the precinct to Industrial 3 Zone.	Statutory	Short-term (0-5 years)
Formalise roads within this precinct.	Project	Short-term (0-5 years)
Confirm that the existing extent of the buffer in the planning scheme from wastewater treatment plant aligns with current EPA Guidelines, and amend planning controls as required.	Investigation	Short-term (0-5 years)
Investigate the rezoning of identified areas of Industrial zoned land to the Rural Conservation Zone.	Statutory	Short-term (0-5 years)
Investigate the potential for lower density residential development on lots abutting Maryborough-Dunolly Road which are free from hazards.	Investigation	Short-term (0-5 years)
CARISBROOK		
Rezone identified north-east land in Carisbrook to General Residential Zone.	Statutory	Short-term (0-5 years)
Prepare and apply a Design and Development Overlay to areas impacted by flood hazard or which would be impacted in the case of levee failure to support the integration of flood resilient design responses into any new development.	Project	Short-term (0-5 years)
Explore opportunities for increased lower density opportunities at township periphery where this will not compromise long term growth.	Statutory	Short-term (0-5 years)

Explore opportunities to repurpose the old railway buildings to accommodate community uses.	Investigation	Short-term (0-5 years)
Undertake a Structure Plan for Carisbrook including specifically the following: ▪ Precinct planning for the proposed growth area, having regard to longer term expansion options with a particular focus on the integration of Integrated Water Management principles ▪ Confirmation of preferred lot sizes and population numbers to guide confirmation of required infrastructure ▪ Confirmation of levels of hazard within flood affected areas to guide direction of future infill development ▪ Preferred future location of non-residential land uses. ▪ Identification of tangible and intangible elements of cultural heritage significance and how development will consider and respond.	Project	Short-term (0-5 years)
Liaise with the Department of Transport and Planning to establish opportunities for the development of a park next to the railway bridge adjoining the proposed growth area.	Investigation	Short-term (0-5 years)
Deliver the Maryborough Rail Trail including the upgrading of the railway bridge to facilitate connectivity across Tullaroop Creek (Deep Creek).	Project	Medium term (5-10 years)
Undertake a public realm improvement program to deliver public realm improvements, linking key community assets within Carisbrook.	Project	Short-term (0-5 years) - planning Medium term (5-10 years) - delivery
Review the current Heritage Overlay within Carisbrook.	Statutory	Medium term (5-10 years)
FLAGSTAFF & MARYBOROUGH EAST		
Promote development of smaller industrial lots by meeting with existing owners of larger industrial allotments to present the findings of the SGS technical report to encourage development of smaller lots.	Advocacy	Short-term (0-5 years)
Prepare a Development Plan Overlay focused on three key matters: ▪ The identification of a preferred access road network within the precincts to ensure all lots have appropriate access. ▪ Identify temporary buffer zones and preferred interface treatment to minimise land use conflict with legacy dwellings. ▪ Confirm native vegetation and establish a preferred response to meeting legislated requirements regarding management. ▪ Any other measures required to address land use and development considerations including ensuring the cultural heritage values of these places are understood, recognised, protected and celebrated.	Project	Short-term (0-5 years)
Work collaboratively with existing landowners of legacy residential properties to explore options for land use transition.	Advocacy	Long term
Prepare Design Guidelines for industrial areas with a focus on design responses to increase resilience to flood and fire hazard.	Project	Short-term (0-5 years)
Investigate the rezoning of identified areas of Industrial zoned land to the Rural Conservation Zone (private landholdings) and Public Conservation & Resource Zone (public land).	Statutory	Short-term (0-5 years)
Investigate the rezoning of identified Rural Living zoned land accommodating existing industrial uses identified on Figure 10 to Industrial 1 Zone.	Statutory	Short-term (0-5 years)

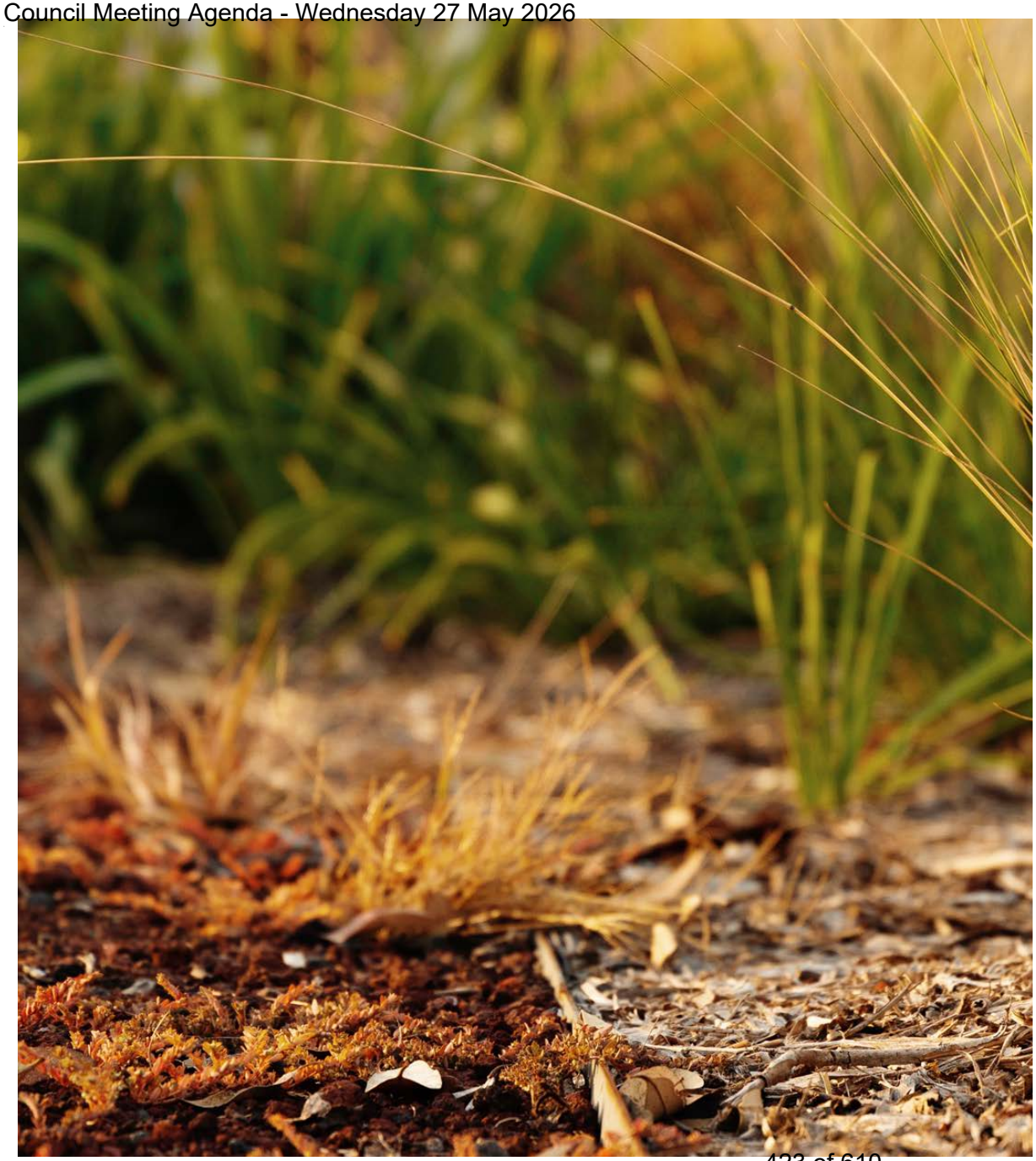
RURAL LIVING ZONES REVIEW

ISSUES & RECOMMENDATIONS

CENTRAL GOLDFIELDS SHIRE

March 2026

Urban Planning | Landscape Architecture | Urban Design



ACKNOWLEDGEMENT OF COUNTRY

Central Goldfields Shire Council wish to acknowledge the Dja Dja Wurrung People as the Traditional Owners of the land on which the Central Goldfields region resides and operates. The Dja Dja Wurrung People have performed age old ceremonies of celebration, initiation and renewal for many thousands of years. We recognise their resilience through dispossession as a testament to their culture and tradition which is strong and thriving. We acknowledge their living culture and their unique role in the life of this region.

Dja Dja Wurrung country is a cultural landscape that is more than just tangible objects; imprinted in it are the dreaming stories, Law, totemic relationships, songs, ceremonies and ancestral spirits, which give it life and significant value to Dja Dja Wurrung People. The values Dja Dja Wurrung People hold for their country are shaped from their belief systems that all things have a murrup (spirit) – water, birds, plants, animals, rocks and mountains. Dja Dja Wurrung People see all the land and its creatures in a holistic way, interconnected with each other and with the people. Prior to European colonisation, all natural places within Dja Dja Wurrung country were well known, had a name and song and were celebrated as a part of country and culture.

The State recognises that the arrival of Europeans in Victoria caused a rupture in the spiritual, environmental, political and economic order of Dja Dja Wurrung People. Unrecorded numbers of Dja Dja Wurrung ancestors had their lives taken in their fight for Djandak and Martinga Kulinga Murrup (Ancestral Spirits). Other Dja Dja Wurrung were forced from their traditional country. Dja Dja Wurrung ancestors struggled to maintain their way of life. Their food and water sources and many important cultural sites and places were destroyed or damaged by European land uses, including the introduction of exotic flora and fauna. European explorers and colonialists renamed many Dja Dja Wurrung places and landscape features using foreign names. The practice and survival of cultural tradition was gravely threatened.

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APPENDIX ONE: Yield Assumptions

DOCUMENT CONTROL			
VERSION	DATE ISSUED	BY	COMMENT
A	19.07.24	JK	Preliminary Draft for internal Council review
B	14.07.25	JK	Exhibition Draft
C	16.01.26	JK / RB	Final Draft for internal Council review
D		JK / RB	Final Version
E	24.03.26	JK	FOR ADOPTION

1.0 INTRODUCTION

Hansen Partnership, SGS Economics and Urban Ecology have been engaged by Central Goldfields Shire Council to undertake a review of existing Rural Living Zoned land around Maryborough. The intention of this review is to identify the potential these areas have to contribute to the future supply of housing for Maryborough and the Shire more widely.

The review will provide a clear long-term view of these diverse areas, considering the potential future growth opportunities while having regard to future environmental conditions, including climate change impacts.

This report is the first of a series of reports and is intended to provide a good 'base' of information relating to each of the nine precincts, as well as a summary of the issues and opportunities the authors believe exist in light of these conditions. This report is supported by work being undertaken by SGS in relation to the demand for 'larger' lot-style development, with areas of potential growth also informed by Practical Ecology, who have investigated in more detail the implications of bushfire and biodiversity on the development potential of the precincts. Other studies informing this plan include the *Maryborough North, Flagstaff and Carisbrook Land Use Framework Plan Issues and Opportunities Report* (2024), and Council's *Population, Housing and Residential Strategy* 2020).

1.1 PURPOSE & STRUCTURE

This report presents the findings of Stage 1 of this project, which has involved detailed background analysis. This provides information on existing conditions 'on-site', current policy settings, and key issues and opportunities affecting residential development the study area.

This report has been finalised following consultation with landowners, the community and key stakeholders. While the report provides a consolidated position on the issues, options for future development potential and recommendations, it is acknowledged that these matters will continue to evolve through future statutory processes. Community and stakeholder feedback received during exhibition has been critical in refining the analysis and recommendations of the project team and ensuring they accurately reflect local knowledge, conditions and future growth needs.

This report is in the following parts:

Part 1: Issues & Opportunities: This provides a summary of the key findings and potential directions generated through our initial investigation.

Part 2: Recommendations: Sets out the recommended directions for growth.

Part 3: Background Analysis: This is a detailed review of all the background information studied in the preparation of this report. It provides additional information to any reader who wants to know more detail.

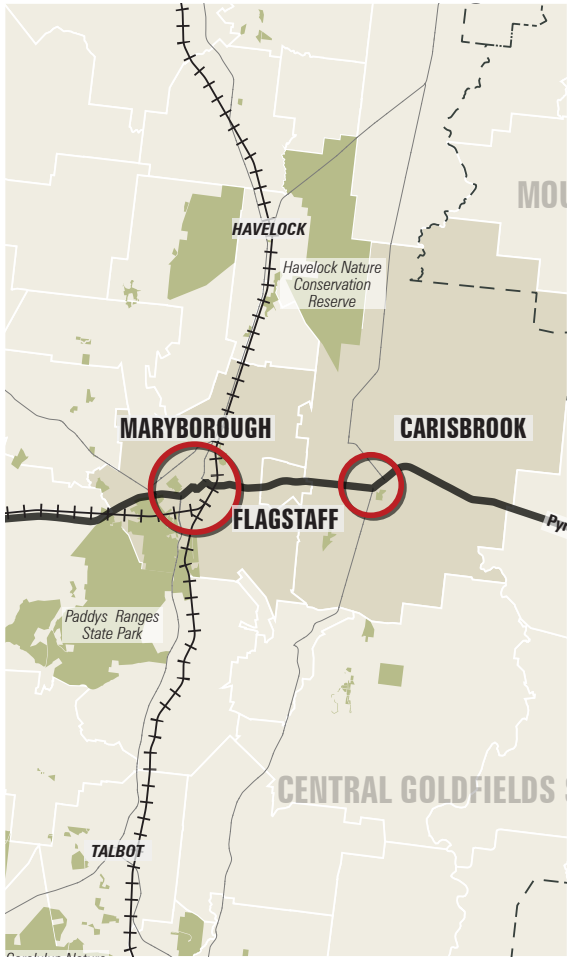


Figure 1. Context

1.2 REGIONAL & MUNICIPAL CONTEXT

The settlement of Maryborough is situated along the Pyrenees Highway, approximately 40km from Castlemaine to the east, 65km from Ballarat to the south, 70km from Bendigo to the north, and 160km from Melbourne. The settlement is located on the northern slopes of the Central Highlands within a predominantly agricultural context within central western Victoria, situated amongst state and regional forested parks. This landscape provides the settlements with a unique backdrop that contributes to the amenity of the location.

Maryborough is the main settlement of Central Goldfields Shire and provides a servicing role for the surrounding region. It is located at the intersection of several regionally significant transportation routes. It is notable for its location amongst state forests, which have acted as a natural limit to the growth of the town. Most recently, residential development of the township has occurred in a linear direction to the north along Maryborough-Dunolly Road.

After decades of declining to stable population in Central Goldfields Shire, the municipality has been experiencing population growth since 2006. This growth has increased modestly in more recent times and is forecast to continue into the future. Maryborough is the Shire's largest settlement and accommodates about 60% of the Shire's population. It is a well-serviced and attractive town set within an impressive Box-Ironbark forest. However, the forest provides a natural limit to the outward expansion of the town due to its sensitive ecological values and high bushfire risk.

The landscape surrounding Maryborough has several environmental constraints beyond bushfire risk, including significant dense vegetation, steep topography and flood risk.

These conditions require that any further residential expansion throughout the area consider the environmental system in depth, with the primary consideration being the prioritisation of human life over all other policy considerations, in accordance with Clause 13.02 of the Victorian Planning Scheme.

Council's *Population, Housing and Residential Strategy* (May 2020) reviewed population growth rates and future demand for residential and industrial land, focusing on Maryborough, Flagstaff and Carisbrook. It found that Maryborough's greenfield land supply is nearly exhausted due to a natural growth boundary formed by surrounding forests. The last potential greenfield site in Maryborough's north faces notable constraints.

Given there is currently little opportunity to accommodate long-term population growth within Maryborough itself, due to the constraints posed by the surrounding forest and associated bushfire risk, the Central Goldfields *Population, Housing and Residential Strategy* (2020) identified that population growth forecasts would need to be met through a combination of:

- Infill development in Maryborough.
- Broad hectare development in Carisbrook.
- Low density / rural living development in areas around Maryborough.

A significant amount of Rural Living Zone land is presently located within a 10 kilometre radius of Maryborough. The *Central Goldfields Planning Scheme Review* (2020) included a recommendation in relation to housing (p.135) to:

> *... review existing rural living zoned land with a view to applying more appropriate zone provisions.*

WHAT IS 'RURAL LIVING LAND'?

People make different choices about what types of environments they chose to reside. For many people, particularly in regional and rural areas, this includes on lots large enough to use for other purposes alongside their dwelling - this might be for agriculture, to keep horses or to restore local biodiversity. The planning system in Victoria assign a 'land use zone' to different areas which provide clarity around what the main intent is for that land. There are generally two zones that accommodate 'rural residential' development. These are:

- Rural Living Zone (RLZ): this zone has a key purpose of providing residential development in a rural environment and has a minimum subdivision size of 2 ha, although this can be varied via schedules to the RLZ (which has occurred in most areas subject to this report).
- Low Density Residential Zone (LDRZ): a zone which sits within the suite of 'residential zones', but with a purpose which is to provide for lower density residential development having regard to treatment of wastewater. The default minimum lots size is 0.4ha for unsewered lots and 0.2ha for lots which have a sewerage connection.

In Central Goldfields, the LDRZ has generally only been applied to limited areas at the edges of settlements and so the focus of this report is on areas currently zone Rural Living Zone. It important to note also, that the municipality does have other areas of RLZ land, includes significant areas in the south of the municipality but this is further removed from Maryborough and thus not within scope of this report.

HOW ARE CONSTRAINTS UNDERSTOOD?

The planning system generally uses tools called 'Overlays' to identify particular areas that may be impacted by a constraint that might support or discourage different types of land uses, or which might require a particular design response.

Of key relevance to this project are the following:

- Bushfire Management Overlay
- Floodway Overlay and the Land Subject to Inundation Overlay
- Environmental Significant Overlay
- Vegetation Management Overlay
- Salinity Management Overlay
- Erosion Management Overlay

However, there are also a number of other constraints which may not be picked up by existing overlays. These include buffers that are needed from some industrial uses or from some agricultural activities such as broiler farms, and some uses may not have had a buffer identified in the planning scheme even where one is required. In addition, flood mapping in planning schemes is not always the latest modelling and requires confirmation prior to any strategic decision making. These constraints, both mapped or otherwise must all be considered in identifying where Council might want to change their policy settings to support any increase in density.

1.3 STUDY AREA

The study area for this project includes all Rural Living Zone land surrounding Maryborough and Carisbrook, as shown on the map on the following page (Figure 1).

For the purposes of this work, existing areas of Rural Living zoned land has been divided into nine different precincts. These are as follows:

- Precinct 1 - South and east Maryborough
- Precinct 2 - Bowenvale
- Precinct 3 - Maryborough North
- Precinct 4 - Carisbrook North
- Precinct 5 - Carisbrook South
- Precinct 6 - Majorca
- Precinct 7 - Daisy Hill
- Precinct 8 - Adelaide Lead
- Precinct 9 - Moonlight Flat

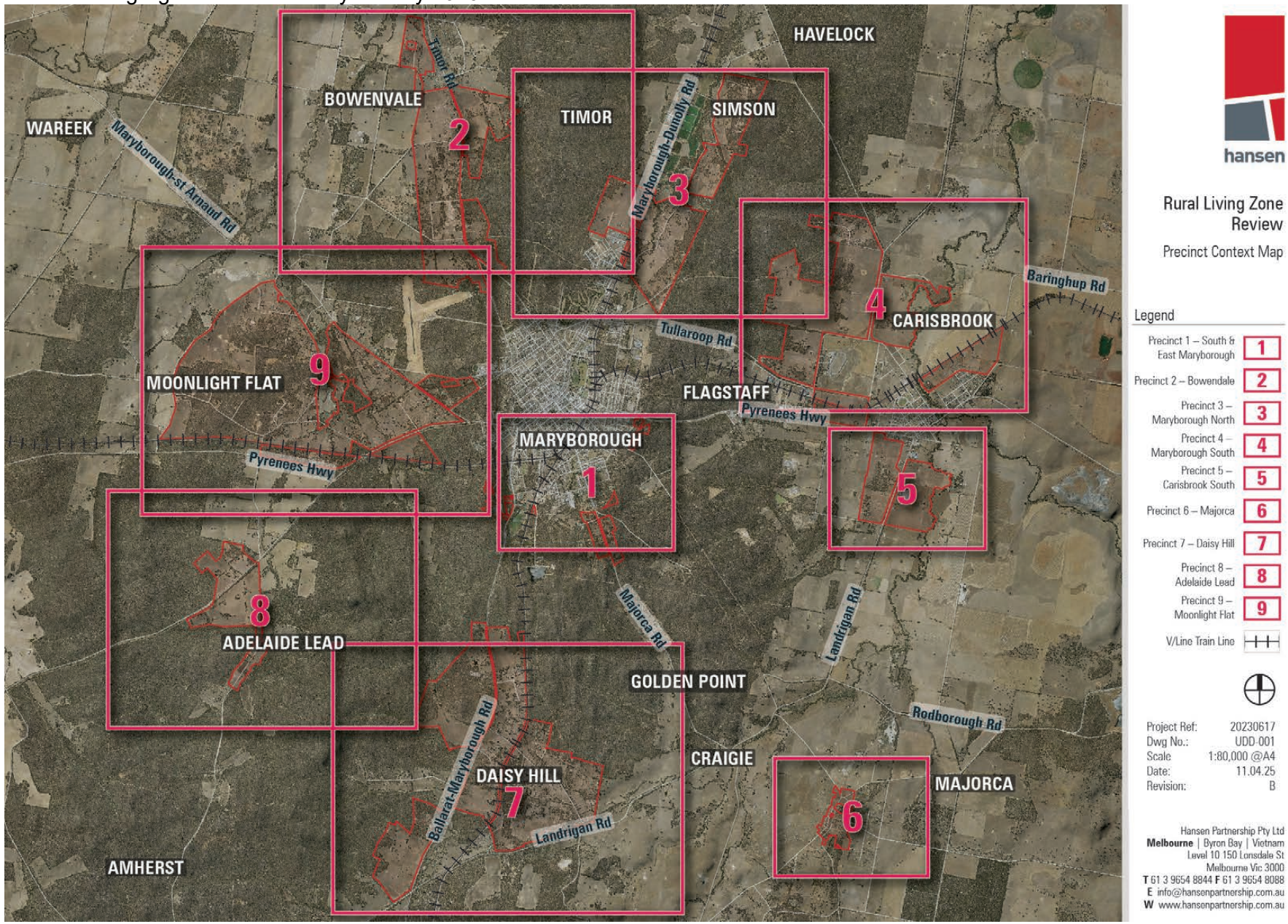


Figure 2. Study area Precincts

PART ONE
ISSUES & OPPORTUNITIES

2.0 PRECINCT ANALYSIS

This section of the report outlines the current conditions for each of the nine precincts and provides an indication of whether these conditions suggest that the potential for growth should be explored further in subsequent stages of the project. The Rural Living Zone clusters around Maryborough each possess unique characteristics and potential. These clusters are differentiated by factors including proximity to Maryborough, existing infrastructure, land use and environmental context. The analysis recognises the distinctiveness of each cluster, ensuring that recommendations are tailored to leverage specific attributes and address the individual challenges of each area.

In assessing the appropriateness of rezoning Rural Living zoned land to a Low Density Residential Zone (or reducing the scheduled minimum lot size) the following considerations are important to have regard to:

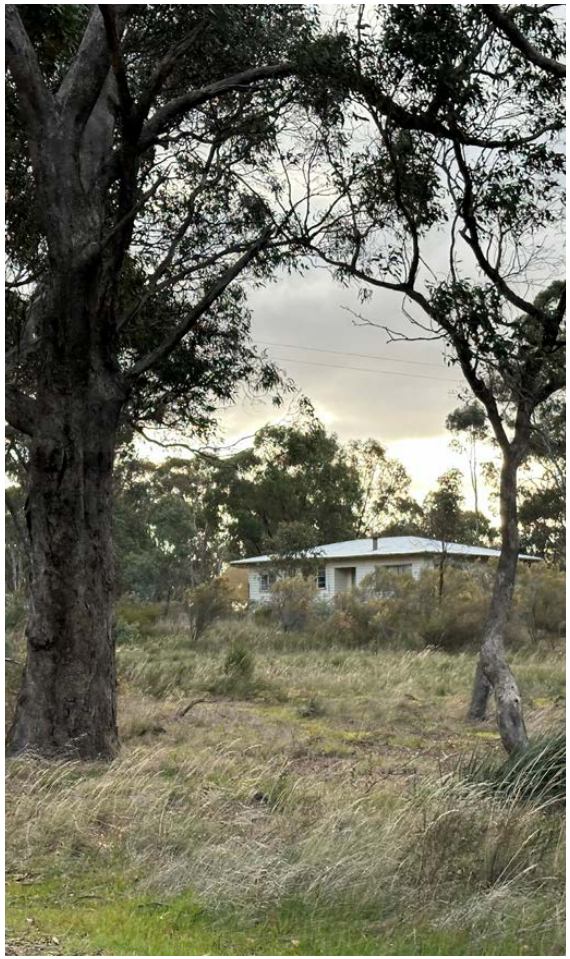
- Proximity and accessibility to community services and facilities available in Maryborough and the availability of good road access.
- Availability of sewerage (where lots of less than 0.4 hectares are proposed) and reticulated water.
- Native vegetation and biodiversity values.
- Bushfire risk.
- Flood risk.
- Cultural heritage values.
- Proximity to key infrastructure such as the sewerage treatment plans and aerodrome.
- Contamination risk (where known).
- Location of waterways and dams, which may require setbacks from such if on-site effluent disposal is proposed.

For each precinct, a review of the current capacity under the existing controls has been undertaken, as well currently available services etc. Note: where land is identified as vacant, this is in relation to residential use only - other uses of the land (such as agriculture) have not been assessed.

Based on site visits, community engagement, other stakeholder discussions, and desktop analysis, key issues and opportunities have then been assessed for each precinct. These have focused on:

- The level of hazard the precinct is subject to (bushfire, flood).
- Other environmental conditions such as salinity and erosion.
- The level of vegetation and the potential for threatened or endangered species to be located in the precinct.
- Proximity to areas with potential off-site amenity impacts and to existing urban services and transportation.

For areas which have been identified as having potential for growth, further assessment in relation to land capability may be required to better understand potential minimum lot sizes. In addition the visibility of the land from key roads and vantage points may also need to be considered.



2.1 PRECINCT ONE: MARYBOROUGH SOUTH AND EAST ANALYSIS

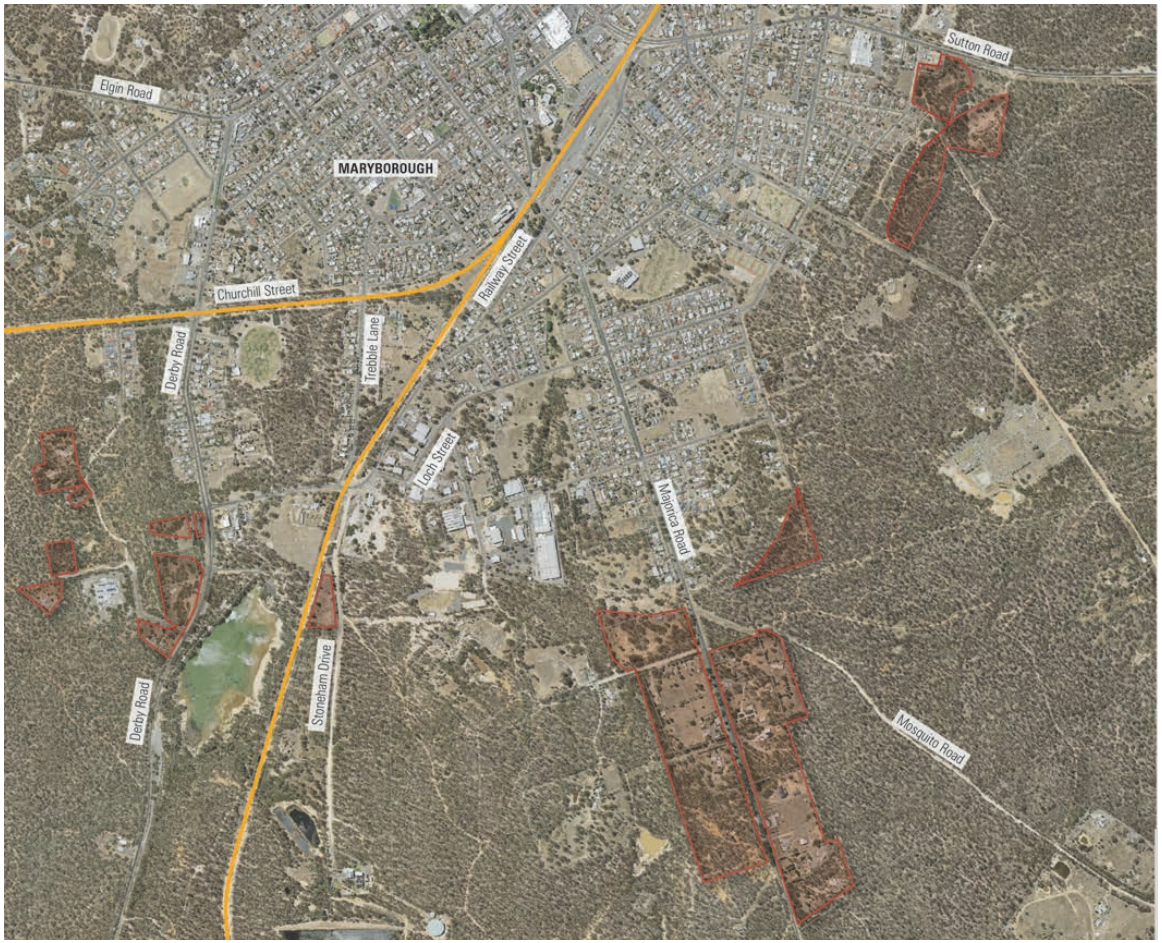


Figure 3. Precinct 1: Aerial

Table 1. Precinct 1 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	53.01ha
TOTAL LOTS	50
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	19.48 ha
Number of lots	15
Theoretical yield under current controls	3
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	33.53
Number of lots	35
Theoretical yield under current controls	4
TOTAL THEORETICAL YIELD	**7**
INFRASTRUCTURE	
Reticulated Sewer Available	Yes
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	Yes

ISSUES

- All lots are located within the Bushfire Management Overlay (BMO) and have been identified as Landscape Type 4, representing the highest risk bushfire areas.
- All lots are covered by dense native vegetation.
- Variable and undulating topography increases bushfire risk.
- Several waterways and watercourses intersect the area, which may have implications for the siting of new development to protect water quality.
- Most lots adjoin public forests. While this can impact private properties in terms of bushfire risk, increased densities may also have potential impacts on these forests.
- Lots in the 'eastern' cluster are close to industrial land uses, which may have buffer requirements.
- Very limited vacant land is available and dispersed in 3 separate clusters, some of which have no road access.

OPPORTUNITIES

- Land is not encumbered by Land Subject to Inundation Overlay or Floodway Overlay, meaning major flood impacts are not anticipated *(note: flood mapping updates are underway and this needs to be confirmed)*.
- These areas are closest to the actual settlement of Maryborough, resulting in access to both reticulated water and sewer infrastructure.
- Proximity to Maryborough means lots are closer to bus routes and stops than most other precincts, increasing the accessibility of this precinct.
- The majority of the 'southern' cluster is bisected by Majorca Road, allowing for easy access in and out of Maryborough.
- No areas of Aboriginal cultural heritage have been identified within the precincts.

POTENTIAL FOR GROWTH

- Justification for increasing densities in this area is likely to be challenging given the area is subject to high bushfire risk.
- There is also a very low (theoretical) lot yield under current controls, which would suggest that the contribution to dwelling numbers, even with a smaller minimum subdivision size, would still be very modest.
- Future development within the precinct could take advantage of existing infrastructure and transport networks but must consider bushfire risk as a priority.
- The portions of the 'southern' cluster along Majorca road have the greatest potential, having mostly been cleared, and having the safest access, but these still remain in the highest risk bushfire areas.
- Potential for growth likely to be limited.

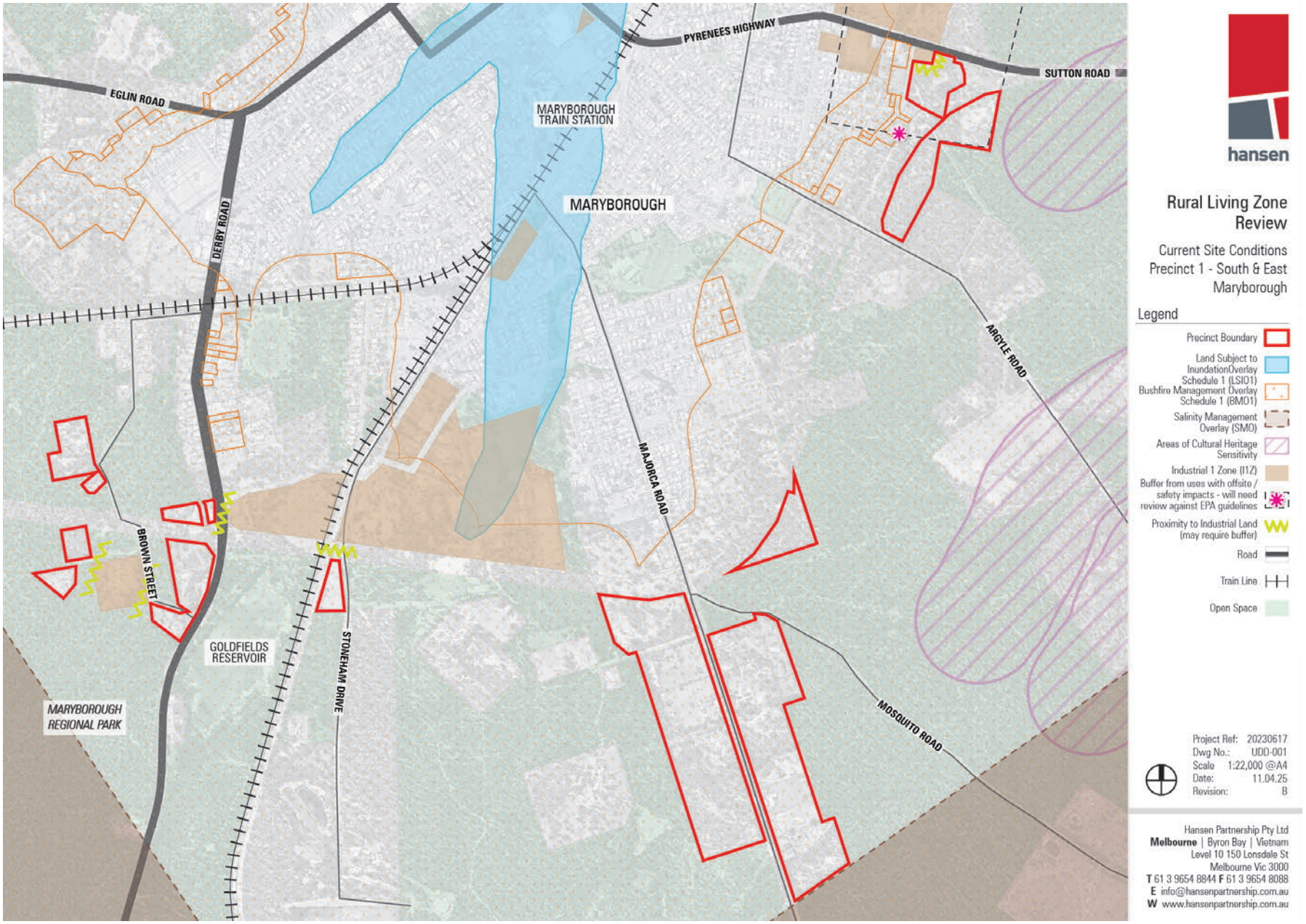


Figure 4. Precinct 1: Influences

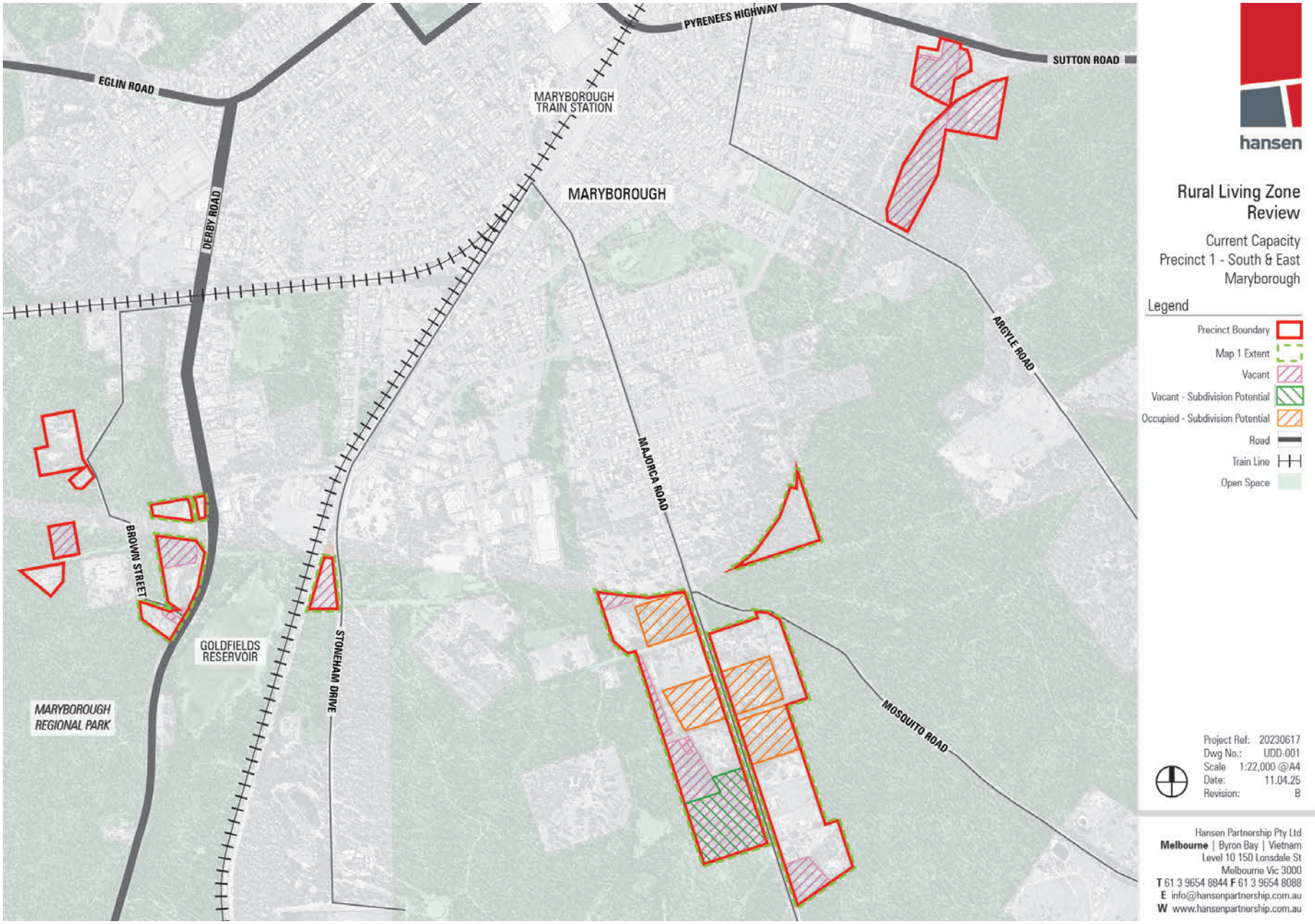


Figure 5. Precinct 1: Supply assessment

2.2 PRECINCT TWO: BOWENVALE ANALYSIS

Figure 6. Precinct 2: Aerial

Table 2. Precinct 2 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA (hectares)	472.51
TOTAL LOTS	151
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	309.89
Number of lots	95
Theoretical yield under current controls	15
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	162.62
Number of lots	56
Theoretical yield under current controls	3
TOTAL THEORETICAL YIELD	**18**
INFRASTRUCTURE	
Reticulated Sewer Available	No
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	No

ISSUES

- Some lots to the south and east are located within the Bushfire Management Overlay (BMO). Lots in the main 'southern' section of this precinct have been identified as being Landscape Type 4 - the highest risk bushfire areas.
- The eastern side of the precinct is particularly encumbered, including by:
  - Salinity and erosion management overlays.
  - Flooding to the northeast.
  - Bushfire hazards.
  - Dense native vegetation.
  - Rising topography.
- Flat Creek runs through the western section of the precinct, presenting potential flood risk and cultural heritage implications. Several waterways and watercourses intersect the area, which may have implications for the siting of new development to protect water quality.
- Most lots adjoin public forest. While this can impact private properties in terms of bushfire risk, increased densities may also have potential impacts on these forests.
- Subdivision and development to date has been reasonably 'ad-hoc' creating potential access issues. There are limited sealed roads within the precinct and it is not near any form of public transport.
- Some existing uses (such as the cyanide plant) and a history of adhoc mining may pose contamination risks.
- The southern portions of the precinct have a direct abuttal to the aerodrome, which may have implications for offsite amenity or with aerodrome operations.

OPPORTUNITIES

- While some lots to the south are densely vegetated, most lots have been significantly cleared.
- The northern section is close to the small settlement of Bowenvale, providing a sense of community and access to facilities such as a school to residents in this precinct.
- Some opportunity may exist to expand the LDRZ applied to the rest of Bowenvale to the adjoining RLZ areas.
- Areas of unencumbered, vacant land are available at the north and northwest of the precinct.
- The precinct west of Timor Road is not subject to inundation or flooding.
- Water mains are available throughout the precinct.

POTENTIAL FOR GROWTH

- Significant potential exists to the north of the precinct, adjoining the settlement of Bowenvale.
- More limited potential existing to the east of Timor Road and to the south of the precinct.
- The absence of flood risk associated with Flat Creek would need to be confirmed.
- Growth would need to have consideration for the ability to treat waste on-site in the absence of reticulated sewerage, which may also impact potential minimum lot sizes.
- The area is also attractive in its appearance and context, as well as being close to Maryborough (less than 500m separates the southern edge of the precinct from residentially zoned land in Maryborough).
- Fire risk may also need to be considered in terms of access to a safe refuge given forested areas to the south.

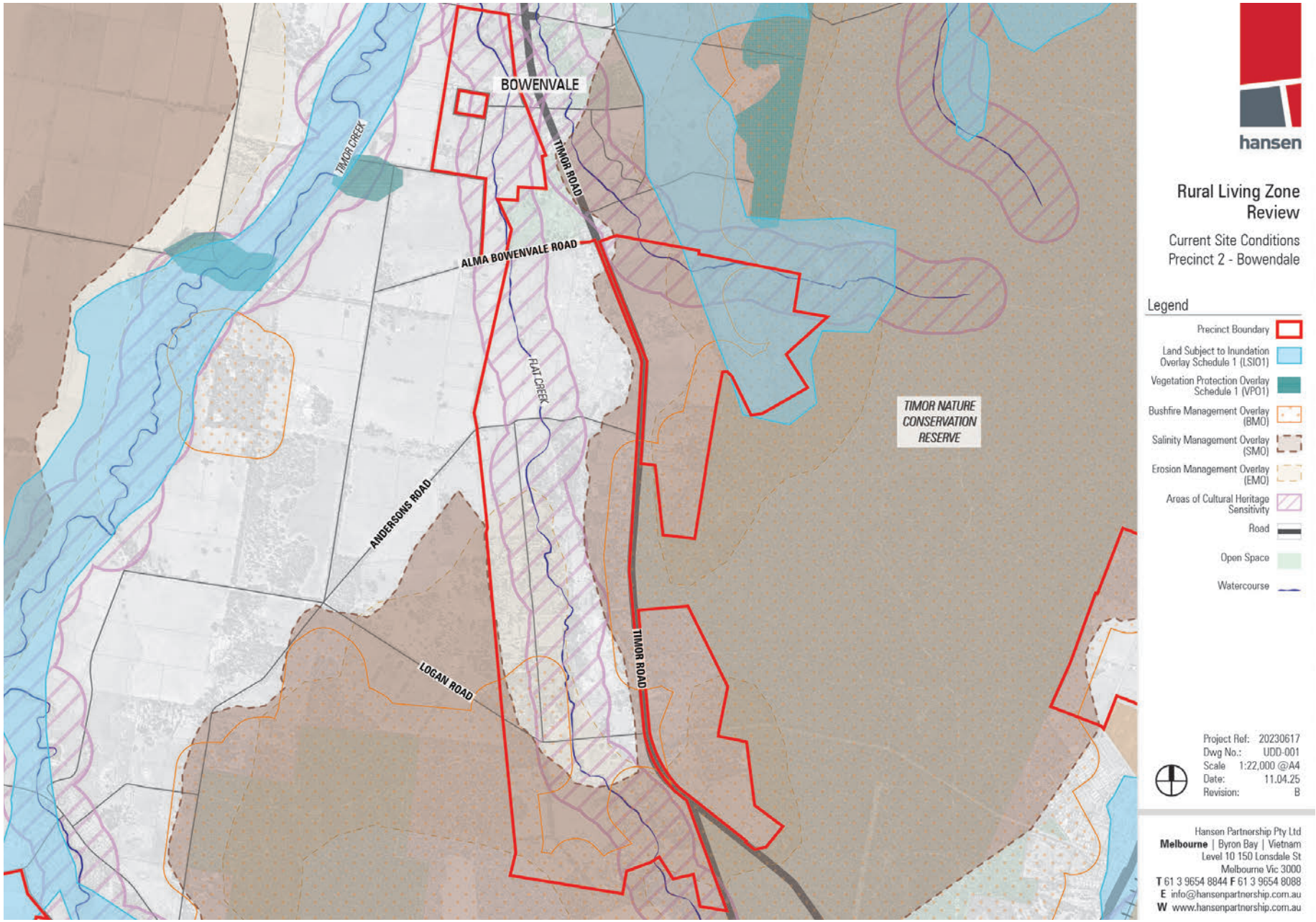


Figure 7. Precinct 2: Influences

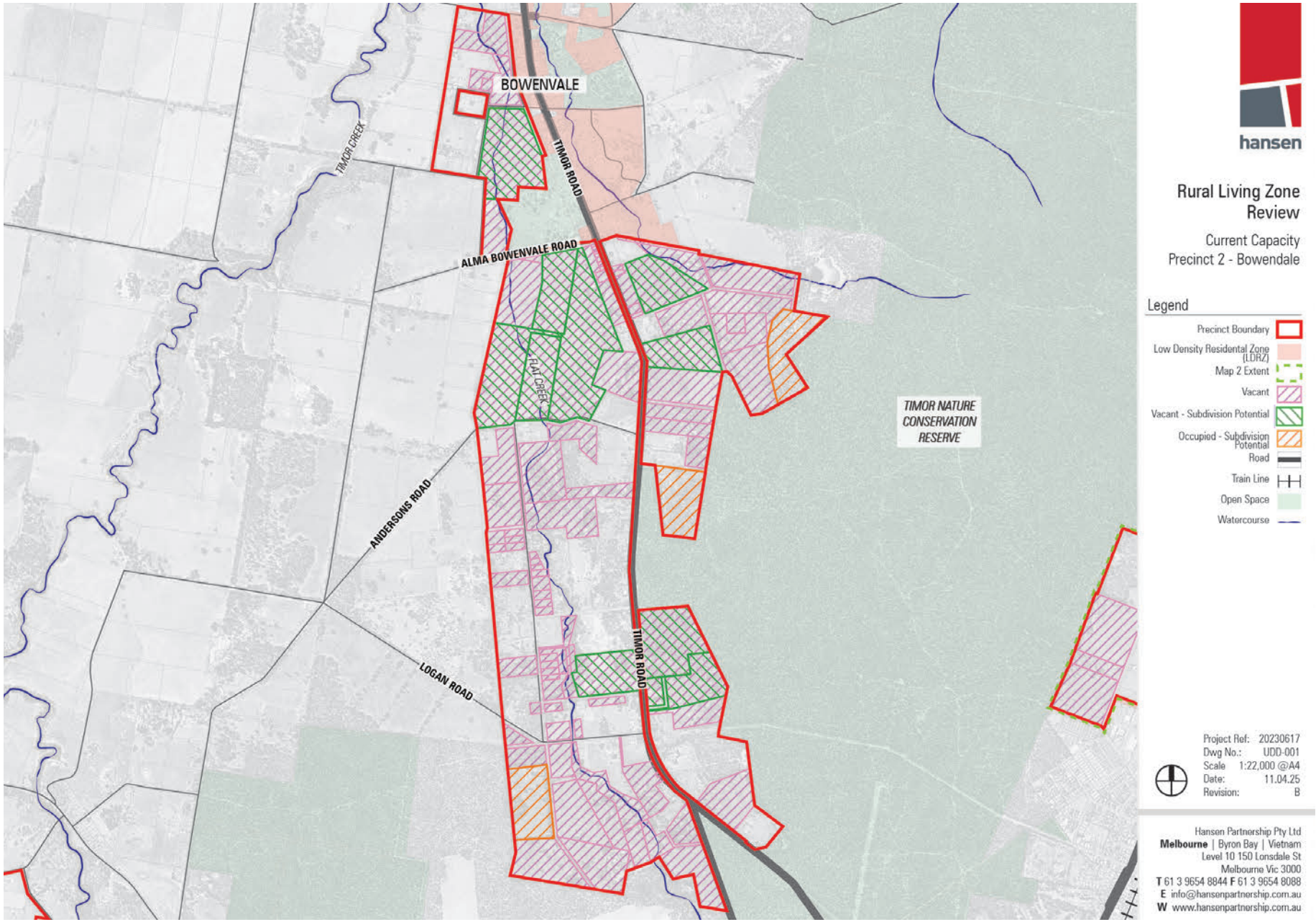


Figure 8. Precinct 2: Supply assessment

2.3 PRECINCT THREE: MARYBOROUGH NORTH ANALYSIS

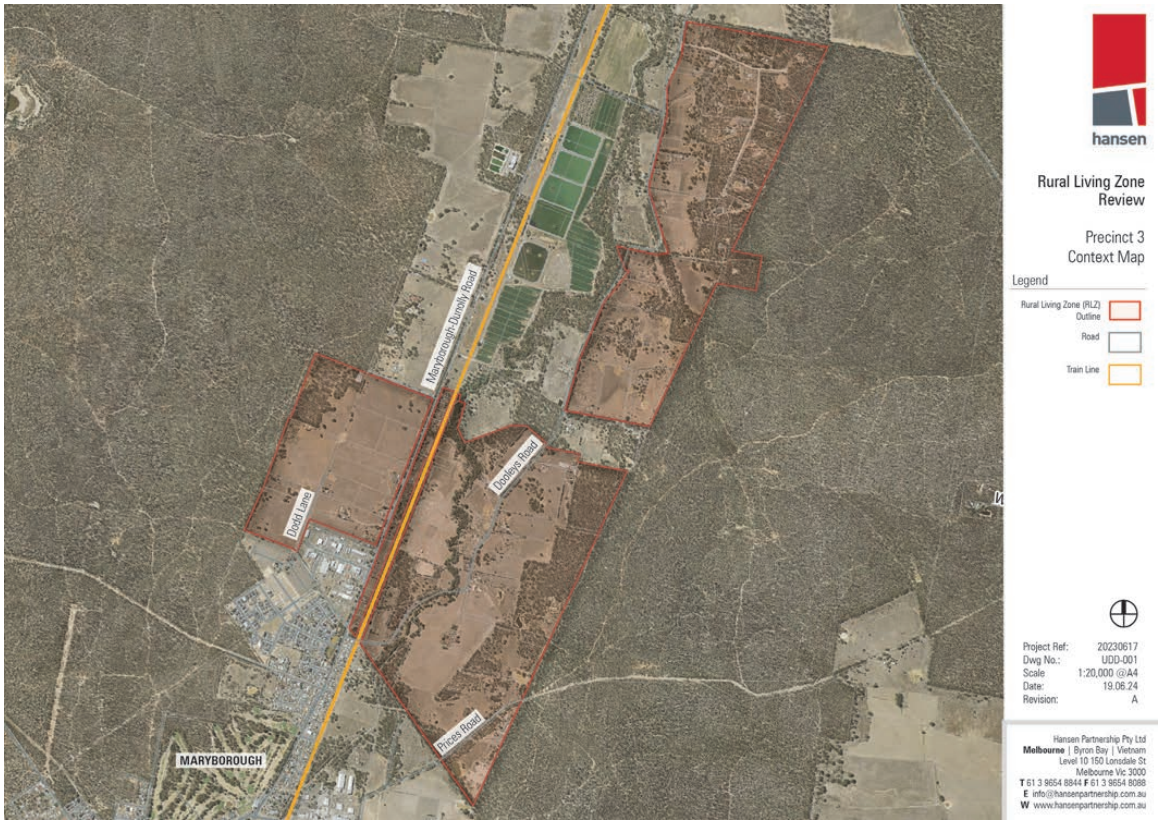


Figure 9. Precinct 3: Aerial

Table 3. Precinct 3 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	375.62
TOTAL LOTS	129
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	120.96
Number of lots	50
Theoretical yield under current controls	5
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	254.66
Number of lots	79
Theoretical yield under current controls	3
TOTAL THEORETICAL YIELD	**8**
INFRASTRUCTURE	
Reticulated Sewer Available	Yes
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	Yes

ISSUES

- The precinct is heavily constrained. It is located within a valley, with heavily vegetated bushland on either side. The vast majority of the land is under a Bushfire Management Overlay and the whole precinct has been identified as being Landscape Type 4 (the highest risk area), with a small portion to the south in Landscape Type 3 (the second highest).
- The south western corner has been identified as one of the highest risk settlement interfaces based on fire behaviour. Gas tanks within the industrial estate may increase this risk further.
- The Maryborough wastewater treatment plant is in the centre of the precinct which has buffers associated with it to manage offsite amenity impacts. The current buffer (shown by an Environmental Significance Overlay) may not meet updated EPA standards and may need review.
- Four Mile Creek runs through the valley, and flood hazards affecting much of the precinct are part of current planning controls - Land Subject to Inundation Overlay *(note: extent needs to be confirmed against more recent flood modellings undertaken)*.
- There is an existing industrial estate, which is likely to have buffer distances associated with some of the existing uses to manage offsite amenity impacts and protect existing businesses.
- Dense native vegetation of the eastern portion of the precinct, with road access to northern end of precinct also heavily vegetated. The Vegetation Protection Overlay covers the north east section of the precinct, indicating a likelihood of threatened or endangered species being located in the precinct.
- The land is also prone to erosion and salinity.

OPPORTUNITIES

- Topography is generally flat or gently sloping.
- The southern part of the precinct adjoins the existing urban area of Maryborough, providing good access to services and facilities available within the settlement.
- Some lots in the southern portion of the precinct have appropriate road access and are not within the Bushfire Management Overlay.
- Western side of the precinct is generally cleared of vegetation.
- The precinct has access to reticulated water and sewerage.
- Given the large number of vacant lots there is a high theoretical lot yield.

POTENTIAL FOR GROWTH

- The precinct has very limited potential for growth as a result of a layering of constraints including bushfire risk, flood, protected vegetation and buffers associated with industrial uses.
- In particular, the bushfire risk in this area is significant due to its environmental context, with risk from both the bushland interfaces and grassfire risk.
- The strengthening of the EPA requirements under new legislation also means land use conflicts are likely to further constrain opportunities for growth.
- The south-western section (small portion along the road interface) has some potential for growth but would require further consideration of fire risk and interfaces.
- Risks and buffers associated with existing uses in the industrial precinct would also need to be confirmed, alongside the extent of any flood risk.

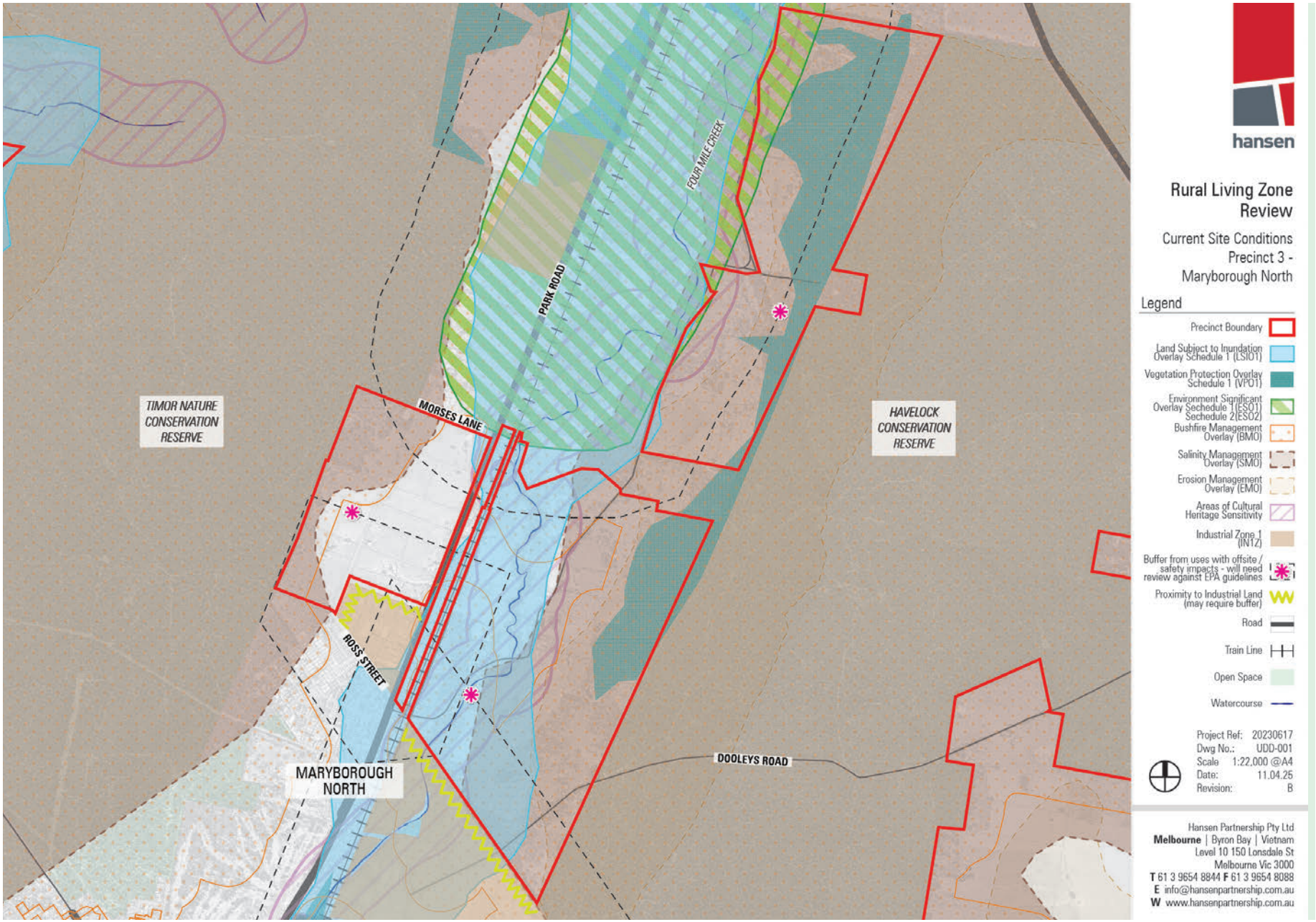


Figure 10. Precinct 3: Influences

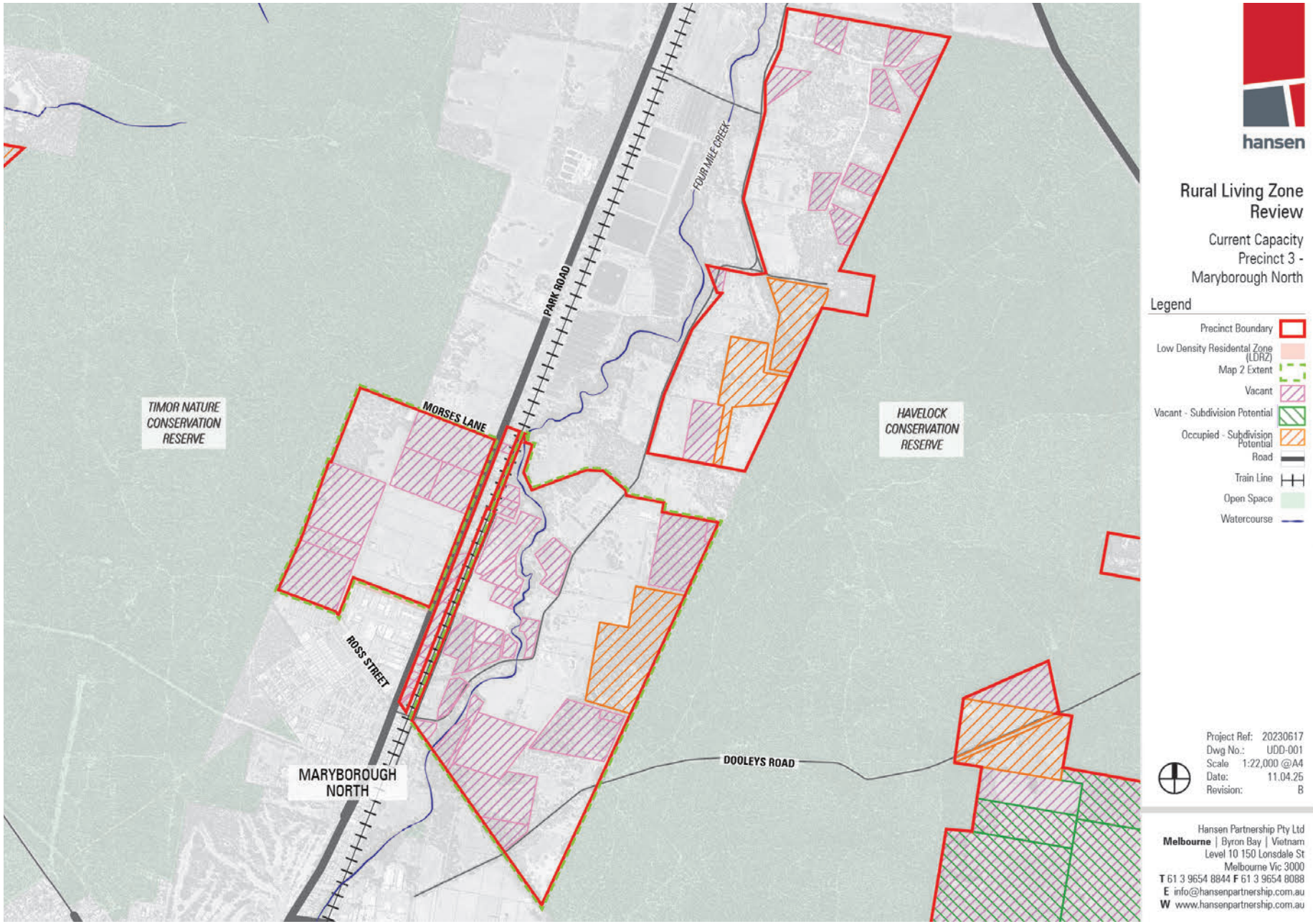


Figure 11. Precinct 3: Supply assessment

2.4 PRECINCT FOUR: CARISBROOK NORTH ANALYSIS

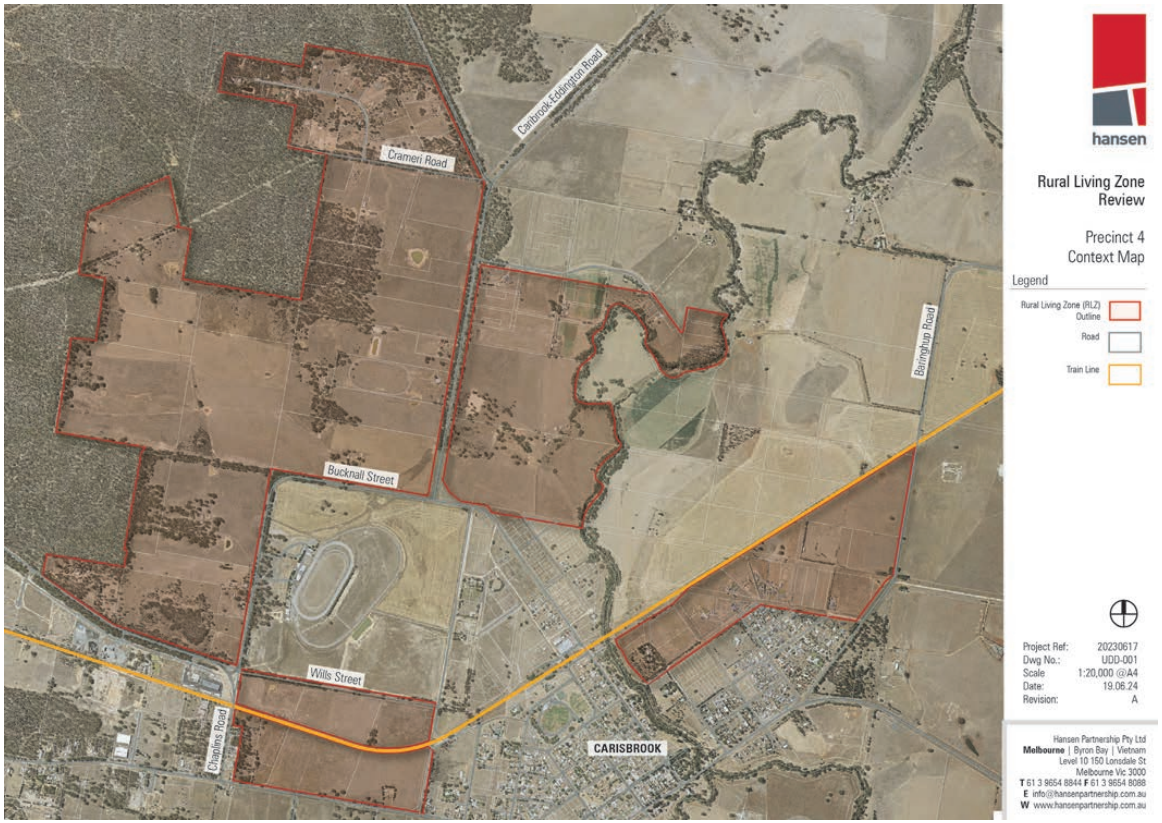


Figure 12. Precinct 4: Aerial

Table 4. Precinct 4 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	603.72
TOTAL LOTS	115
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	290.82
Number of lots	44
Theoretical yield under current controls	39
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	312.90
Number of lots	71
Theoretical yield under current controls	30
TOTAL THEORETICAL YIELD	**69**
INFRASTRUCTURE	
Reticulated Sewer Available	Yes
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	No

ISSUES

- The western and southern sections of this precinct are affected by flooding, and the extent of this needs to be calibrated against the most recent flood modelling.
- Similarly, the eastern and southern sections are the site of potential Aboriginal cultural heritage.
- Portions of the precinct to the west adjoin bushland and are affected by associated planning controls (BMO).
- Parts of the precinct are affected by erosion and salinity risks.
- Buffers associated with existing industrial land uses may impact the southern sections of the precinct.
- The far eastern section of the precinct is almost wholly unconstrained and adjoins the existing urban area of Carisbrook, and so may be needed to accommodate future 'conventional' residential growth.

OPPORTUNITIES

- The precinct is close to Carisbrook which is one of the Shire's main towns which has a school and recreation facilites.
- Industrial and agricultural land in proximity may provide local employment.
- Access is reasonably good, with a main road (the Carisbrook-Eddington Road) bisecting the precinct, and the closed railway line having been identified as a potential rail trail / shared path connection.
- Vegetation is sparse and the precinct is generally cleared.
- Reticulated networks are available.
- The precinct is large with significant subdivision potential under existing or future controls.
- The land is attractive, with a good mix of natural features and undulating topography.

POTENTIAL FOR GROWTH

- The precinct presents itself as a possible area for growth, particularly in land adjoining Carisbrook-Eddington Road and north-west of Chaplins Road.
- Flood hazards would need to be confirmed through updated flood modelling before potential is fully understood.
- The far eastern section may be better suited to higher-order residential development, subject to confirmation through further strategic work.

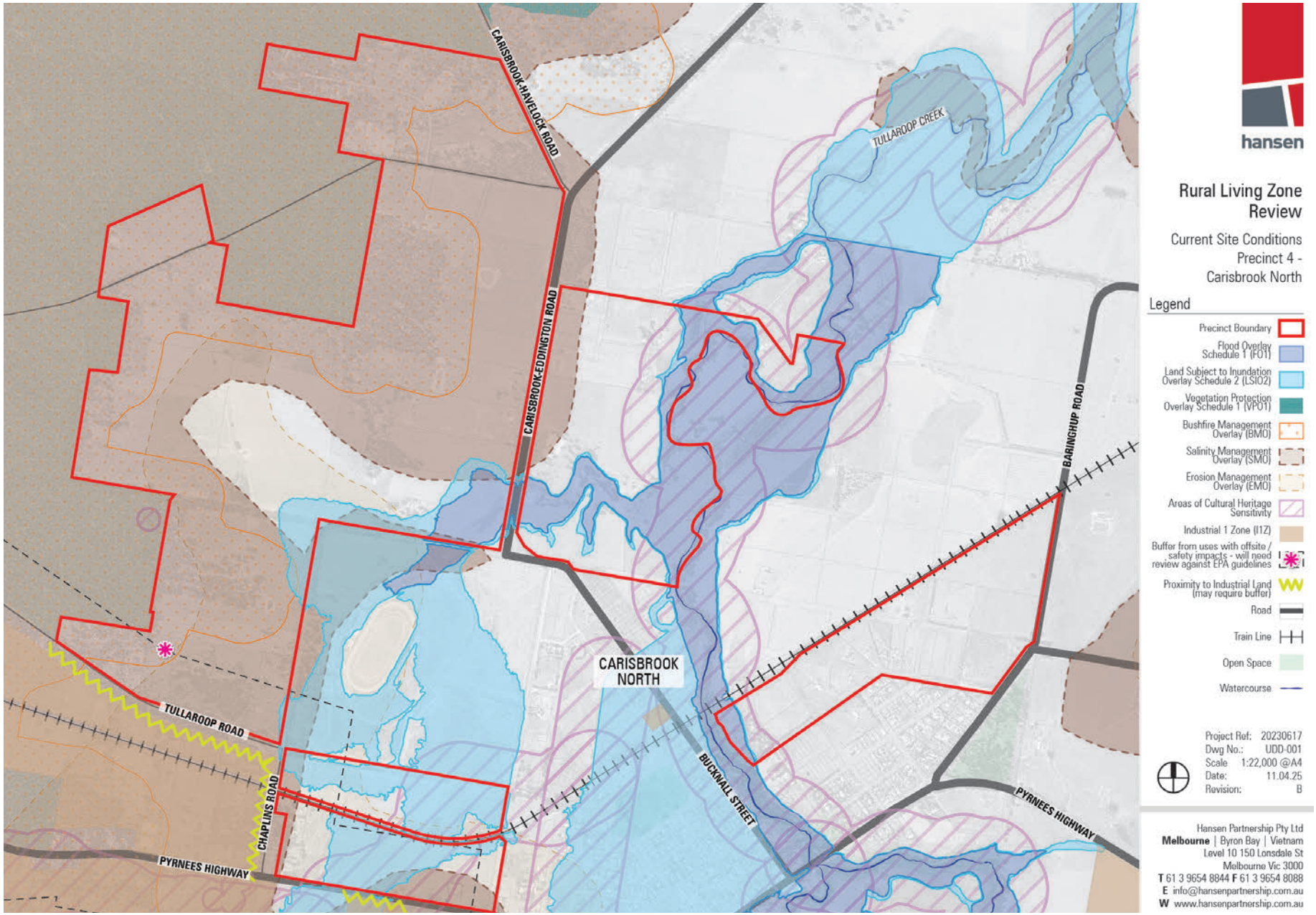


Figure 13. Precinct 4: Influences

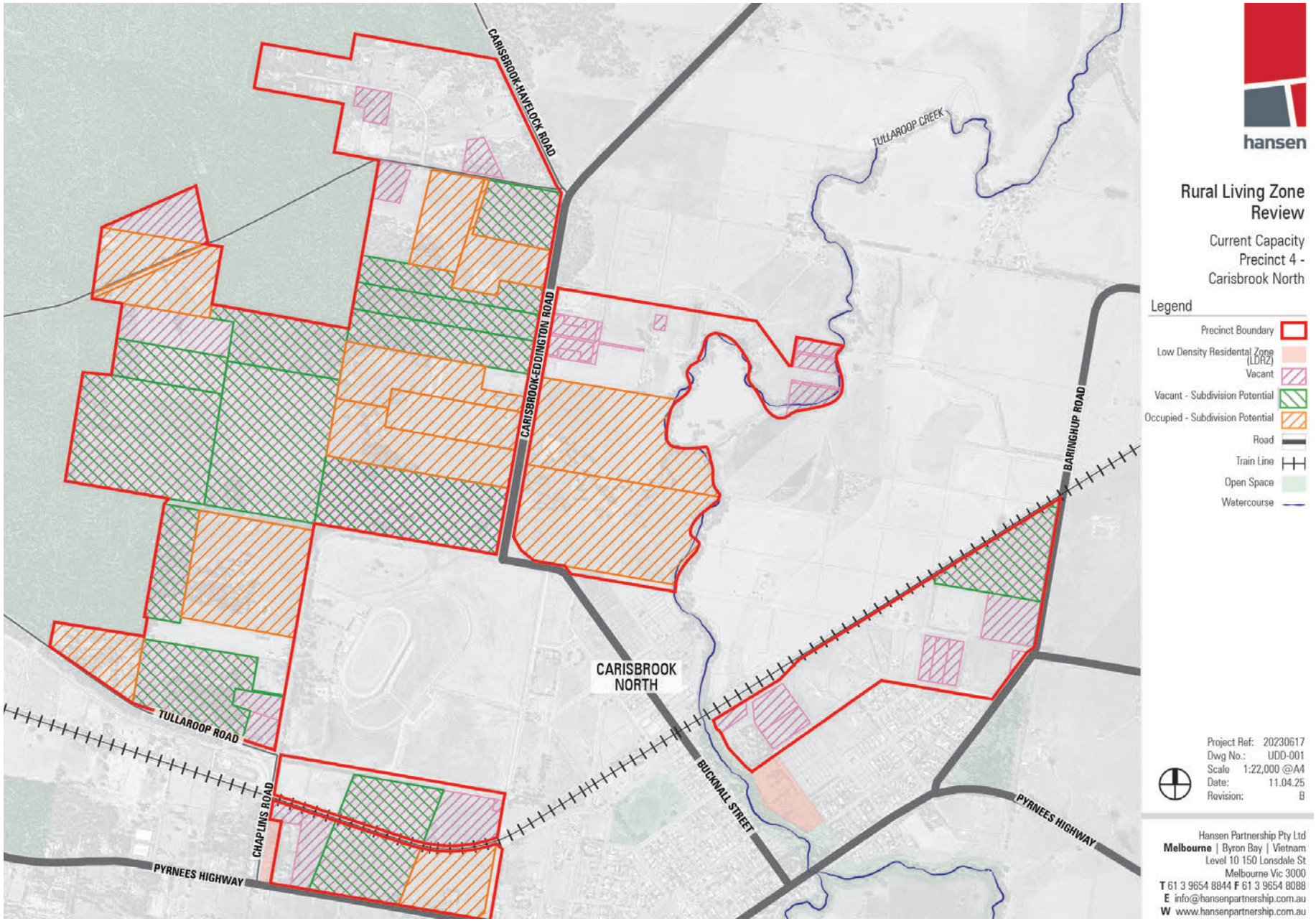


Figure 14. Precinct 4: Supply assessment

2.5 PRECINCT FIVE: CARISBROOK SOUTH ANALYSIS

Figure 15. Precinct 5: Aerial

Table 5. Precinct 5 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	173.41
TOTAL LOTS	37
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	23.08
Number of lots	13
Theoretical yield under current controls	1
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	150.33
Number of lots	24
Theoretical yield under current controls	19
TOTAL THEORETICAL YIELD	**20**
INFRASTRUCTURE	
Reticulated Sewer Available	Yes
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	Yes

ISSUES

- The Floodway Overlay and Land Subject to Inundation Overlay applies to much of the eastern part of the precinct where a waterway is clearly located and to the western interface with Deep Creek. Flooding extent will need to be confirmed following mitigation works.
- Potential areas of cultural heritage sensitivity also existing along Deep Creek and the unnamed waterway to the west.
- The Vegetation Protection Overlay which seeks to protect remnant bushland which may contain threatened or endangered species applies to dense vegetation in the centre of the western part.
- A large 'non-residential use' is operating in the middle of the eastern portion of the precinct comprising a hydroponic tomato plant. This use is supported where it does not impact on the amenity of residential uses.
- An Industrial interface to the northeast may require buffers, depending on the use.
- The existing pattern of subdivision may create challenges for re-subdivision of lots.
- Environmental Significance Overlay applies to the eastern portion of the precinct along the Deep Creek, reflecting the environmental sensitivity of that corridor.

OPPORTUNITIES

- Precinct is close to Carisbrook which is one of the Shire's main towns which has a school, recreation facilities etc.
- Vegetation generally sparse or cleared throughout the precinct.
- Large parts of the precinct are unencumbered by fire and flood hazards.
- Road access is good, with Landrigan Road bisecting the precinct.
- The precinct also has access to reticulated water and sewer connections.

POTENTIAL FOR GROWTH

- The precinct has significant potential for additional growth and density, pending confirmation of the extent of flood hazard.
- Reticulated networks allow for intensification of residential development and links to Carisbrook enable good connections to associated services and facilities.

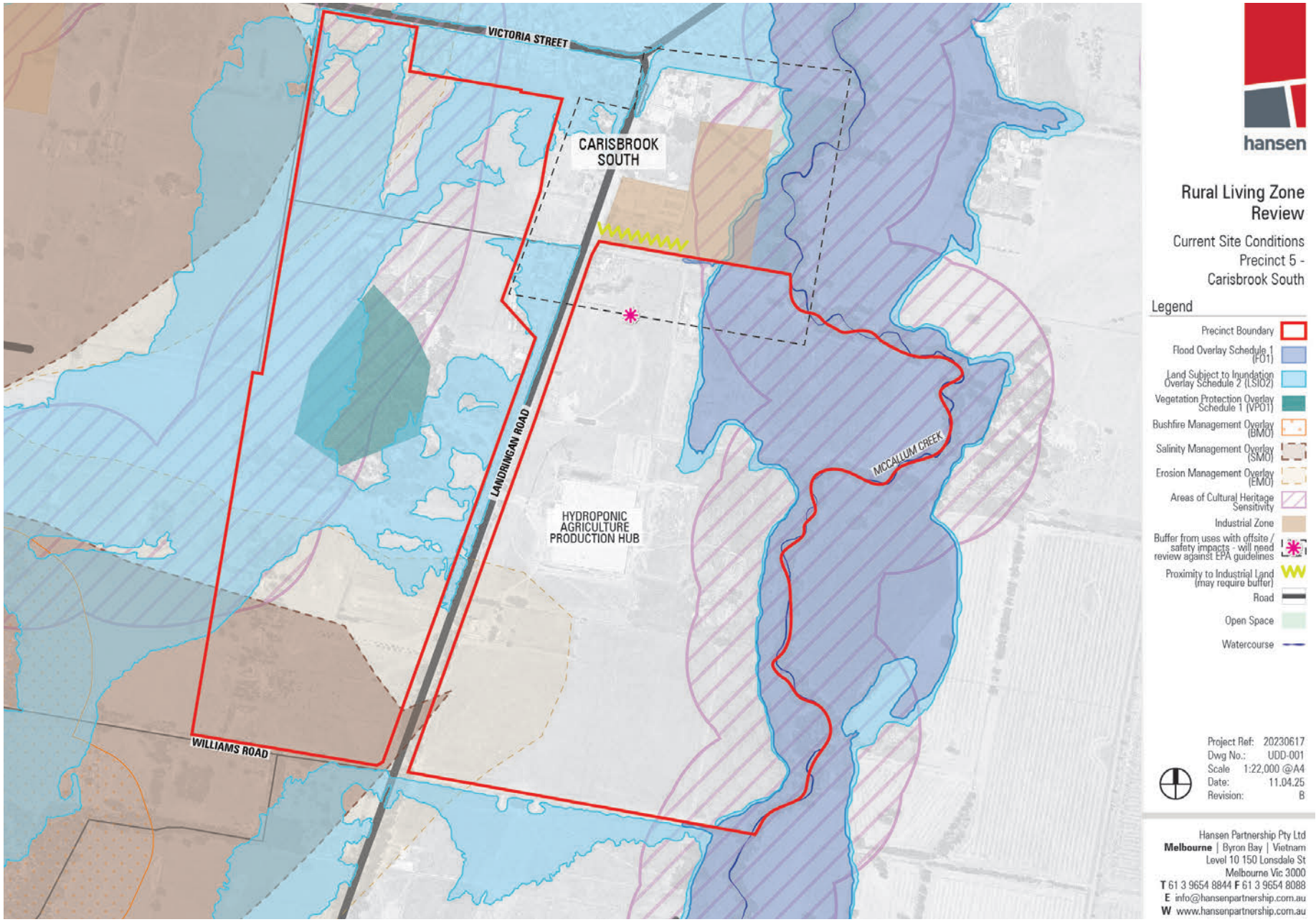


Figure 16. Precinct 5: Influences

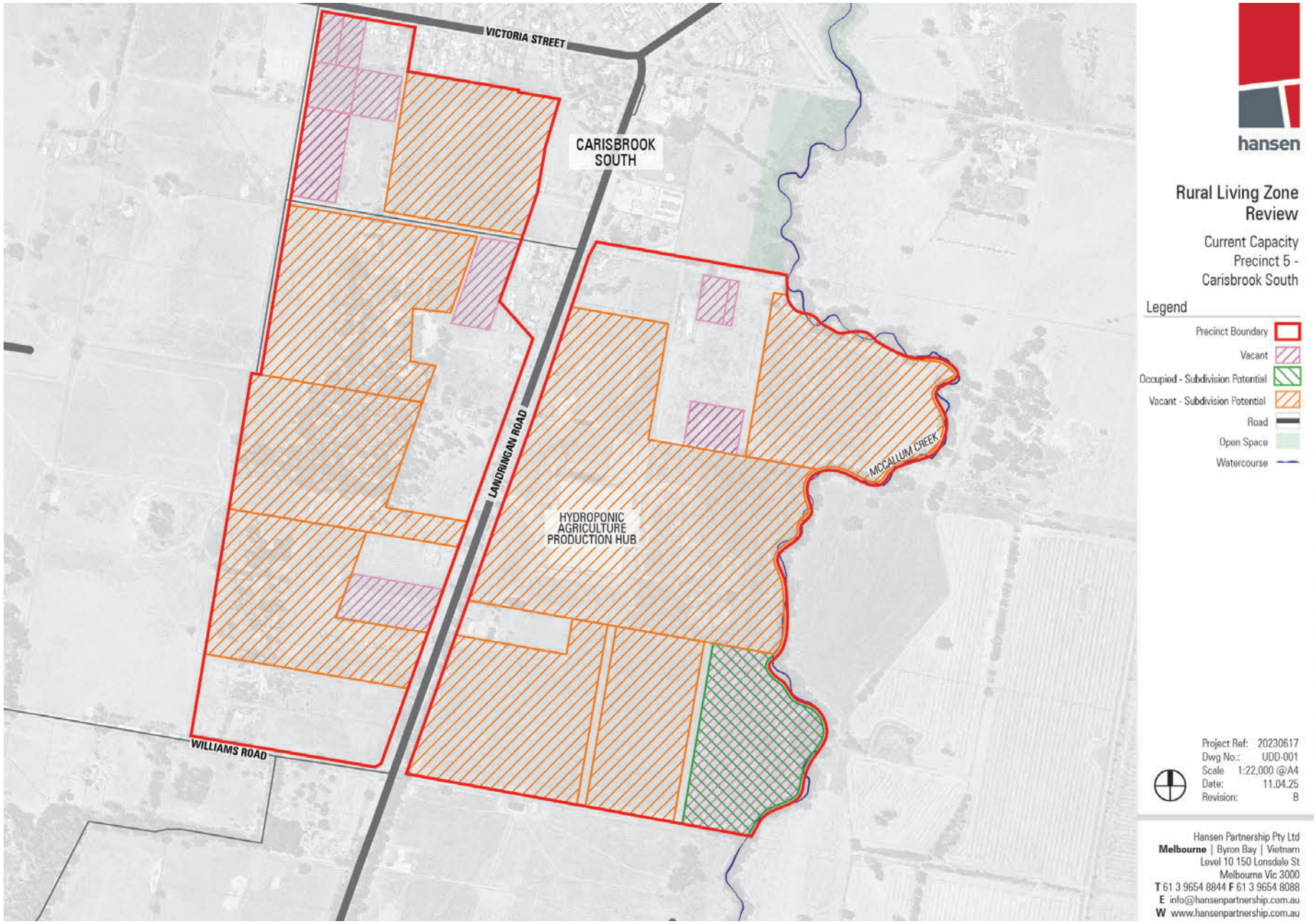


Figure 17. Precinct 5: Supply assessment

2.6 PRECINCT SIX: MAJORCA ANALYSIS

Figure 18. Precinct 6: Aerial

Table 6. Precinct 6 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	33.25
TOTAL LOTS	212
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	25.53
Number of lots	170
Theoretical yield under current controls	0
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	7.72
Number of lots	42
Theoretical yield under current controls	0
TOTAL THEORETICAL YIELD	0
INFRASTRUCTURE	
Reticulated Sewer Available	No
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	No

ISSUES

- All land subdivided into smaller allotments and in fragmented ownership.
- Moderate vegetation is spread throughout the precinct.
- Reticulated sewerage is not available which may constrain the development of existing lots given many of these are relatively small.
- Subdivision and development to date has been reasonably adhoc creating potential access issues. There are limited sealed roads within the precinct and it is not near any form of public transport.
- There are no shops, services or facilities located within the settlement, although there is a public hall and small playground.
- There appears to be a creekline running through the settlement. No flood controls apply; however, updated flood modelling should be reviewed as it becomes available to confirm any flood hazard.
- Like many small towns Majora has a subdivision matter which was developed at the time the settlement was established but which may not reflect current capacity and require a 'restructuring' of lots.
- Significant ground disturbance to the west would prevent any future expansion.

OPPORTUNITIES

- Majorca is currently identified as being unconstrained by flood and fire risk and is a designated settlement within the Shire.
- Other similar settlements are currently in the LDRZ rather than the RLZ.
- There is good road access to a number of other settlements.
- It is a reasonably attractive area, with some vegetation, undulating hills, views to bushland in the distance and some older heritage buildings.

POTENTIAL FOR GROWTH

- Significant potential exists however, any growth would need to have consideration for the ability to treat waste on-site in the absence of reticulated sewerage, which may also impact potential minimum lot sizes.
- Creeklines close to the settlement may also require further investigation.

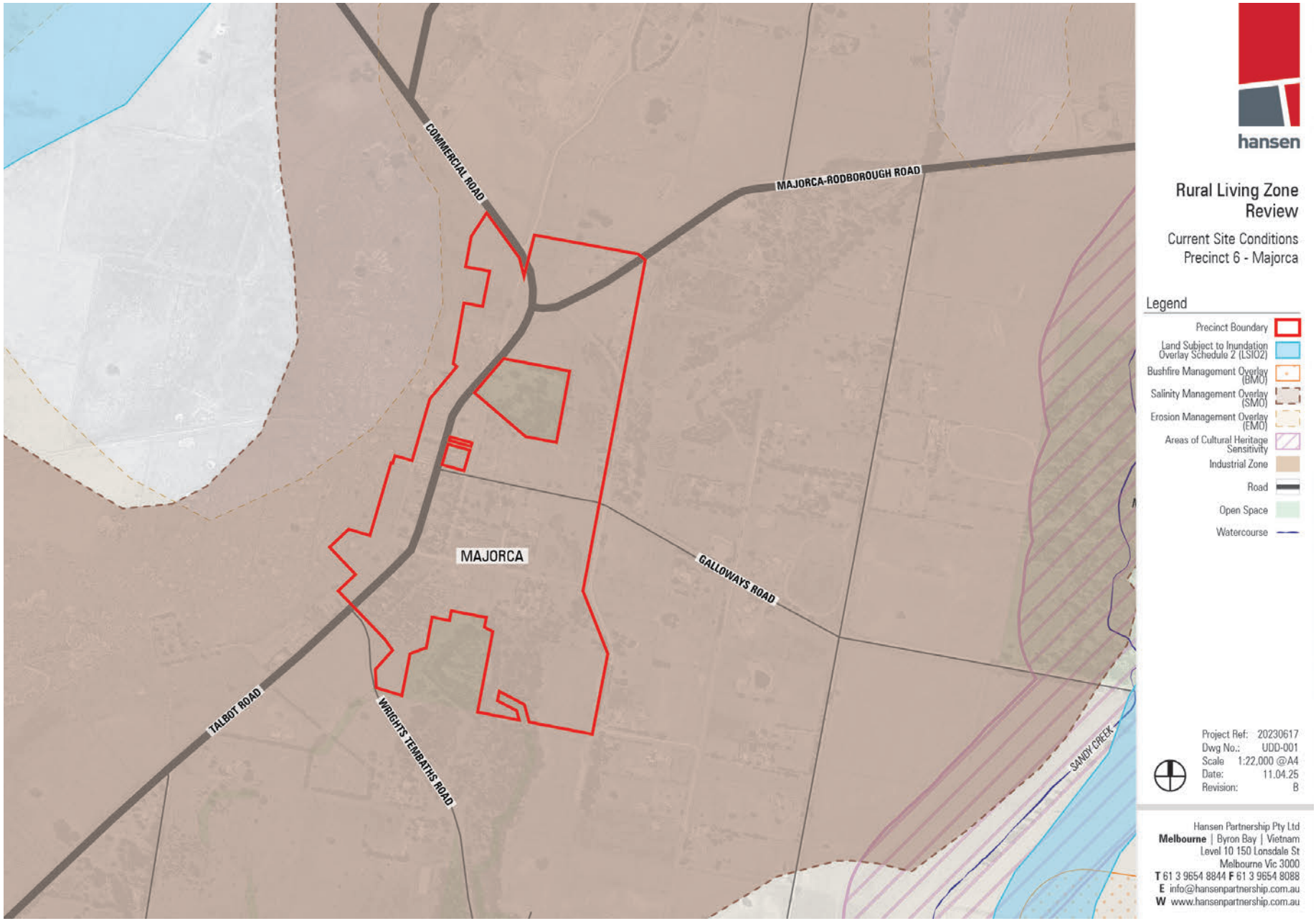


Figure 19. Precinct 6: Influences

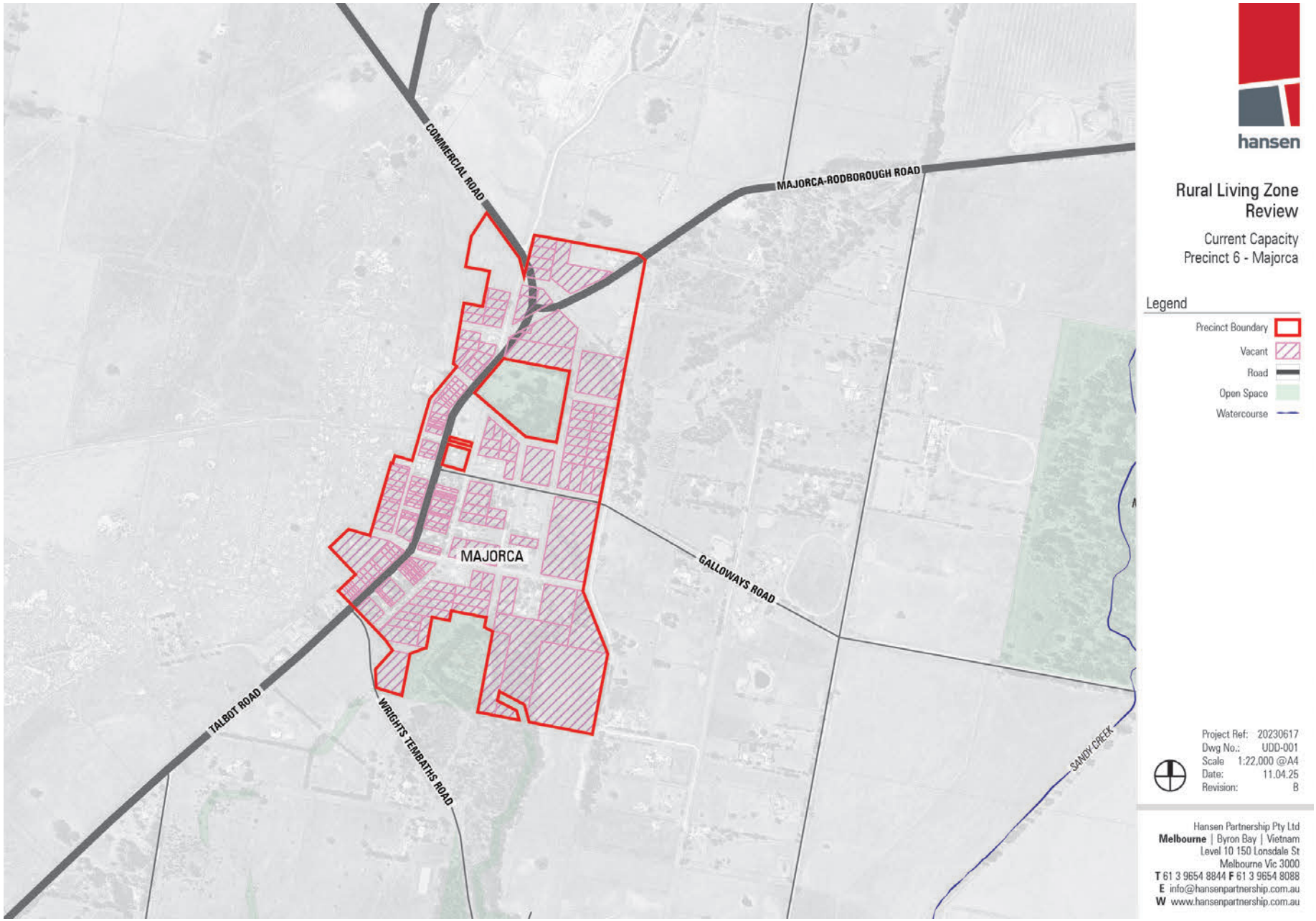


Figure 20. Precinct 6: Supply assessment

2.7 PRECINCT SEVEN: DAISY HILL ANALYSIS

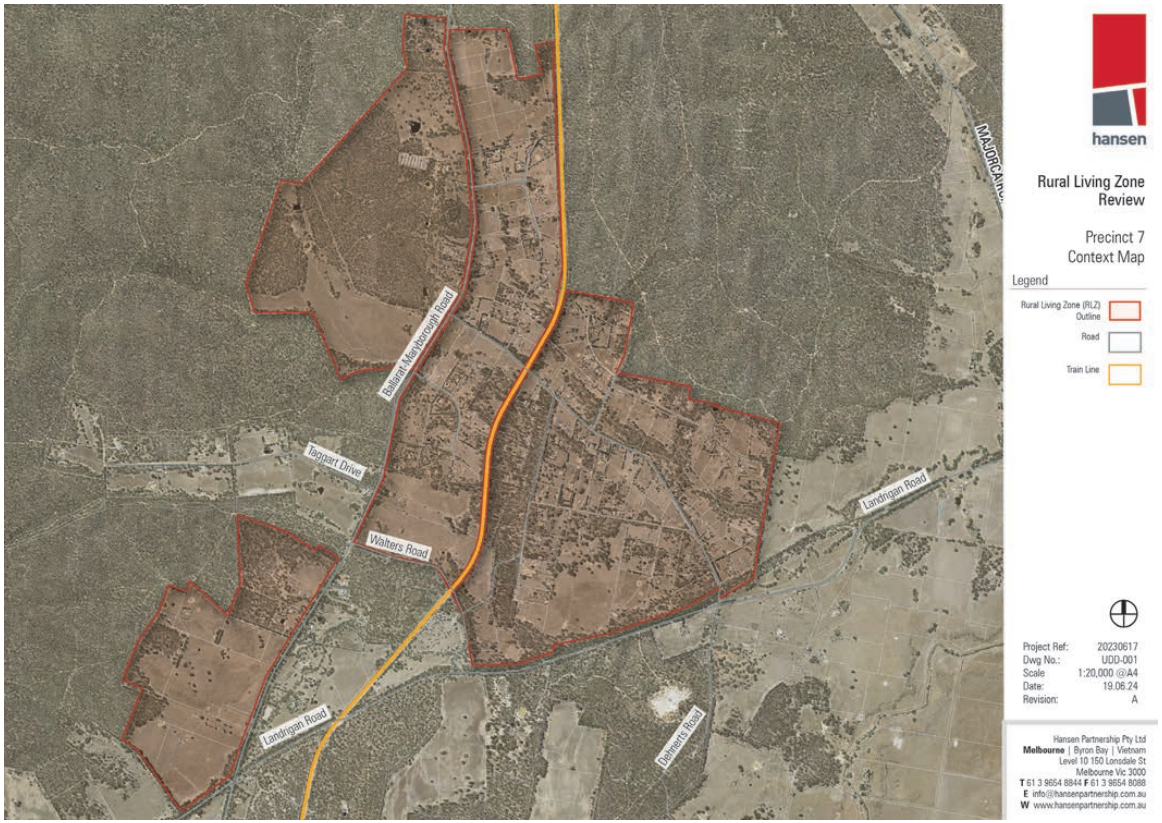


Figure 21. Precinct 7: Aerial

Table 7. Precinct 7 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	818.36
TOTAL LOTS	205
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	203.26
Number of lots	37
Theoretical yield under current controls	22
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	615.10
Number of lots	168
Theoretical yield under current controls	46
TOTAL THEORETICAL YIELD	68
INFRASTRUCTURE	
Reticulated Sewer Available	No
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	Yes

ISSUES

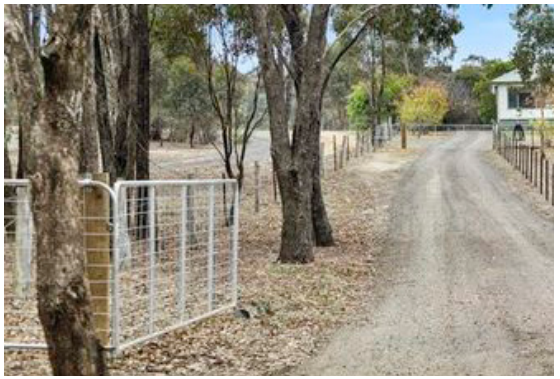
- The Bushfire Management Overlay applies to all land within the precinct.
- Vegetation is dense and moderately dense throughout the precinct.
- Undulating topography and abuttals to multiple state forests adds to bushfire risk.
- Daisy Hill has been identified as an 'extreme' fire risk settlement under the Victorian Fire Risk Register.
- Creeklines such as Narragil Creek, with associated potential for flooding as well as Aboriginal cultural heritage cut across large areas of the precinct.
- No reticulated sewerage is available so on-site disposal would have to be considered.

OPPORTUNITIES

- Parts of the precinct have been cleared of vegetation.
- The train line which bisects the precinct could be an opportunity for use as a future transport network.
- High theoretical lot yield.

POTENTIAL FOR GROWTH

- The precinct is considered to have no potential for additional intensification given the extreme fire danger. Existing vegetation and bushfire risk makes development intensification extremely difficult to justify.



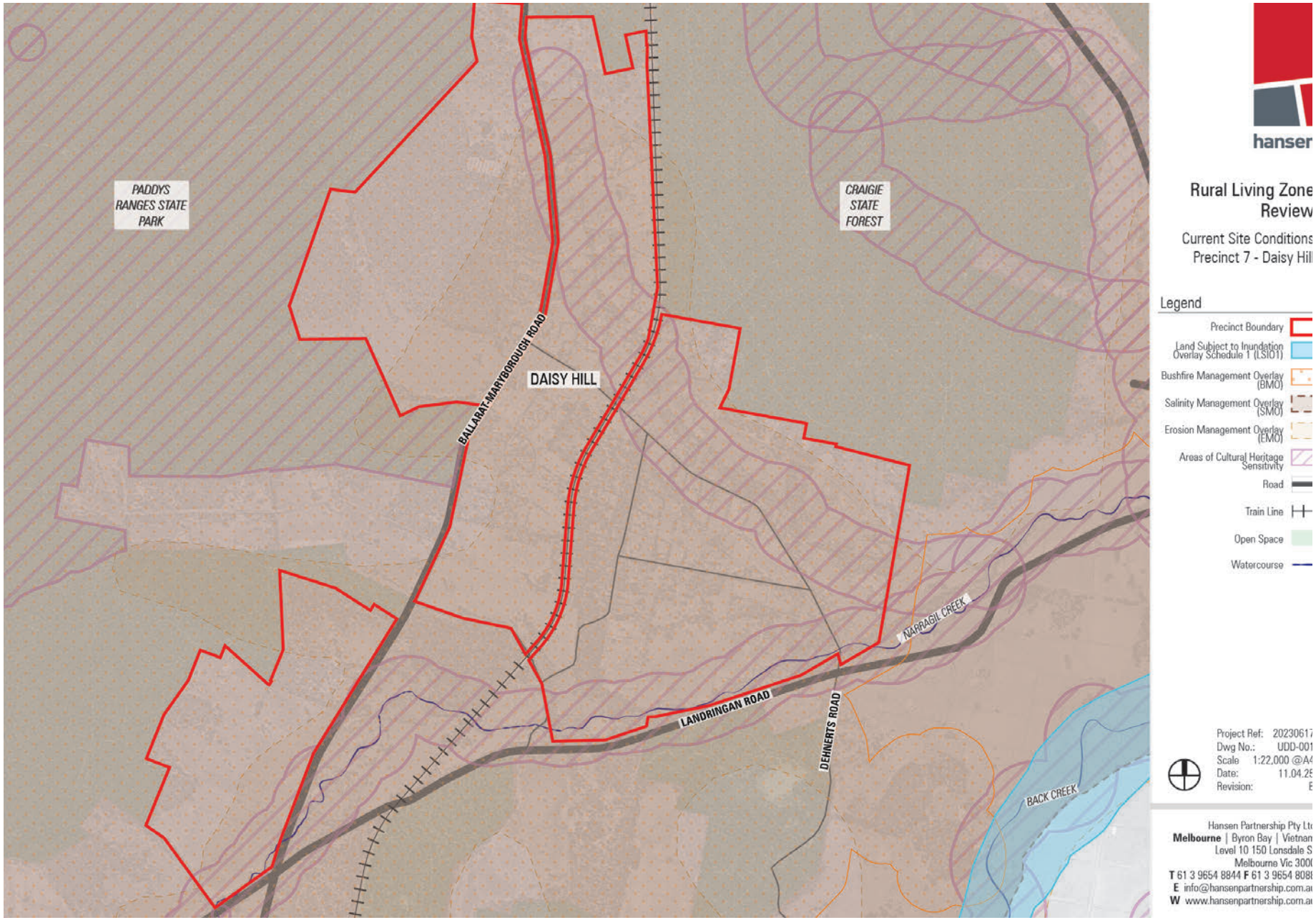


Figure 22. Precinct 7: Influences

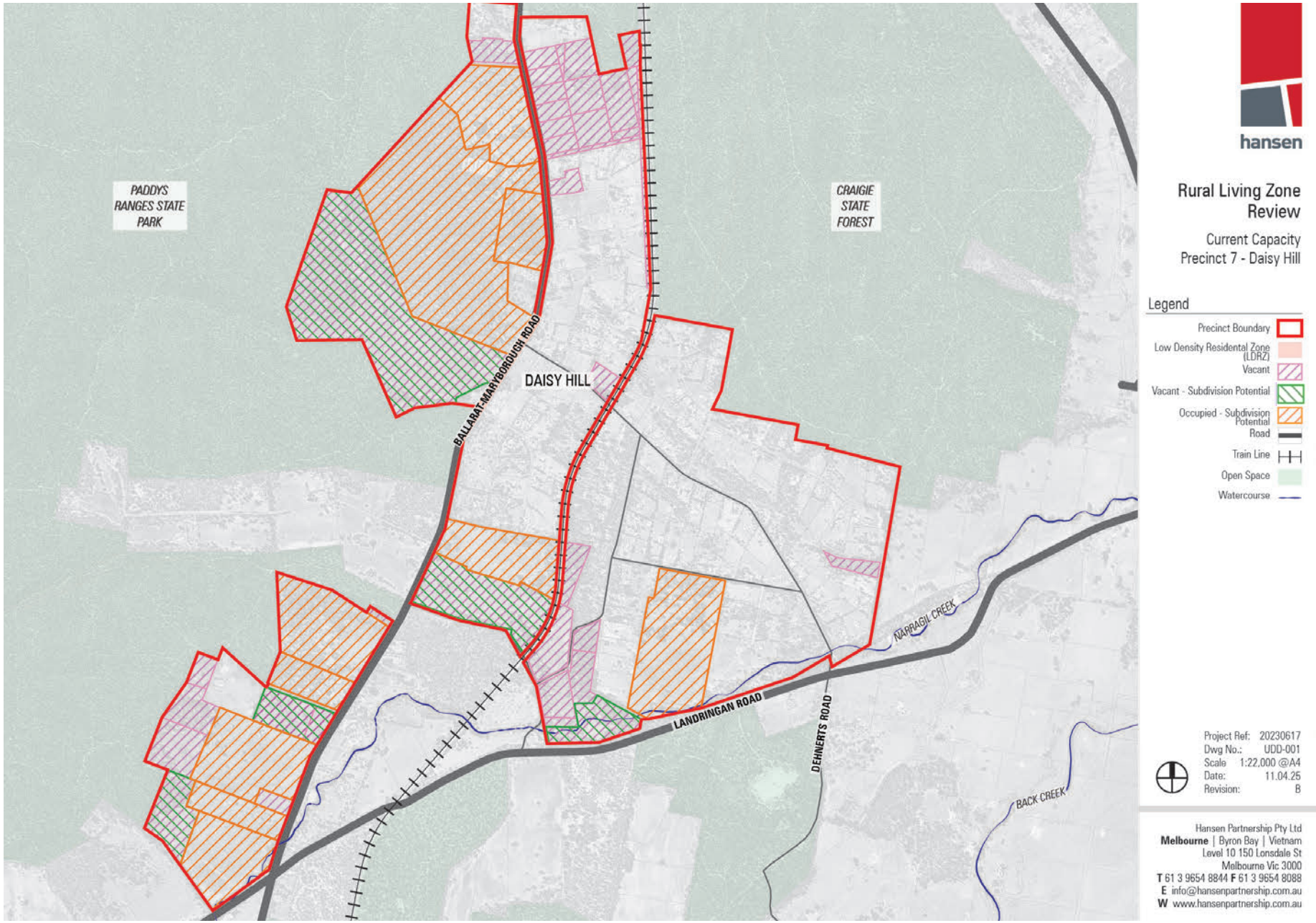


Figure 23. Precinct 7: Supply assessment

2.8 PRECINCT EIGHT: ADELAIDE LEAD ANALYSIS

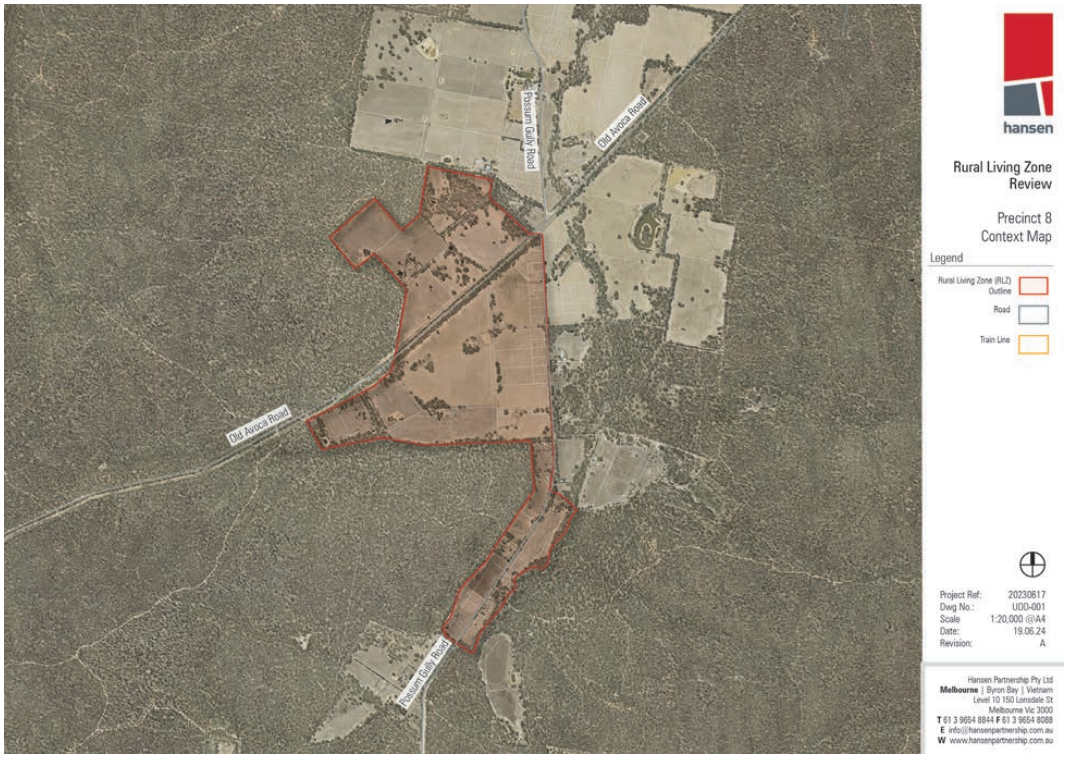


Figure 24. Precinct 8: Aerial

Table 8. Precinct 8 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	149.46
TOTAL LOTS	49
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	63.70
Number of lots	34
Theoretical yield under current controls	0
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	85.77
Number of lots	15
Theoretical yield under current controls	8
TOTAL THEORETICAL YIELD	8
INFRASTRUCTURE	
Reticulated Sewer Available	No
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	No

ISSUES

- The Bushfire Management Overlay applies to all land within the precinct.
- Parts of the precinct are heavily vegetated.
- Undulating topography and abuttals to multiple state forests adds to bushfire risk.
- Parts of the precinct have been identified as an 'extreme' fire risk settlement under the Victorian Fire Risk Register.
- Timor Creek is associated with flood hazard.
- Creeklines with potential for aboriginal cultural heritage cut across large areas of the precinct.
- No reticulated sewerage is available so onsite disposal would have to be considered.

OPPORTUNITIES

- Part of the precinct has been cleared of vegetation.
- The train line which bisects the precinct could be an opportunity for use as a future transport network.
- High theoretical lot yield.

POTENTIAL FOR GROWTH

- The precinct is considered to have no potential for additional intensification given the extreme fire danger. Existing vegetation and bushfire risk makes development intensification extremely difficult to justify.

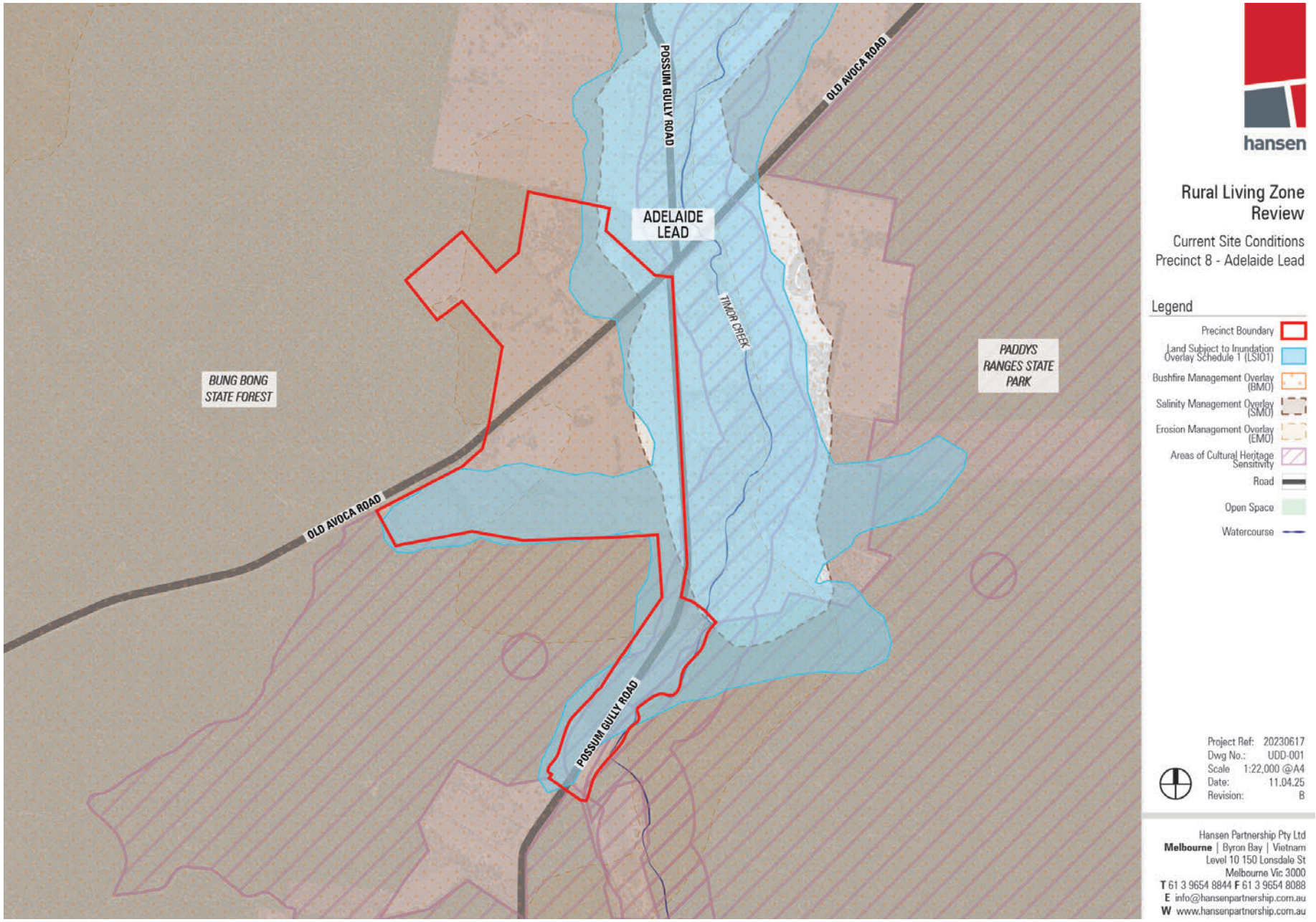


Figure 25. Precinct 8: Influences

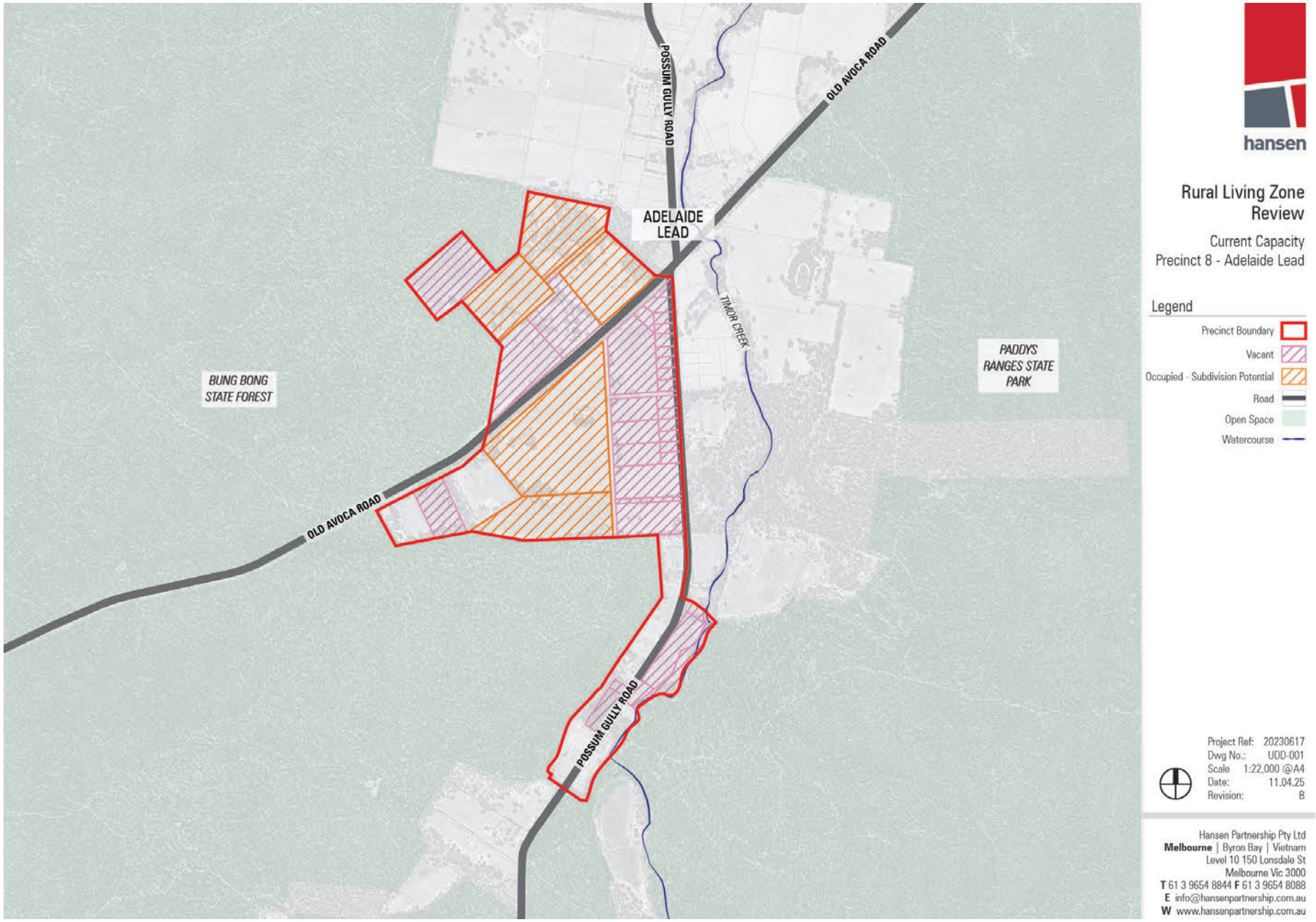


Figure 26. Precinct 8: Supply assessment

2.9 PRECINCT NINE: MOONLIGHT FLAT ANALYSIS

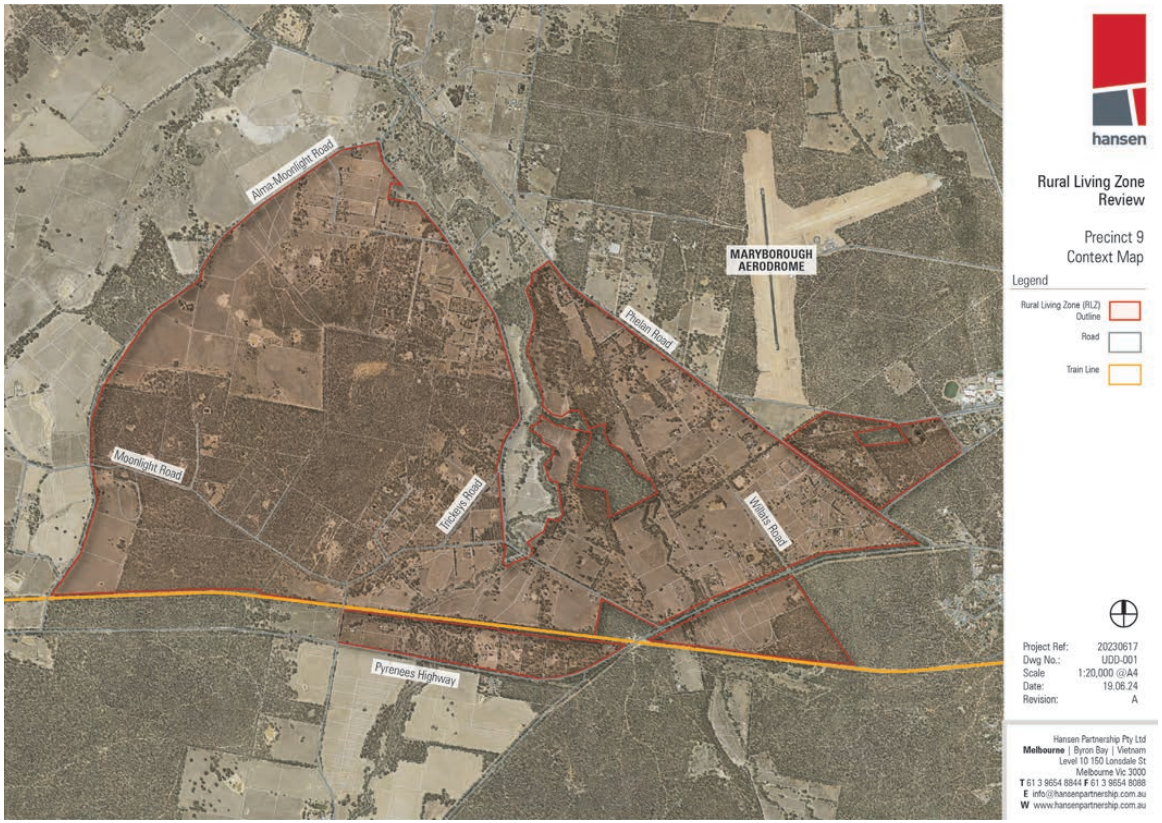


Figure 27. Precinct 9: Aerial

Table 9. Precinct 9 - current land supply and infrastructure availability

PRECINCT CHARACTERISTICS	
TOTAL LAND AREA	973.09
TOTAL LOTS	279
SUPPLY ASSESSMENT	
VACANT LOTS	
Area (hectares)	323.85
Number of lots	75
Theoretical yield under current controls	30
LOTS WITH SUBDIVISION POTENTIAL	
Area (hectares)	649.23
Number of lots	204
Theoretical yield under current controls	27
TOTAL THEORETICAL YIELD	57
INFRASTRUCTURE	
Reticulated Sewer Available	No
Reticulated Water Available	Yes
Bus or Train stop within 500 metres	No

ISSUES

- The Bushfire Management Overlay applies to almost all land within the precinct, and the precinct has been identified as Landscape type 4, which is the highest risk category.
- The whole precinct have been identified as a 'very high' fire risk settlement under the Victorian Fire Risk Register.
- Parts of the precinct are heavily vegetated and the precinct abuts state forests.
- Indicative fire runs would impact on this precinct from multiple directions (heading both south-easterly and north-easterly).
- Timor Creek is associated with flood hazard and the parts of the precinct not under a Bushfire Management Overlay are generally under a flood overlay (i.e. Landscape Subject to Inundation Overlay).
- The presence of a Vegetation Protection Overlay in the centre of the precinct reflects the likelihood that endangered or threatened species may be present in the area.
- Creeklines with potential for aboriginal cultural heritage cut across large areas of the precinct.
- No reticulated sewerage is available so onsite disposal would have to be considered.
- Proximity to the aerodrome and potential offsite impacts would also need to be considered.

OPPORTUNITIES

- Part of the precinct has been cleared of vegetation.
- The train line which run along the bottom of the precinct could be an opportunity for use as a future transport network.
- High theoretical lot yield.

POTENTIAL FOR GROWTH

- The precinct is considered to have no potential for additional intensification given the very high fire danger as well as flood impacts. Existing vegetation and bushfire risk makes development intensification extremely difficult to justify.

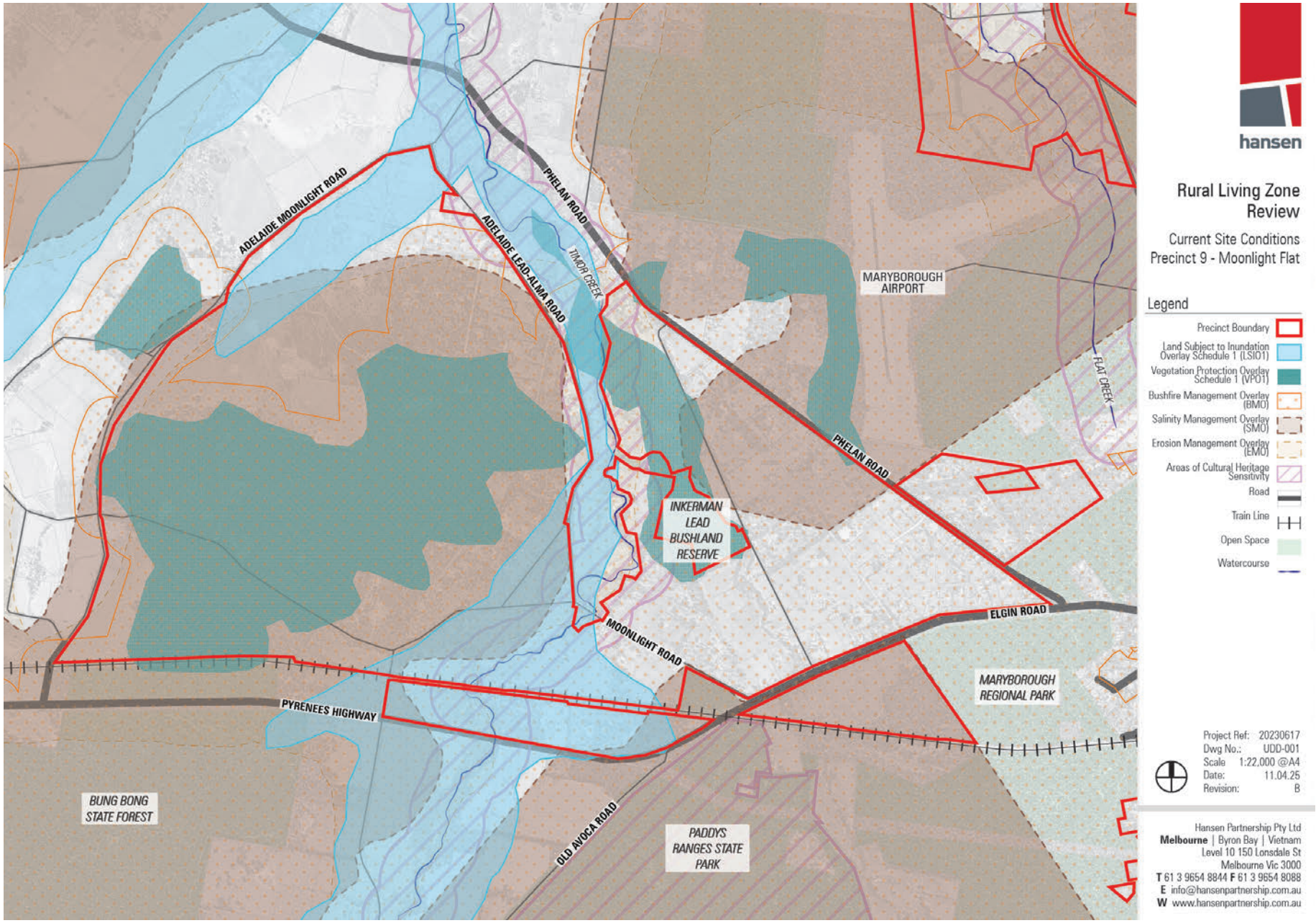


Figure 28. Precinct 9: Influences

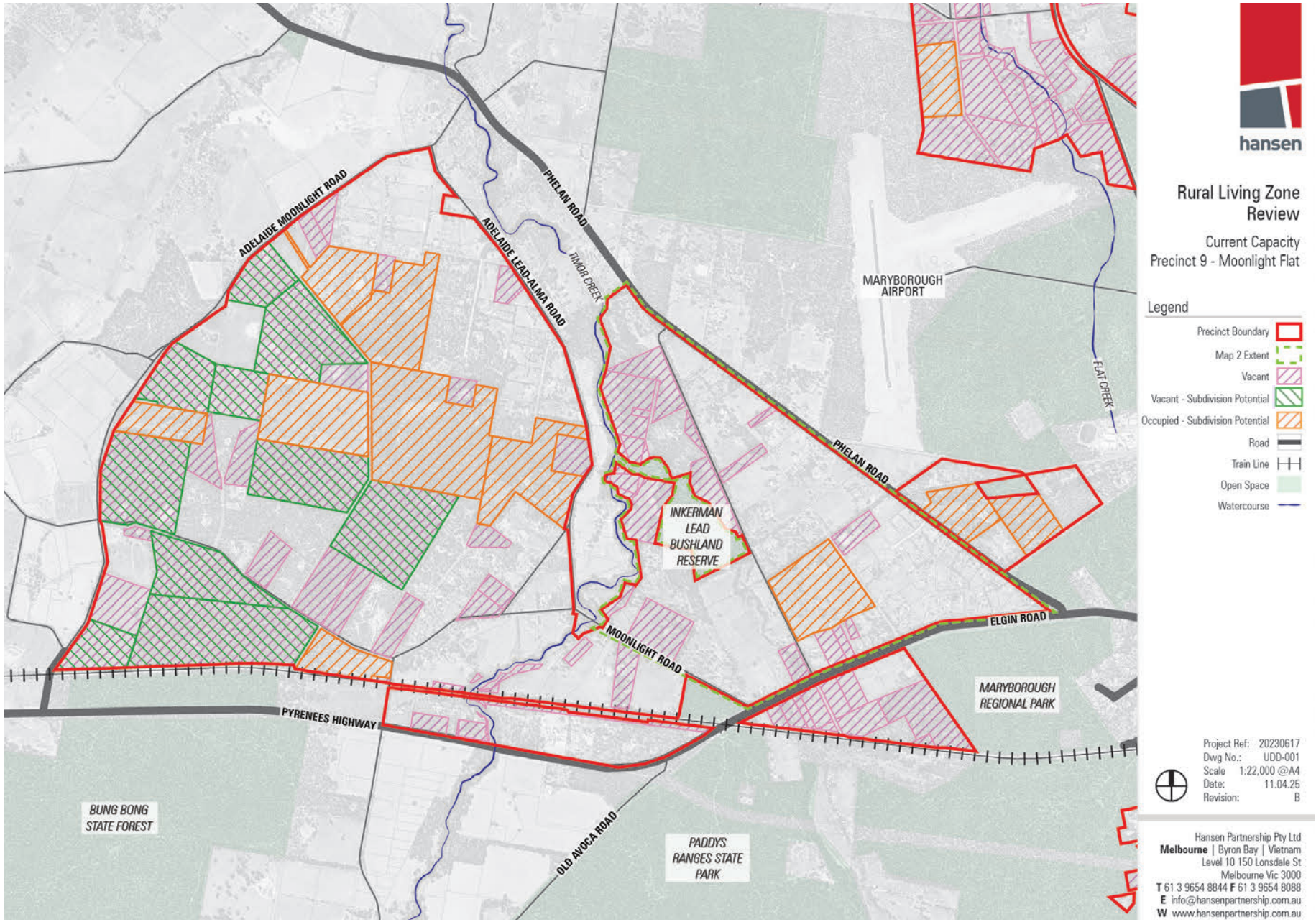


Figure 29. Precinct 9: Supply assessment

PART TWO
RECOMMENDATIONS

3.0 OVERARCHING THEMES

3.1 RESIDENTIAL GROWTH, SUPPLY & DEMAND

As noted in the introduction to this report, the *Population, Housing and Residential Land Study* (2020) flagged challenges that exist in meeting the requirements for 15 years supply of residential land. This requirement is contained within State policy at Clause 11.02-1S of the Central Goldfields Planning Scheme. Importantly, this requirement is not to be met on a 'settlement' basis but across the municipality (*"Residential land supply will be considered on a municipal basis, rather than a town-by-town basis"*). Council is taking a multi-pronged approach in responding to the findings of that report. These include:

- Undertaking a Framework Plan for Maryborough, Carisbrook and Flagstaff to identify which areas are suitable for future growth having regard to various requirements of the planning scheme and context.
- Exploring opportunities for sewering the settlement of Talbot to supports its future growth.
- Examining the possibilities for increasing residential capacity for larger lot style development (this project).
- Reviewing the extent of current heritage controls within Maryborough to support appropriate infill development.

Demand

As part of separate strategic planning work, Hansen Partnership, together with SGS Economics and Planning, are preparing a Land Use Framework Plan for Maryborough and Carisbrook. As part of that project, SGS reviewed many of the housing and demographic analysis aspects relevant to this project. This included a detailed review of the previously mentioned report, demographic analysis including updated data from the 2021 census and the development of a future housing scenario analysis.

That analysis established that about a third of growth in the Shire is anticipated in the non-township area. Under the scenarios, the non-township areas will require a combined 1,900 to 2,600 total dwellings by 2051. While the boundary differences between the study area and ABS are not able to be fully reconciled, the 2022 LUFP scenarios (plus the consultation with local property industry representatives) provide the confidence there will be an ongoing demand for 'non-township' (and township) living in rural and low-density residential contexts.

For the current study, opportunities to absorb some of this demand as well as a share of the 'non-township' demand of between up to 1,180 additional dwellings are the key considerations.

In relation to the demand for development in the specific precincts subject to this review, SGS's background work identified the following:

- There is a higher demand for smaller (Less than 1 hectares) allotments for rural living type dwellings and land uses.
- Local Real Estate agents stated there is a higher proportional demand for RLZ lots with a size between 1, 2ha and serviced.
- Local Real Estate agents stated the highest demand is for serviced LDRZ lots with a size of around 0.2ha.

The profile of buyers in these areas has changed over the last ~10 years and buyers are more mixed now. Typical households searching in the area include:

- Tree changers (including families) moving from Melbourne but also Melton, Werribee, even Bendigo and Ballarat
- Older retirees seeking peace and quiet.
- Local residents (including families) looking to upsize from their current home in town.
- Hobby / small-scale farmers, though this is a modest group.
- Weekenders seem to be a thing of the past (attributed to higher rates and petrol costs/lifestyle changes) and this group were the ones that wanted big lots of multiple hectares to make the most of their country home.
- Demand has cooled significantly after the COVID-related surge in demand, and buyers are struggling with financing in the current economic climate.

While the background reporting found that the study areas have experienced minimal growth over the past five years (with a dwelling increase of just four and a population increase of 56 people), this study provides an opportunity to stress-test this potential 'demand' and compare it with supply-side potential. It is likely that supply constraints - particularly the capacity for further subdivision and development in Rural Living Zone areas converted to the Low Density Residential Zone, as well as the ability to service lots - will be the principal limiting factors. This is reflected in feedback from local estate agents regarding key areas of demand. The supply-side analysis may ultimately inform refinement of the demand scenarios.

Assessment of development in areas around Clunes, which saw greater levels of growth, suggest that the availability of these smaller services lots in a rural context may drive increased growth in these peripheral areas.

BUYER PREFERENCES

Analysis undertaken by SGS suggests that buyer preferences include:

- Generally there is demand for lots that are 'manageable, but larger than suburban', close to Maryborough / Carisbrook.
- The most popular lots are those that are under a hectare, especially if serviced. These are the ones attracting family households with young kids that will drive population growth and change rather than just keeping the area stable.
- 1ha is enough to accommodate those looking for just a bit of extra space for their family lifestyle – pool, shed, trampoline, caravan, etc.
- Around 4ha becomes difficult to maintain, and has implications for pensioners under the assets test; you need animals or some hobby farming for this kind of land and the buyer pool is small.
- For 8ha, the only market is those dabbling in farming or looking to aggregate and bank the land. Especially limited demand for this size because the land quality is poor anyway, with little agricultural potential.
- Smaller is popular, but less so if it is unserviced – most households still prefer to have sewerage and mains connections, even if being unserviced makes a slight price difference.
- But this is changing, with more and more people interested in going 'off grid' and progress in solar technology and pumps.
- Areas closer to townships along major roadways are much more desirable, as households then have access to services, schools, etc. but still enjoy a rural lifestyle.
- Around the Carisbrook trotting track has some recent new builds and was identified as a suitable area for more growth.

Source: realestate.com

Different 'types of demand'

The necessity to differentiate the demand for higher density from low density residential developments is important to understand, despite the 15 year supply relating to residential land more broadly. Each category serves distinct market segments with specific preferences and requirements. Higher density developments typically attract individuals seeking the conveniences associated with urban living, such as proximity to employment, entertainment, and public services. On the other hand, low density residential development, characterised by larger lot sizes and more extensive living spaces, appeals predominantly to those desiring quieter, more spacious environments, often favoured by families, particularly where these areas are close to services and facilities.

Therefore, it is important for strategic planning to address the demands for higher density, low density and rural living independently whilst recognising that all make a contribution to the overall supply of residential land. By doing so, we ensure that the specific needs of each market are met, fostering sustainable growth within communities and preventing the inefficiencies that arise from a generalised planning approach.

Supply

Overall, SGS's analysis concludes that there is adequate theoretical capacity to meet demand within the Rural Living Zone (RLZ). The capacity of the precincts to provide additional smaller lots to meet potential gaps in the market (and to contribute to the broader supply of residential land) will depend on the suitability of the precincts to support future resubdivision.

An assessment of the current supply within each of the precincts subject to this project was undertaken by Hansen (as shown on the related maps in the previous section of this report). These figures are summarised in Table 2, with areas considered to have potential to accommodate growth beyond existing capacity highlighted. The capacity, and consequential contribution to overall land supply, of these areas will be reassessed once further investigations confirm the extent of developable land and the appropriate minimum lot sizes within the relevant precincts.

Table 10. Existing land supply (theoretical)

THEORETICAL LAND SUPPLY - TOTAL	
PRECINCTS WITH FURTHER DEVELOPMENT POTENTIAL	
VACANT LOTS	
Bowenvale	15
Carisbrook North	38
Carisbrook South	1
Majorca	0
LOTS WITH SUBDIVISION POTENTIAL	
Bowenvale	3
Carisbrook North	27
Carisbrook South	29
Majorca	0
TOTAL	**117**
PRECINCTS WITH LIMITED FUTURE POTENTIAL	
VACANT LOTS	
Maryborough South & East	3
Maryborough North	4
Daisy Hill	22
Adelaide Lead	0
Moonlight Flat	30
LOTS WITH SUBDIVISION POTENTIAL	
Maryborough South & East	4
Maryborough North	3
Daisy Hill	46
Adelaide Lead	8
Moonlight Flat	27

3.2 PLANNING CONTEXT

Planning for growth in Victoria requires the prioritisation of human life from bushfire risk to be considered above all other policy prioritises. While State policy instructs that council must ensure a reasonable supply of land is available, this is not on a township basis, but a municipal basis. As such, the potential contributions of these existing Rural Living Areas to contribute to this overall supply is an important consideration.

While planning also contains a number of specific directions about how a variety of different constraints and conditions should guide lot based decisions, at a strategic scale, ensuring that growth is directed to areas designated as 'low risk' is an overriding consideration. The particular risks which affect these areas is discussed in the following section. Further details as to the planning context is included in Part Two of this report.

3.3 ENVIRONMENTAL RISKS

Consideration of environmental risks is a fundamental role of strategic planning - being aware of where those risks exist and considering what development or land use outcomes are approaches having regard to those.

For uses that are considered 'sensitive' such as people's homes, State planning policy is clear that is there are areas available where risks are lower then those should be preferred. Risks which are of particular importance include bushfire, flood, potentially contaminated land, erosion, salinity and incompatible land uses.

Clause 13.01-1S seeks to minimise impacts of natural hazards and climate change through risk based planning, with specific direction to "direct population growth and development to low risk locations".

Bushfire

Following the Black Saturday Royal Commission, the Victorian Planning Provisions were updated to prioritise the protection of human life above all other policy considerations, including growth.

As a result of surrounding forests, Maryborough, and the surrounding areas subject to this study, are in areas of significant bushfire hazard. The whole region, other than the centre of the existing urban area of Maryborough, is identified as Bushfire Prone (meaning it is subject to or likely to be subject to bushfires and any new buildings need to respond to the relevant BAL rating). However, many areas are also subject to a Bushfire Management Overlay which is applied to:

"Bushfire prone areas with very high and extreme bushfire hazard".

The decision on the extent of these areas is made at the State level and is subject to regular review. On that basis, it is inappropriate and inconsistent with State planning policy to direct any growth (including the intensification of rural areas) to areas affected by the Bushfire Management Overlay (BMO). Many of the precincts are subject to very significant risk, with some (such as Moonlight Flat, Dairy Hill and Adelaide Lead) also being identified as having Very High or Extreme fire risk under the Victorian Fire Risk Register. Most of Carisbrook (other than the western edges) is free from the Bushfire Management Overlay, as are Majorca and parts of Bowenvale (to the north) and Maryborough North (towards the Maryborough-Dunolly Road). Importantly, the presence of existing development within similar contexts to any proposed growth is explicitly not a consideration in assessing the suitability of decisions on new growth - in other words, past mistakes should not be repeated.

Flood

Along with bushfire, flood hazard areas across many of the precincts create significant risks to both existing and future communities. An awareness of where these hazards exist is important to ensure that sensitive uses are not directed to these areas. Even in precincts that have been identified as having potential to accommodate some intensification, portions are affected by flood hazard, including the western extent of Bowenvale and the southern and western extents of Carisbrook North, as well as the eastern and western edges of Carisbrook South.

Importantly, there are also a number of other waterways and watercourses, such as Flat Creek in Bowenvale and the creek line present in the southern part of Majorca (as well as additional potential flood hazards in Maryborough North and Daisy Hill). These areas do not currently have flood overlays applied; however, flood hazards may exist that have not yet been translated into the Central Goldfields Planning Scheme. Strategic decisions, such as where to direct growth, mean that these hazards would need to be confirmed before any final decisions are made.

Erosion & Salinity

As a result of its gold mining history, large areas of land across the municipality are subject to potential impacts from erosion and salinity. However, these risks are considered to be low and are managed by Council through the application of standard permit conditions under a Memorandum of Understanding, which has been developed to avoid the need to seek external advice for each application.

Contaminated Land

No information has been made available to date on any potential contamination that may exist in these precincts as a result of previous uses (e.g. cyanide works in Precinct 2). However, for precincts identified as having further development potential, this will need to be investigated further, given the long history and visual evidence of mining in many of these areas.

Land Use Conflicts

The most relevant consideration in relation to this risk relates to the need to ensure that foreseeable impacts are reduced by not locating residential uses (or directing increased residential development) in areas near industrial land (or other land uses that may generate off-site impacts). This policy direction relates not only to protecting residents, but also to avoiding constraints on the ongoing operations of existing businesses that may arise from directing growth to adjoining land.

The Industrial 3 Zone exists to provide a 'buffer' between industrial and sensitive uses and can adjoin residential areas; however, all interfaces between industrial land and the precincts assessed in this study are zoned Industrial 1. In addition to avoiding development on adjoining land, this policy also requires that land located further from industrial uses does not accommodate sensitive uses where it falls within an applicable buffer.

The application of buffers is frequently managed by the EPA, which, under recent legislative changes, is taking a more active role in preventing land use conflicts. Under the same legislative framework, Council (along with other parties) has a General Environmental Duty to do the same. Council also has a responsibility to avoid land use conflicts when making planning decisions, such as those contemplated by this report.

The Maryborough South and East precincts and the Maryborough North precinct are highly likely to experience land use conflicts, while parts of the Carisbrook South and Carisbrook North precincts may also require consideration. The suitability of southern parts of the Bowenvale precinct would also require consideration of off-site impacts associated with the Maryborough Aerodrome, with Maryborough North additionally subject to potential conflicts with Maryborough's sewerage treatment plant.

The combined impact of these environmental risks, together with the critical importance of bushfire risk, means that a number of these precincts are not suitable for intensification. On this basis, no precinct is considered to be entirely free from risk. However, for the four precincts recommended for further investigation, these risks are either low or limited to specific, unconstrained areas of the precinct.

3.4 INFRASTRUCTURE AVAILABILITY

Many of these existing rural living areas have evolved over time in a reasonably adhoc manner, meaning there are deficiencies in the infrastructure available in these areas. Easy access to the main centre of Maryborough is an important consideration in light of buyer preferences, the management of bushfire risk (noting all areas are identified as 'bushfire prone'), and access to services and facilities.

Fortunately, many of the Rural Living Zone (RLZ) areas subject to this review are located along main roads, which provide relatively easy access to the facilities and services of Maryborough. The Bowenvale area has direct connections to the town centre via Dundas and Pekin Roads, while both Carisbrook precincts have access via the Pyrenees Highway. The study area boundary is within approximately 10 km of Maryborough, meaning distances to services and facilities are reasonable for all precincts, with some having access to services in both Carisbrook and Maryborough.

Some precincts contain a number of unsealed or unfinished roadways, which may need to be investigated further should greater intensification be pursued, to improve access to major corridors from within the precincts. Public transport access is limited in most areas, as would be expected in a rural context; however, the proximity of these precincts to main road corridors means that some areas have access to bus routes along major roads, including regular services along the Pyrenees Highway from Carisbrook. Access to public transport in Majorca is more limited. Bowenvale also currently lacks a bus route, but this area is considered to have greater potential for a future connection than Majorca.

Typically for rural living areas, many of these precincts have reticulated water available, and reticulated sewer is also available to a number of precincts. In particular, both the North and South Carisbrook precincts have sewer connections available. For other precincts identified as having growth potential, Bowenvale may have some potential for future sewer connection given its proximity to existing infrastructure; however, this would require further investigation. Majorca is considered to have more limited potential for reticulated services given its separation from the main urban areas.

3.5 DEVELOPMENT FEASIBILITY

The ability of these rural areas to accommodate additional growth will depend on a range of factors that this project will need to have regard to. These include the following considerations:

Servicing Feasibility

The minimum lot sizes that different precincts can accommodate will be heavily influenced by the ability of the precinct to either:

(a) connect to the reticulated sewerage system in a manner that is not cost-prohibitive for landowners or developers; or

(b) safely accommodate on-site effluent disposal, which is influenced by site soil conditions.

Of the four precincts recommended for further investigation, Bowenvale and Majorca do not have access to reticulated sewerage, while Carisbrook North and South have sewer connections available.

Re-subdivision Potential

While the 'theoretical' supply of lots provides important background information, this is based on existing minimum subdivision sizes. If further re-subdivision is permitted, a greater number of lots may support the feasibility of development proposals. However, the ease of subdivision - and therefore overall feasibility - is also influenced by the presence of existing dwellings, as existing residences can reduce the likelihood of redevelopment or limit potential yield. Carisbrook North and Bowenvale have the greatest potential for development on vacant lots, while further development in Majorca is unlikely without smaller minimum lot sizes.

4.0 RECOMMENDATIONS

4.1 VISION & OBJECTIVES

Vision:

Rural residential land around Maryborough and Carisbrook will accommodate sustainable growth by providing greater certainty around the contribution of rural residential land to meeting future housing demand. Growth will be managed to ensure the resilience of current and future communities, infrastructure and the natural environment in a changing climate.

New development will be directed in a manner that respects the region's environmental values, characterised by forest interfaces and traversing waterways that also present natural hazards and constraints to further intensification. Future residential land will be located in areas with appropriate land capability and informed by the most current environmental and hazard mapping

- **Objective 1: Support sustainable growth through servicing**

Ensure residential growth is supported only in locations that can be adequately serviced by existing or planned infrastructure, including reticulated water and/or sewerage, or where land can appropriately manage on-site effluent, in line with the requirements of relevant authorities and Council's *Domestic Wastewater Management Strategy*.

- **Objective 2: Avoid and respond to environmental hazards and climate change**

Direct growth to areas that avoid environmental hazards or demonstrate the capacity to appropriately manage risk, without worsening or intensifying the risk profile for existing communities and infrastructure.

- **Objective 3: Protect environmental and cultural values**

Ensure the region's significant natural features, including waterways and native vegetation, as well as Aboriginal cultural heritage, are safeguarded and enhanced while responding to growth and demand pressures.

- **Objective 4: Encourage diversity while maintaining regional character**

Support a diversity of rural residential living options that respond to growth and the changing needs and aspirations of current and future communities, while protecting the region's valued rural and landscape character.

4.2 RECOMMENDATIONS FOR EACH PRECINCT

The following pages outline the growth recommendations for each precinct, based on the Assessment Matrix Analysis Table (see Table 11). The discussion and recommendations are informed by available information, but further investigation will be needed to confirm the suitability of any future rezoning and subdivision where a recommendation for some level of growth is provided.

Each precinct has an overarching recommendation for either **no growth, limited growth or growth**. This is accompanied by a summary of recommended actions.

Importantly, it is highlighted that additional flood mapping has been undertaken for Central Goldfields. While this flood mapping is progressing through to an amendment, it has been reviewed in the context of this strategic work in order to ensure that the understanding of environmental hazards is up to date. In particular this flood mapping has led to some precincts having lesser potential (for example Precincts 2 and 3) as the flood hazard associated with waterways become more apparent. For other precincts however, it has open up further potential (for example Precinct 5 south of Carisbrook) as the modelling now accounts for mitigation works that have been undertaken to manage flood risk. Mapping in this part of the report reflects this latest flood modelling and should be taken as the most up-to-date understanding of hazard, Mapping in Part One reflects existing planning controls. It is appropriate that strategic recommendations are based on the best available data, rather than the current planning controls.

GROWTH RECOMMENDATIONS EXPLAINED

" NO GROWTH " RECOMMENDED

- No growth is recommended in any areas of the precinct due to significant hazard, risk and/or constraints that relate to the land. Any intensification in residential development would most likely increase any existing natural hazard risk profiles.

or

" LIMITED GROWTH " RECOMMENDED

- Any growth recommended is limited to specific areas/portions of the precinct only. It is not a recommendation that supports growth across the entirety of the precinct. However it is acknowledged that any outlook for even 'limited' growth will still require further individualised and detailed assessment related to the different hazards, risks and/or constraints that impact the land. So while there is an acknowledgement of some potential limited growth, this is subject to confirmation and technical advice to ensure the actuality of this growth recommendation.
- The recommendation is either for the rezoning of land to Low Density Residential, or a reduction in the minimum lot size in the schedule to the Rural Living Zone, which is strongly dependant on the current/ future land capability.
- Any intensification in residential development could avoid or be able to mitigate natural hazard risk, without intensifying the existing risk profile of the surrounding area.

or

" SUPPORT FURTHER GROWTH " RECOMMENDED

- Growth is recommended in areas of the precinct subject to further detail assessments as required. As distinct from a recommendation of limited growth - this recommendation is on the 'higher' confidence scale in terms of growth and intensification opportunities.
- The recommendation is either for the rezoning of land to Low Density Residential, or a reduction in the minimum lot size in the schedule to the Rural Living Zone, which is strongly dependant on the current/ future land capability.
- Any intensification in residential development will avoid or be able to mitigate natural hazard risk, without intensifying the existing risk profile of the surrounding area.

Assessment Matrix

The Assessment Matrix Table (see Table 11) provides a summary of the analysis of each precinct's growth potential which has informed the decision making of overall recommendations. The assessment matrix is based on the following criterion related to hazard, risk and/or constraints which may apply to the land:

- **Bushfire:** This considers the precinct's bushfire hazard based on the Bushfire Management Overlay (BMO), the Victorian Fire Risk Register, and other bushfire risk assessments or technical advice. Bushfire is the most significant natural hazard consideration for decision making and is the key determinant of whether growth is suitable or not suitable, with the aim to prioritise human life above all else.
- **Flood:** This refers to whether the precinct is subject to flooding or inundation from recent flood mapping (based on hazard extent, not depth or velocity). Flood hazard and any increased risk through new development is a significant environmental hazard consideration for whether growth is suitable or not.
- **Land Capability:** This refers to the land's capability to support new development, particularly in relation to the management of wastewater. It considers whether the precinct is currently serviced by reticulated water and sewerage, and if not, whether it could potentially support on-site effluent disposal, subject to further technical advice.
- **Native Vegetation:** This refers to the extent of existing native vegetation, based on Vegetation Protection Overlays, and general site and aerial imagery observations. This undoubtedly interrelates with bushfire and ecological considerations, as well as the offset requirements that would be subject to approval.
- **Ecology:** This considers the presence of identified areas of ecological significance, which includes threatened habitat, species and sensitive areas like riparian zones along waterways. It draws on known conservation values and habitat quality, as well as Environmental Significance Overlays and/or other state or federal registers.
- **Cultural Heritage:** This considers whether the precinct has areas of Aboriginal cultural heritage sensitivity (known or not yet known), as defined by the Aboriginal Heritage Regulations 2018. These sensitivities may require the need to avoid any significant ground disturbance or trigger the need for a Cultural Heritage Management Plan. Even where there are potential areas of cultural heritage sensitivity identified in a precinct, the assessment of whether growth is suitable or not will always be up for 'further consideration' and review - to be determined through engagement with the Registered Aboriginal Party.
- **Land Use Conflict Potential:** This relates to the potential for land use conflicts because of the proximity to incompatible uses, such as industrial and agricultural uses. It considers off-site amenity issues including noise, odour and the buffers that may be required to ensure that there is no impact on new residential development, or that a new residential use does not compromise existing businesses. Even where a potential conflicting land use is included in the precinct, this will always be up for further consideration and review with the EPA - rather than pre-emptively assuming that the land is not suitable for growth.

The Assessment Matrix Table is on the page that follows.

'Suitability for Growth' Traffic Light System Explained	
Option	**Explanation**
Not suitable for growth	The applicable precinct is determined to be impacted by a hazard, risk and/or constraint related to this particular criteria which cannot be appropriately avoided or managed. The precinct is therefore not suitable for growth in relation to this criteria.
Suitable for growth, further consideration required	The applicable precinct has some hazard, risk and/or constraint related to this particular criteria. Whether it relates to the entirety or part of the precinct, further consideration should be made as there could be an opportunity for growth, subject to detailed assessments and/or investigation that can determine the required response. The precinct is therefore suitable for growth where further consideration is undertaken.
Suitable for growth	The applicable precinct does not have any significant hazard, risk and/or constraint related to this particular criteria. The precinct is therefore suitable for growth in relation to this criteria.

The 'Recommendation for Growth' Explained	
Option	**Explanation**
No	Based on the results of the matrix assessment across the criteria, the applicable precinct is not recommended for growth. **Note regarding bushfire:** An overall recommendation of 'No' will always apply to precincts assessed as 'Not suitable for growth' under the bushfire criteria, regardless of their performance against other criteria. This reflects the precedence of bushfire risk in State planning policy, where the protection of human life is the highest priority. Therefore, where bushfire hazard and risk is deemed as significant, no growth is recommended.
Yes with further consideration required	Based on the results of the matrix assessment across the criteria, the applicable precinct is recommended for a level of growth once further consideration has been undertaken.

ASSESSMENT MATRIX TABLE									
	Precinct	Bushfire	Flood	Land Capability	Native Vegetation	Ecology	Cultural Heritage	Land Use Potential Conflict	Recommendation for Growth
1	South & East Maryborough	Not suitable for growth	Suitable for growth	Suitable for growth	Suitable for growth	Not suitable for growth	Suitable for growth	Suitable for growth	No
2	Bowenvale	Suitable for growth, further consideration required	Not suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	No
3	Maryborough North	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Yes with further consideration required
4	Carisbrook North	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Yes with further consideration required
5	Carisbrook South	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Yes with further consideration required
6	Majorca	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth	Suitable for growth, further consideration required	Suitable for growth	Yes with further consideration required
7	Daisy Hill	Not suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth	No
8	Adelaide Lead	Not suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth	No
9	Moonlight Flat	Not suitable for growth	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	Suitable for growth, further consideration required	No

Table 11. Precinct Assessment Matrix

RECOMMENDATIONS FOR
PRECINCT 1: SOUTH & EAST MARYBOROUGH

The entirety of **Precinct 1: South & East Maryborough** is subject to the highest level of bushfire risk. This level of risk, informed by the precinct's dense vegetation and undulating terrain, represents a major constraint to growth in consideration of planning policy's prioritisation of bushfire considerations above all else.

Topography and vegetation also impact on the feasibility of further development in this precinct.

Notwithstanding the bushfire risk, the precinct's proximity to Maryborough and access to local services and existing infrastructure are advantageous for accommodating growth.

However in consideration of the level of bushfire risk already identified for this precinct, the overall recommendation for Precinct 1 is that there should be no rezoning or changes to subdivision potential and is not recommended for any growth which would intensify this risk. This reflects the prioritisation of human life in relation to bushfire risk which is embedded in the Central Goldfields Planning Scheme and aligns with recent changes to Victoria's *Planning & Environment Act 1987* which now require explicit consideration of climate risk in any proposed change to Victoria's planning schemes.

RECOMMENDATION: NO GROWTH

Recommended actions:

- Avoid any rezoning and/or changes to subdivision in Precinct 1.

RECOMMENDATIONS FOR **PRECINCT 2: BOWENVALE**

Precinct 2: Bowenvale is not recommended for further growth, due to a combination of bushfire and flood hazards, cultural heritage sensitivities and the current absence of reticulated sewerage.

Part One investigations identified the northern part of the precinct as having potential - areas of vacant land near existing services in Bowenvale. The southern portion, although largely cleared, is also constrained by bushfire hazard and flooding associated with Flat Creek. Despite being significantly cleared of dense vegetation, the southern portion of the precinct is also not recommended for growth again because of its bushfire and flooding hazard. However, the northern areas which were investigated further are traversed by Flat Creek and Chinamans Creek. Recent flood modelling undertaken for the Shire has indicated that much of the area that was recommended for further consideration as part of initial assessment in Part One is now presenting significant flood hazard. Waterways are also associated with cultural heritage sensitivities.

In consideration of this combination of constraints, the recommendation for Precinct 2 is that the precinct broadly should not facilitate any rezoning or changes to subdivision potential and is not recommended for any growth that would further intensify risk.

RECOMMENDATION: NO GROWTH

Recommended actions:

- Avoid any rezoning and/or changes to subdivision potential in Precinct 2.

RECOMMENDATIONS FOR
PRECINCT 3: MARYBOROUGH NORTH

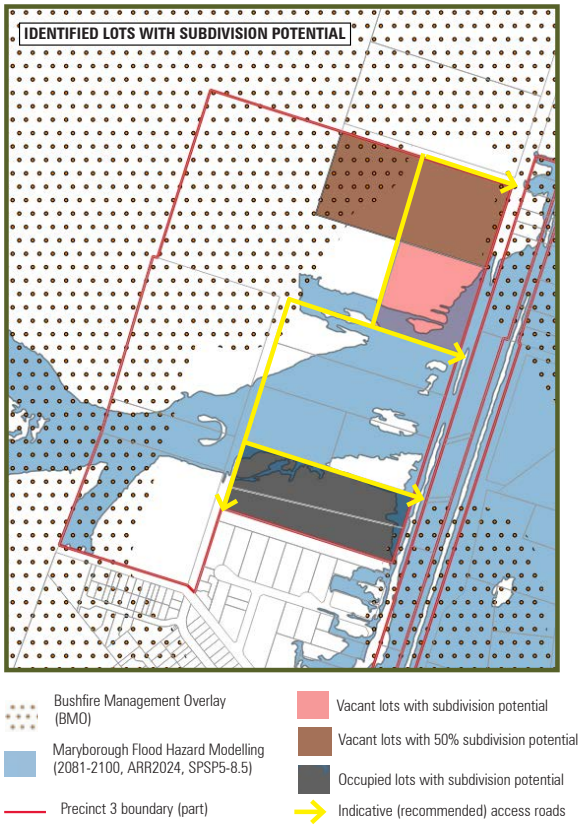


Figure 30. Precinct 3 - lots with additional subdivision potential

While the entirety of **Precinct 3: Maryborough North** benefits from relatively flat land, access to reticulated water and sewerage, and proximity to Maryborough, the overall growth potential is very limited due to a significant amount of environmental constraints that make the majority of the area unsuitable for new housing.

All land on the east side of Maryborough-Dunolly Road is subject to the highest level of bushfire risk and potential flooding impacts associated with the Four Mile Creek and is not recommended to accommodate any new supply.
A portion of cleared land in the precinct in the south west fronting Maryborough-Dunolly Road is mostly outside the Bushfire Management Overlay and may offer modest development opportunity subject to further bushfire risk assessment, flood risk assessment, and in review of EPA guidelines related to surrounding land uses with potential off-site impacts (i.e. for the occupied lots identified).

In understanding the risks further, the following is noted as requiring considerations prior to any rezoning of land:

- In relation to flood risk, it will be important to ensure that there is safe access via Maryborough-Dunolly Road during a flood event, even if the properties or land is not directly impacted by flood waters.
- In relation to the lots identified in pink on Figure 30, it will also be important to confirm the current extent of the buffer which relates to the nearby sewerage treatment plan has been applied in line with best practice and the latest guidance from the EPA.
- The ability to manage the fire for those same lots to the north, particularly to the west where there is an interface with the forest will need to be managed and this areas may not be suitable to accommodate additional residential growth following lot scale assessment.
- It will also need to be confirmed that suitable separation distances from existing industrial activity within the Drive-In estate can be accommodated in relation to the southern lots. It is noted, however, that an existing Low Density Residential lot already buffers the area identified as having potential for growth from industrial uses.

There are no matters requiring consideration as part of any rezoning from the perspective of the ecological assessment undertaken, with most existing vegetation being located on site boundaries other than a couple of scattered trees on the northern-most lots.

The subdivision potential of these lots will require the establishment of additional road access which is recommended as shown on Figure 30 as this:

- Supports good practice in relation to the establishment of perimeter roads.
- Allows for roads to support flood resilience.
- Utilises existing road reserves.

The lots identified on Figure 30 in grey and pink are recommended for limited growth via rezoning to Low Density Residential Zone, if no major impediments to this rezoning are identified in relation to identified dot points.

Once further investigation is undertaken, the subdivision

potential can be based on either Option 1, 2 or 3 (See Table 12). It is understood that these lots are capable of accommodating lots of 0.4ha. Ultimately the 'greatest' theoretical yield can be achieved through Option 1 - however this assumes that all subdivision can be serviced by reticulated sewerage (min. 0.2 ha). This relies on the extension of the existing sewer system into these lots which is considered feasible given their proximity to Maryborough-Dunolly Road.

A rezoning to Low Density Residential Zone allows for either outcome.

RECOMMENDATION: LIMITED GROWTH

Recommended actions:

- Avoid precinct wide rezoning and/or changes to subdivision potential in Precinct 3.
- Further investigate the identified lots with subdivision potential to determine preferred Option (1, 2 or 3).
- Rezone identified lots to LDRZ provided identified issues can be managed appropriately.

Table 12. Precinct 3 - potential yield following rezoning (maximum)

SUPPLY ASSESSMENT - PROPOSED REZONING SCENARIOS	
LOTS WITH SUBDIVISION POTENTIAL - OPTIONS	
Option 1: LDRZ rezoning potential (with reticulated sewerage)	
Area (hectares)	18.2
Number of lots	5
Theoretical yield based on Option 1	62
Option 2: LDRZ rezoning potential (without reticulated sewerage)	
Area (hectares)	18.2
Number of lots	5
Theoretical yield based on Option 2	26
Option 3: Schedule amendment (1ha minimum) to the RLZ potential	
Area (hectares)	18.2
Number of lots	5
Theoretical yield based on Option 3	12

RECOMMENDATIONS FOR
PRECINCT 4: CARISBROOK NORTH

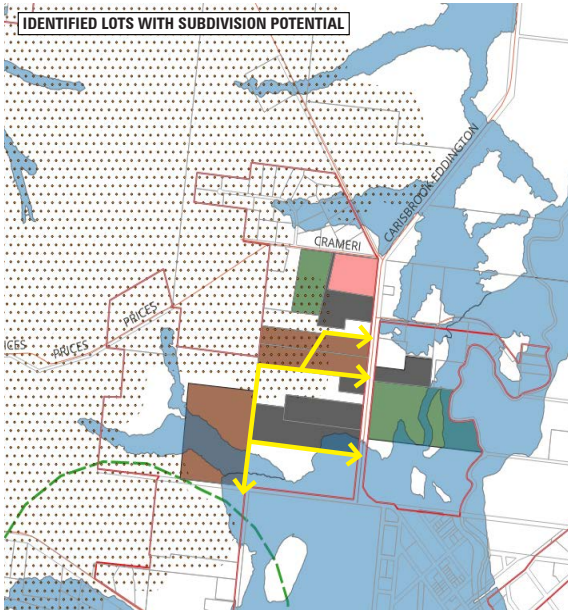


Figure 31. Precinct 4 - lots with additional subdivision potential

Whilst **Precinct 4: Carisbrook North** is generally cleared land and benefits from access to reticulated services and proximity to Carisbrook, its growth potential is mixed, and limitations will require further investigation to confirm suitability and recommended actions.

A number of lots on the west side of Carisbrook-Eddington Road with identified subdivision potential are impacted by their bushland interface and corresponding inclusion in the Bushfire Management Overlay. This area of the precinct may have potential for further subdivision. At this time is it proposed that no additional growth potential be identified for those areas subject to bushfire risk with potential considered only for areas outside the Bushfire Management Overlay. This should be tested further however.

Land on the opposite (east) side of Carisbrook-Eddington Road also has subdivision potential, however it is affected by areas of bushfire hazard, and potential flooding associated with Tullaroop Creek, which extends south and south west toward the industrial area. Land to the north west of Chaplins Road near these industrial uses was identified as having some potential but recent changes to EPA buffer requirements mean this potential has been constrained.

While much of the vegetation throughout this precinct has been historically cleared, the majority is well connected to Havelock Nature Conservation Reserve to the west. The remaining patches likely function as stepping stone connectivity and play a role in maintaining landscape connectivity between Havelock Nature Conservation Reserve to the west and Tullarook Creek to the east. Protecting and enhancing this connectivity should be considered as the area evolves.

The current minimum subdivision size in this area is 4ha. It is recommended that the Schedule to the RLZ be adjusted to include the areas identified as having additional subdivision potential in the Map 1 area, reducing the minimum subdivision size down to 1ha.

Prior to any changes to minimum lot sizes, a number of further matters need to be considered. The following are identified as requiring consideration:

- In relation to flood risk, it will be important to ensure that there is safe access via the Carisbrook-Eddington Road during a flood event, even if the properties or land is not directly impacted by flood waters.
- The ability to manage the fire risk, particularly to the west where there is an interface with the forest will need to be managed and it may be that some areas are not suitable to accommodate additional residential growth following lot scale assessment.
- It will also need to be confirmed that suitable separation distances from existing industrial activity to the south-west can be accommodated in relation to the southern lots, although the Tullaroop Road corridor provides a good buffer.

There are few matters requiring consideration as part of any increased subdivision potential from the perspective of the ecological assessment undertaken, with most existing vegetation being located on site boundaries or within areas which would be excluded due to risk profiles. The only exception to this may be the south-westernmost lot which contains a moderate quality patch of EVC55 (Grassy woodland).

The subdivision potential of these lots will require the establishment of additional road access which is recommended as shown on Figure 31 as this:

- Allows for multiple exit points for residents within this area in an emergency.
- Allows for roads to support flood resilience.
- Minimises vegetation removal.

The lots identified on Figure 31 in grey and pink are recommended to be included in Map 1 of the Rural Living Zone Schedule, allowing subdivision down to 1ha, if no major impediments to this rezoning are identified in relation to identified dot points. Lots identified in brown and green have constraints which may impact on the suitability of allowing additional dwellings, however the lots sizes are sufficiently large that a portion of the lot remains free from constraints and may be included in changes in Map 1. This would mean while the zoning of the lot remains the same, the potential yield from different of parts of a single lot may differ. This 'partial' potential has been factored into potential yield calculations shown in Table 13.

The 'greatest' theoretical yield potential is based on the combined potential of the identified vacant and occupied lots, along with other lots affected partly by identified hazard, to which a general 50% reduction has been applied to account for potential development constraints.

RECOMMENDATION: SUPPORT FURTHER GROWTH

Recommended actions:

- Confirm the lots identified as having subdivision potential. Also confirm any design requirements that should apply to those lots to increase their climate resilience.
- Once confirmed pursue an amendment to the Schedule to the Rural Living Zone to allow a lesser minimum lot size by adding these lots to Map 1.

Table 13. Precinct 4 - potential yield following rezoning (maximum)

SUPPLY ASSESSMENT - PROPOSED REZONING	
LOTS WITH SUBDIVISION POTENTIAL	
Schedule amendment (1ha minimum) to the RLZ potential	
Area (hectares)	144.14
Number of lots	10
Theoretical yield	**87**

RECOMMENDATIONS FOR **PRECINCT 5: CARISBROOK SOUTH**

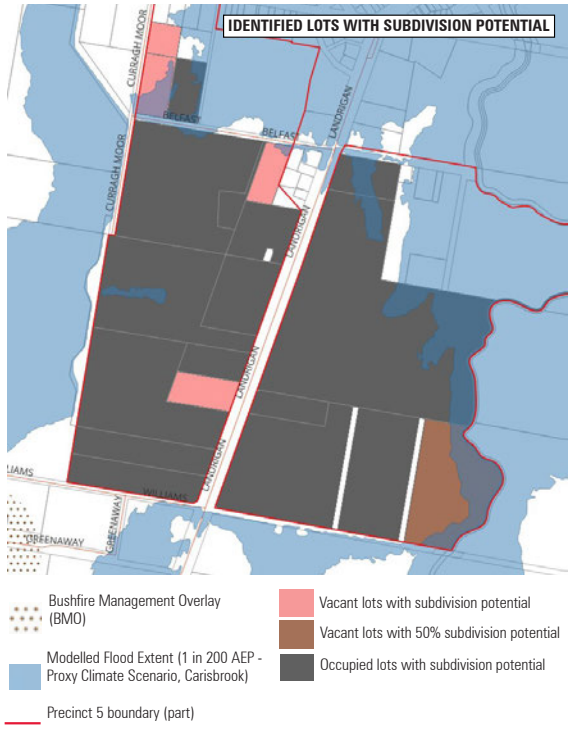


Figure 32. Precinct 5 - lots with additional subdivision potential

Precinct 5: Carisbrook South benefits from good road access, and proximity to the township of Carisbrook. It has longer term potential for more significant growth as it is close to reticulated services.

However, consideration of growth potential is significantly influenced by the presence of flood hazard in the area. This is less of an issue to the east of Landigan Road, other than land in close proximity to the creek. While land to the west is largely identified as having low levels of flood hazard, this is due to the recent construction of a levee along the western boundary of the precinct. This creates opportunities for growth; however, the scale of any growth needs to be balanced against the reliance on the levee continuing to perform as intended. Controls requiring the implementation of flood-resilient design can help reduce residential risk, and on this basis it is considered that there is potential for greater growth in this area than is currently permitted.

Large parts of the eastern portion of the precinct are unencumbered, and vegetation is mostly cleared, presenting potential opportunities for additional subdivision. An exception is the easternmost land abutting the creek, where the overlap of flood hazard, cultural heritage and environmental significance means that additional residential development would not be appropriate.

Notably, the eastern portion of the area contains a centrally located hydroponic operation. Potential off-site impacts will require further investigation to confirm the suitability of intensifying residential uses in surrounding areas. In assessing the capacity of this area, a nominal buffer has been identified around the existing operation (excising 14.5 hectares of land from the area available for development), and yield figures have been prepared that consider both the retention and potential relocation of this existing use.

The western portion of this area contains a notable patch of remnant vegetation that extends across a number of lots. While a Vegetation Protection Overlay has been applied to this area, it does not align precisely with the full extent of the vegetation patch; however, its application signals that the area has been identified as being of notable significance. Ecological assessments for this area identified a large patch of intact EVC 55 (Plains Grassy Woodland) centrally, with a second patch located along the south-western edge of the precinct. The central patch is identified as being of moderate quality, while the southern patch is of low quality.

While much of the vegetation throughout this precinct has been historically cleared, the remaining patches are likely to function as stepping-stone connectivity and maintain broader landscape connectivity between the Carisbrook Bushland Reserve to the south-west and McCallum Creek to the east. As a result, any development on affected lots will need to have regard to this vegetation, particularly the retention of this corridor function, and be designed to avoid vegetation removal.

The current minimum subdivision size in this area is 4 hectares. It is recommended that the Schedule to the Rural Living Zone be adjusted to include the areas identified as having additional subdivision potential within the Map 1 area, reducing the minimum subdivision size to 1 hectare.

Prior to any changes to minimum lot sizes, a number of further matters need to be considered. The following are identified as requiring consideration:

- In relation to flood risk, it will be important to ensure that there is safe access via the Carisbrook-Eddington Road during a flood event, even if the properties or land is not directly impacted by flood waters.
- The long term future of the existing industrial use should be confirmed to inform a suitable buffer to manage any amenity interface issues.

- Further investigations may also be needed regarding the existing vegetation patch in the western portion of the precinct to ensure appropriate consideration of ecosystem and native vegetation issues.
- Further investigations may be required to identify any further areas of cultural heritage significance.
- Opportunities to also integrate lot scale requirements to ensure that any new dwellings are resilient to potential future flood risk should also be considered (i.e. requiring stumps not slabs, location of electrical circuits etc) although this may be something that should be considered for the broader township area.

The lots identified in grey and pink on Figure 32 are recommended to be included in Map 1 of the Rural Living Zone Schedule, allowing subdivision down to 1 hectare, subject to no major impediments being identified in relation to the matters outlined in the dot points above. Lots identified in brown have constraints that may impact the suitability of allowing additional dwellings; however, the lot sizes are sufficiently large that portions of these lots remain free from constraints and may be included in changes to Map 1. This would mean that, while the zoning of the lot remains unchanged, the potential yield from different parts of a single lot may vary. This 'partial' potential has been factored into the yield calculations presented in Table 14.

The 'greatest' theoretical yield potential is based on the combined potential of identified vacant and occupied lots, along with other lots that are partly affected by identified hazards, to which a general 50 per cent reduction has been applied to account for potential development constraints.

RECOMMENDATION: SUPPORT FURTHER GROWTH

Recommended actions:

- Confirm the lots identified as having subdivision potential. Also confirm any design requirements that should apply to those lots to increase their climate resilience.
- Once confirmed pursue an amendment to the Schedule to the Rural Living Zone to allow a lesser minimum lot size by adding these lots to Map 1.

Table 14. Precinct 4 - potential yield following rezoning (maximum)

SUPPLY ASSESSMENT - PROPOSED REZONING	
LOTS WITH SUBDIVISION POTENTIAL	
Schedule amendment (1ha minimum) to the RLZ potential	
Area (hectares)	71.24
Number of lots	20
Theoretical yield	**99**
Additional land / lots available if industrial use relocates	14.5ha (14 lots)
Theoretical yield	**113**

RECOMMENDATIONS FOR
PRECINCT 6: MAJORCA

Figure 33. Precinct 6 - lots with additional subdivision potential

Precinct 6: Majorca has an existing role as a designated settlement area and, unlike many other areas, benefits from largely unconstrained land in terms of environmental hazards.

However, lot fragmentation and the lack of access to reticulated sewerage are significant barriers to additional growth in this precinct. There are a large number of vacant lots across the precinct; however, in the absence of sewerage, the minimum subdivision potential for this area remains 1 hectare.

It is not considered that providing sewerage to Majorca would deliver sufficient net community benefit (particularly when compared with alternatives such as sewering Talbot).

As a result, subdivision potential is limited to only one additional lot. Much of the land within the precinct has already been subdivided into smaller lots through ad hoc development, which also presents access issues that may require resolution through restructuring investigations, although this is not identified as a priority.

While there is one lot that could potentially be subdivided if Majorca were included in Map 1 (allowing subdivision down to 1 hectare), this is not considered sufficient justification to warrant changes to the controls applying to this precinct.

RECOMMENDATION: LIMITED GROWTH

Recommended actions:

- Avoid precinct wide rezoning and/or changes to subdivision potential in Precinct 6.

Table 15. Precinct 6 - potential yield following rezoning (maximum)

SUPPLY ASSESSMENT - PROPOSED REZONING	
LOTS WITH SUBDIVISION POTENTIAL	
Schedule amendment (1ha minimum) to the RLZ potential	
Area (hectares)	2.81
Number of lots	1
Theoretical yield	**2**

RECOMMENDATIONS FOR **PRECINCT 7: DAISY HILL**

There is a high theoretical lot yield in **Precinct 7: Daisy Hill**, however, the entirety of the precinct is subject to the Bushfire Management Overlay and is identified as having extreme bushfire risk. This risk is informed by dense vegetation, undulating terrain and interfaces with surrounding State Forest. Growth is not supported under current planning policy settings and, therefore, further subdivision and intensification of this land is not recommended.

There are also extensive areas of potential cultural heritage that will require further investigation across large portions of land extending from Narragil Creek, and recent flood modelling suggests there may be potential flood hazards within the precinct.

Having regard to these environmental risks, the recommendation for Precinct 7 is that no further subdivision potential be supported.

RECOMMENDATION: NO GROWTH

Recommended action:

- Avoid any rezoning and/or changes to subdivision potential in Precinct 7.

RECOMMENDATIONS FOR
PRECINCT 8: ADELAIDE LEAD

Precinct 8: Adelaide Lead is wholly affected by the Bushfire Management Overlay, with characteristics including dense vegetation, undulating topography and interfaces with surrounding forest all contributing to an extreme bushfire risk. Despite some cleared areas, further development is neither appropriate nor recommended, consistent with planning policy that prioritises bushfire risk considerations.

Timor Creek also traverses land near the precinct, presenting potential flood risk to areas along the eastern boundary, as well as associated sensitivities relating to cultural heritage

Having regard to the identified environmental risks, the recommendation for Precinct 8 is that no further subdivision potential be supported.

RECOMMENDATION: NO GROWTH

Recommended action:

- Avoid any rezoning and/or changes to subdivision potential in Precinct 8.

RECOMMENDATIONS FOR
PRECINCT 9: MOONLIGHT FLAT

Precinct 9: Moonlight Flat is highly constrained, with almost all land affected by the Bushfire Management Overlay and classified within the highest bushfire risk category. It is also identified as a 'Very High' fire risk settlement under the Victorian Fire Risk Register, with indicative fire runs likely from multiple directions due to surrounding vegetation and forest interfaces.

Areas of the precinct not affected by bushfire risk are generally constrained by potential flooding associated with Timor Creek, as well as vegetation protection requirements through the centre of the precinct.

Despite a high theoretical lot yield and some cleared areas, the combination of constraints - particularly bushfire risk - renders the precinct unsuitable for any intensification.

RECOMMENDATION: NO GROWTH

Recommended action:

- Avoid any rezoning and/or changes to subdivision potential in Precinct 8.

PART THREE
BACKGROUND ANALYSIS

5.0 CENTRAL GOLDFIELDS PLANNING SCHEME

5.1 CONTEXT & VISION

The context and vision sections of the MPS at Clauses 02.01 and 02.02 identify the following relevant matters:

- Central Goldfields Shire is recognised as one of the smaller rural shires within Victoria.
- Maryborough is identified as the Shire's largest centre in providing a sub-regional hub for retail, industry, and services for central Victoria.
- Slow population growth, levels of disadvantage, and an ageing population are identified as key challenges for the Shire.
- The Shire has a competitive advantage in terms of providing affordable real estate and housing options, including heritage buildings.
- The well-established manufacturing sector, expanding food processing sector, and visitor economy are identified as key drivers of the economy. Agriculture is a significant but declining source of employment.
- Key to the vision of the Shire is supporting a cohesive and healthy community, underpinned by a vibrant local economy, and celebrating the rich built and natural heritage and a sustainable environment.

5.2 POLICY

SETTLEMENT

Clause 11 (Settlement) outlines general objectives and strategies regarding the growth and development of Victoria's settlements, as well as their functions and roles. Clause 02.03-1 (Settlement) provides local strategic directions in relation to this theme.

Key policies note the following:

- Planning is to provide for projected population growth over at least a 15-year period by providing clear direction on locations where growth should occur.
- Urban growth is to occur within proximity to transport corridors, amenities and services, and alongside appropriate and effective infrastructure and with convenient access to jobs.
- Sustainable settlements are to be created that limit urban sprawl, are of a density that supports sustainable transport options, and builds on the strengths and capabilities of the area.
- Settlements are to be planned through an integrated place-based planning approach that considers a range of factors such as protecting rural land and natural resources and features that enhance the settlement's landscape and character, considering service and infrastructure limitations, taking advantage of opportunities for consolidation and intensification of existing urban areas, minimising exposure to natural hazards, and building in community resilience to change.
- Sequencing of development in locations identified for growth to ensure that services are available from an early stage in the life of the new community.
- Planning for residential, commercial, and industrial land is to occur across a region in accordance with the regional growth plan.
- Non-urban breaks are to be maintained between settlements.
- Land required for future urban expansion should not be compromised.
- Maryborough is recognised as an employment and service hub in the Loddon Mallee South region where growth is to be supported and managed, with small but steady growth expected. The forest setting, compact centre, and heritage assets are a defining feature of its identity.
- Carisbrook is identified as a satellite town to Maryborough with the town centre providing day to day services. Deep Creek is identified as a major feature of the town.
- Low density and rural living opportunities are to be provided at the periphery of Maryborough and other centres, such as Carisbrook, where it does not conflict with environmental and agricultural objectives and can be connected to appropriate physical infrastructure.
- Medium density opportunities are to be facilitated close to the Maryborough Central Business Area.
- A more compact urban form is encouraged within Carisbrook through infill development.

The Loddon Mallee South Regional Growth Plan in Clause 11.01-1R and the Central Goldfields Settlement Policy in Clause 11.01-1L provide strategic guidance for managing growth and development in broadly throughout the Loddon Mallee, and provide direction for settlement within Central Goldfields.

Maryborough is identified as a key employment and service hub within the region. The plan emphasises the need to manage and support growth in Maryborough to reinforce its role in the network of communities. This involves prioritising the development of a wide variety of housing options, including townhouses, apartments, and housing specifically designed for aged persons.

The policy also supports the provision of low-density and rural living opportunities around the periphery of Maryborough, provided these developments do not conflict with natural resource constraints. This strategy balances the desire for residential expansion with the need to conserve the natural landscape, ensuring that growth complements rather than detracts from the environment.

An important aspect of the plan is the maintenance of non-urban breaks between settlements. For Maryborough and Carisbrook, this means preserving the open spaces and natural landscapes that separate these towns from neighbouring areas. These non-urban breaks prevent urban sprawl, protect the rural character, and ensure that development does not encroach on natural resources.

The accompanying image of the plan provides a visual representation of these strategies, illustrating the designated growth areas and non-urban breaks.

ENVIRONMENTAL & LANDSCAPE VALUES

Clause 12 (Environmental and landscape values) provides the key objectives and strategies related the environment and landscape. Clause 02.03-2 (Environmental and landscape values) provides local strategic directions in relation to this theme.

Key policies note the following:

- Planning is to protect and enhance biodiversity and supporting ecological systems and by, amongst other things, ensuring land use changes and new development minimises impacts on natural assets and fosters environmentally sustainable development.
- The biodiversity of Victoria and the Shire is to be protected by amongst other things protecting remnant vegetation and ensuring biodiversity values are strategically planned for by, amongst other things, re-establishing links between important areas of biodiversity.
- Rivers, waterways, including Tullaroop Creek, and other water bodies are to be protected and enhanced by ensuring development is sensitively sited and by facilitating growth where wastewater can be appropriately managed.
- Environmentally sensitive and significant landscapes that contribute to the character, identity, and sustainable environments, including forests are to be protected and conserved.
- Central Goldfields is located within the heart of the Box-Ironbark ecosystem, which is a vastly depleted natural resource and identified for priority protection. Much of Maryborough is surrounded by Box-Ironbark forests.
- Land use conflicts exist at the interface between forested areas and urban areas in the shire with the establishment of buffer areas encouraged.
- Forested areas are to be protected and linkages enhanced - potential need to back-zone some land with environmental value. Limit vegetation removal.

ENVIRONMENTAL RISKS & AMENITY

Clause 13 (Environmental risks) outlines objectives and strategies related to strengthening the resilience and safety of communities to environmental risks and the impacts of climate change to protect the economic, environmental, and social well-being of society. Clause 02.03-3 (Environmental risks) provides local strategic directions in relation to this theme.

Key policies note the following:

- The risk of harm to the environment, human health, and amenity should be identified, prevented and minimised by ensuring land use and development compatibility and that effective controls are in place to prevent or mitigate significant impacts.
- A risk-based planning approach is to be taken in responding to the impacts of climate change by identifying ar risks locations and directing population growth to low-risk locations, developing adaptation responses, ensuring planning controls mitigate risk and allow for adaptation, and siting and design development to minimise risk to life, health, the natural environment, property, and community infrastructure.
- The resilience of settlements to bushfire risk is to be strengthened through risk-based planning that priorities the protection of human life by considering bushfire risk at all stages of the planning process, directing populations into low-risk locations, and prioritising the protection of human life above all other policy considerations.
- When planning for settlements, the risk posed by bushfire hazards should be understood and its impacts at a landscape, settlement, local, neighbourhood and site scale
- Bushfire risks to existing and future residents, property, and community infrastructure is not to be increased as a result of land use and development through bushfire protection measures and where possible, reducing bushfire risk.
- Alternative low risk locations for settlement growth should be assessed at a local, regional, municipal, settlement, local and neighbourhood basis.
- Life, property, and community infrastructure is to be protected from flood hazard, by amongst other things, identifying land subject to the 1 in 100 year flood event, avoiding intensifying the impact of flooding through inappropriately located use and development, planning for the cumulative impact of use and development on flood behaviour, and ensuring that floodplains are able to function as temporary storage to moderate peak flows and minimise downstream impact.
- Land use should minimise the risk of waterway contamination occurring during floods.
- Areas subject to land contamination, erosion, and landslip are to be are to be identified and prevented from inappropriate development that would increase risk.

- Planning is to ensure land use compatibility by ensuring commercial and industrial development is located appropriately with respect to other uses by locating uses with potential adverse amenity impacts in appropriate locations or otherwise minimise impacts through separation, siting, design, and operational measures.
- Flooding, bushfire hazards, land degradation represent major risks and constraints to the settlements of Central Goldfields.
- There is potential conflict between industry (manufacturing) as a major employer of the shire and residential uses with a balanced approach required that protects residential amenity.

NATURAL RESOURCE MANAGEMENT

Clause 14 (Natural resource management) outlines objectives and strategies related to the conservation and wise use of natural resources, including the sustainable management of agricultural land. Clause 02.03-4 (Natural resource management) provides local strategic directions in relation to this theme.

Key policies note the following:

- The agricultural base of Victoria is to be protected, by amongst other things, avoiding the removal of productive agricultural land without considering the importance of the land to the sector and by directing housing into existing settlements to avoid the loss and fragmentation of agricultural land.
- Agriculture including significant cropping and beef and sheep grazing is a an important industry and is of major economic significance to the Shire, region, and Victoria.
- Land use conflict in the shire between agriculture and residential uses can reduce the productive capacity of farming land and as such inappropriate land use, development, and subdivision is discouraged where it may remove productive land.
- Water catchments, waterways, and other water bodies are to be protected and restored by minimising the impact of new development on water quality and quantity.
- A significant area of the Shire is located in the catchment of the Tullaroop and Laanecoorie Reservoirs, and Lake Cairn Curran. The protection of water quality and maintaining water supply are a priority with land use planning decisions and land management influencing both water quality and quantity in the catchments.

BUILT ENVIRONMENT & HERITAGE

Clause 15 (Built environment and heritage) outlines the role that urban and building design plays in delivering liveable and sustainable cities that are safe, accessible and contribute to the local character and identity. The clause places a focus on ensuring new development creates safe, healthy, and functional environments that contribute to a sense of place and cultural identity. Clause 02.03-5 (Built environment and heritage) provides local strategic directions in relation to this theme.

Key policies note the following:

- New development should recognise and protect character, cultural identity, and the sense of place of settlements including through the pattern of urban development and underlying landscape and character features.
- Neighbourhoods should be created that foster healthy and active living, by amongst other things, providing communities with convenient access to services, public spaces, recreational opportunities, transport, and cycling and walking routes.
- New subdivision should create attractive, safe, accessible, diverse and sustainable neighbourhoods.
- New development should protect and conserve places of heritage significance, including pre and post-contact Aboriginal cultural heritage and colonial heritage.
- The goldfield heritage, in particular the heritage assets located within the civic precinct of Maryborough, is a defining feature of the shire that should be protected and enhanced.

HOUSING

Clause 16 (Housing) outlines objectives and strategies to provide for a diverse range of housing, including affordable housing, close to services and facilities. Clause 02.03-6 (Housing) provides local strategic directions in relation to this theme.

Key policies note the following:

- Planning for housing growth should increase the quantity, quality, affordability and type of housing mix, including a variety of lot sizes, and a range of housing for changing demographics such as housing for an aging population, social housing, and people with disability.
- The proportion of housing is to be increased in established urban areas and underutilised land rather than at the fringe of settlements to assist with consolidating urban areas.

- Housing at increased densities should be provided close to jobs, services, and facilities.
- Rural residential development should be provided in appropriate locations that can take advantage of existing physical and community infrastructure avoids impacts on productive agricultural land.

ECONOMIC DEVELOPMENT

Clause 17 (Economic development) contains objectives and strategies geared towards ensuring planning provides for a strong and innovative economy and contributes to the economic well-being and growth of Victoria. Clause 02.03-7 (Economic development) provides local strategic directions in relation to this theme.

Key policies note the following:

- Planning should help to diversify the economy by protecting and strengthening existing and plan for new employment areas, improving access to jobs closer to where people live, and facilitating the growth of key employment sectors.
- In the Loddon Mallee South region, a focus should be on supporting the role of the region's small towns and settlements through investment and diversification of their economies and supporting new manufacturing and food processing industries.
- A sufficient supply of industrial land should be provided in appropriate locations, including opportunities for large strategic investment sites.
- Industrial areas should be planned carefully to facilitate further industrial development and to avoid the encroachment of non-industrial uses that would prejudice the availability of industrial land.
- Industrial development is vital to the economic future of the shire with the supply of further serviced industrial land for expansion of existing industries strongly encouraged. Industrial development should be connected to reticulated water, sewerage, power and stormwater facilities.
- Maryborough's industrial areas are fully serviced or able to be serviced with a range of industrial lot sizes and locations available for new businesses.
- Establishment of compatible industries within buffer areas at Flagstaff and the Maryborough wastewater treatment plant are encouraged.
- Maryborough has a regional role in providing services and opportunities for employment, shopping, business and community services.
- The economy of the shire is underpinned by a strong manufacturing base associated with printing, publishing, meat and poultry products and a range of food processing including honey and confectionery.

TRANSPORT

Clause 18 (Transport) outlines objectives and strategies related to ensuring planning creates safe, integrated and sustainable transport system. Clause 02.03-8 (Transport) provides local strategic directions in relation to this theme.

Key policies note the following:

- Land use planning and transport planning should be integrated to ensure the ongoing improvement of the transport system and to ensure transport infrastructure is provided to support new development including road, public transport, walking and cycling infrastructure.
- New development should not impact on the existing transport network or be or impact on significant transport infrastructure.
- New development should make jobs and services more accessible by taking advantage of all modes of transport.
- Movement networks should be planned in a way that balances the needs of all road users and facilitates environmentally sustainable transport.
- The existing transport system of Central Goldfields is underpinned by regionally significant roads and passenger and freight train lines providing access to Castlemaine, Ballarat, and Melbourne that is of significant social and economic benefit for settlements, businesses and tourism.

INFRASTRUCTURE

Clause 19 (Infrastructure) outlines objectives and strategies related to the efficient, equitable, and timely provision and delivery of physical and social infrastructure as part of new development. Clause 02.03-9 (Infrastructure) provides local strategic directions in relation to this theme.

Key policies note the following:

- Strategic planning should make efficient use of existing infrastructure and set aside land for and provide new infrastructure where required when planning for new communities.
- Social infrastructure should be planned for in response to population growth and considered as part of growth areas.
- Open space should be provided as part of a network that considers passive and active opportunities as well as supporting conservation and cultural heritage functions.
- Contributions towards new infrastructure should be obtained from new development through the preparation and implementation of development contributions plans and infrastructure contributions plans.

STRATEGIC FRAMEWORK PLANS

Clause 11.03 includes a range of strategic framework plans for the shire. The following summarises key aspects of these plans that are relevant to the review:

- Maryborough is identified as a sub-regional centre and Carisbrook is identified as a local community centre.
- Maryborough is located along the 'Golden Way' tourism route (Maryborough-Dunolly Road).
- Rural living opportunities are highlighted for land surrounding both Maryborough and Carisbrook.
- Irrigated agriculture and cropping land for stockfeed is identified for land to the north of Carisbrook.

Maryborough Structure Plan

The current township boundary ends at the southern boundary of the Maryborough North investigation area.

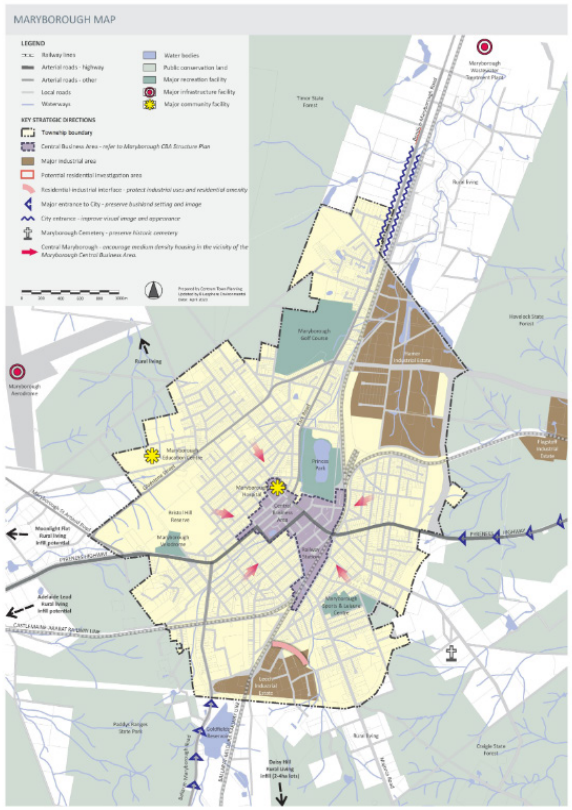
Land to the south of the Maryborough North investigation area is identified as major residential expansion for residential infill.

The plan seeks to improve the visual image and appearance of land adjoining Bendigo-Maryborough Road at the entrance to Maryborough, including the investigation area.

The Hamer Industrial Estate and Flagstaff Industrial Estate are identified as major industrial areas.

The residential-industrial interface of the southern Leech Industrial estate is highlighted on the plan and the need to protect industrial uses and residential amenity.

The Maryborough Wastewater Treatment Plant is located to the north of the settlement.



Carisbrook Structure Plan

Growth is to be directed within the township boundary.

The township boundary incorporated a range of Farming Zone (FZ) land in the west of the township and east of Pleasant Street that currently contains a range of low-density housing. This land is identified for establishing enterprises related to harness racing.

Residential infill development is to be directed to vacant residential land to the east of Tullaroop Creek.

Residential land to the north of the township is identified for low-density infill development.

Any new development near the Bucknall Street Tourism and Heritage Precinct is to be consistent with the heritage and tourism themes.

The creek and Bucknall Reserve are identified as a key feature of the town where an attractive creek side setting with a tourism and recreational focus is to be encouraged.

Consolidation is encouraged within the town centre along Green Street.

Other industrial land outside the study area is noted as having residential interface issues.

5.3 ZONES

LOW DENSITY RESIDENTIAL ZONE (LDRZ)

The Low Density Residential Zone (LDRZ) allows for low-density residential development in locations with or without access to reticulated sewerage, provided wastewater can be appropriately treated on site. The LDRZ sets a minimum subdivision size of 0.4 hectares where reticulated sewerage is not available and 0.2 hectares where lots are connected to reticulated sewerage.

Carisbrook contains a small area of land zoned LDRZ to the east of the creek along McCallum Street, currently comprising approximately three properties. Sections of industrial land within Flagstaff directly interface with developed LDRZ land.

The Central Goldfields Planning Scheme does not include a specified local policy for the LDRZ and currently relies on the State standard policy provisions.

RURAL LIVING ZONE (RLZ)

The Rural Living Zone (RLZ) is part of the suite of rural zones in the Planning Scheme and seeks to provide for housing within a rural environment without undermining agricultural activities or environmental and landscape features. Agricultural uses that do not compromise the amenity of surrounding uses are also supported.

A significant extent of RLZ land surrounds both Maryborough and Carisbrook. All of the Maryborough North Investigation Area is located within the RLZ. The southern, western and north-eastern sections of the Carisbrook study area are also located within the RLZ.

The Central Goldfields Planning Scheme includes one local schedule to the Rural Living Zone. This schedule allows subdivision to a minimum lot size of 1 hectare for specific parcels south of Maryborough, 8 hectares for land north and west of Maryborough, and 4 hectares for all other land. This minimum lot size decreases to 2 hectares where land has access to a reticulated water supply.

FARMING ZONE (FZ)

The Farming Zone (FZ) seeks to protect land for agricultural purposes and encourages the protection of productive farming land. The schedule to the zone specifies a minimum lot size of 40 hectares to subdivide land and to construct a dwelling without a planning permit.

Land surrounding the settlements, beyond public land and RLZ land, is located within the FZ, reflecting the rural context of the area.

The Central Goldfields Planning Scheme currently applies State standard provisions only to the FZ.

5.4 OVERLAYS

There are many overlays applying to land within and surrounding the study area owing to the environmental and landscape features of the area. The following provides a summary of the key overlays that apply, or have a particular influence on, the study area.

LAND SUBJECT TO INUNDATION OVERLAY

The Land Subject to Inundation Overlay (LSIO) applies to large portions of the study area due to its location within the 1-in-100-year flood extent. The overlay seeks to ensure that development minimises potential flood risk to life, health and safety, and maintains the free passage and temporary storage of floodwaters.

The current LSIO applying within the study area is based on modelling undertaken by the CMA and is out of date. Council has secured funding to undertake a new flood study to obtain contemporary data on flood risk across the municipality. The extent of the LSIO is likely to change, particularly given the construction of the levee in Carisbrook.

Significant portions of Carisbrook to the west of the creek are affected by the LSIO. This land was among the most affected during the January 2011 1-in-100-year flood event.

The majority of the western section of land within the Maryborough East Industrial Precinct is affected by the LSIO.

Land to the east of the Maryborough North Investigation Area is also affected by the LSIO.

FLOODWAY OVERLAY (FO)

The Floodway Overlay (FO) applies to the Tullaroop and McCallum Creek corridors and to land immediately adjoining these waterways. The FO applies to waterways, major flood paths, drainage depressions and high-hazard areas with the greatest risk and frequency of flooding.

BUSHFIRE MANAGEMENT OVERLAY (BMO)

The Bushfire Management Overlay (BMO) applies to locations where the bushfire hazard warrants bushfire protection measures to be implemented. Development within the overlay is only permitted where the risk to human life and property can be reduced to an acceptable level. The overlay seeks to ensure that where development is permitted, it prioritises the protection of human life and strengthens community resilience

The BMO surrounds Maryborough, applying to all land within and adjoining the forest as well as vegetated areas extending into the township.

Most of the industrial land within Flagstaff is affected by the BMO except for the eastern extent.

Most of the Rural Living Zoned Land within Maryborough is affected by the BMO.

Land West of Carisbrook is partially covered by the BMO

ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO)

The Environmental Significance Overlay (ESO) identifies areas where land development may be affected by environmental constraints and seeks to ensure that development is compatible with identified environmental values.

Schedule 1 to the ESO recognises stream sides, watercourses and water storages within the Shire and applies to land within and surrounding the study area, including Tullaroop Creek and its environs and the Maryborough Wastewater Treatment Plant. The overlay seeks to prevent pollution and increased turbidity, preserve existing native vegetation, enhance water quality and flows, and protect flora and fauna.

Schedule 2 to the ESO relates to an air emissions buffer associated with odours from the operations of the Penney and Lang Abattoirs and the Maryborough Wastewater Treatment Plant. The overlay is applied to protect the ongoing operation of these facilities.

Agricultural, industrial and commercial developments that are less sensitive to odour may be appropriately located within these buffer areas, while residential development should generally only occur near the margins of the buffer.

VEGETATION PROTECTION OVERLAY (VPO)

The Moonlight Flat, North Maryborough and South Carisbrook precincts are all affected by the VPO1. This applies to a number of areas of remnant bushland. The statement of significance for this vegetation is:

> *The remnant native vegetation of the Central Goldfields is significant for its diversity and environmental value in providing habitat areas of state and national significance. Remnant vegetation is also a feature of the Central Goldfields' landscape and provides a cultural landscape and context for the gold mining heritage of the area.*
>
> *Retaining vegetation is critical to catchment management, the preservation of ground water quality, the control of salinisation, acidity, waterlogging and prevention of erosion.*
>
> *Sites of Victorian rare or threatened species of flora and fauna have been identified and mapped in the municipality. A number of depleted vegetation communities also exist within the Central Goldfields.*

EROSION MANAGEMENT OVERLAY (EMO)

The Erosion Management Overlay (EMO) applies to areas prone to erosion, landslip and other forms of land degradation. Inappropriate development that would result in land disturbance is discouraged.

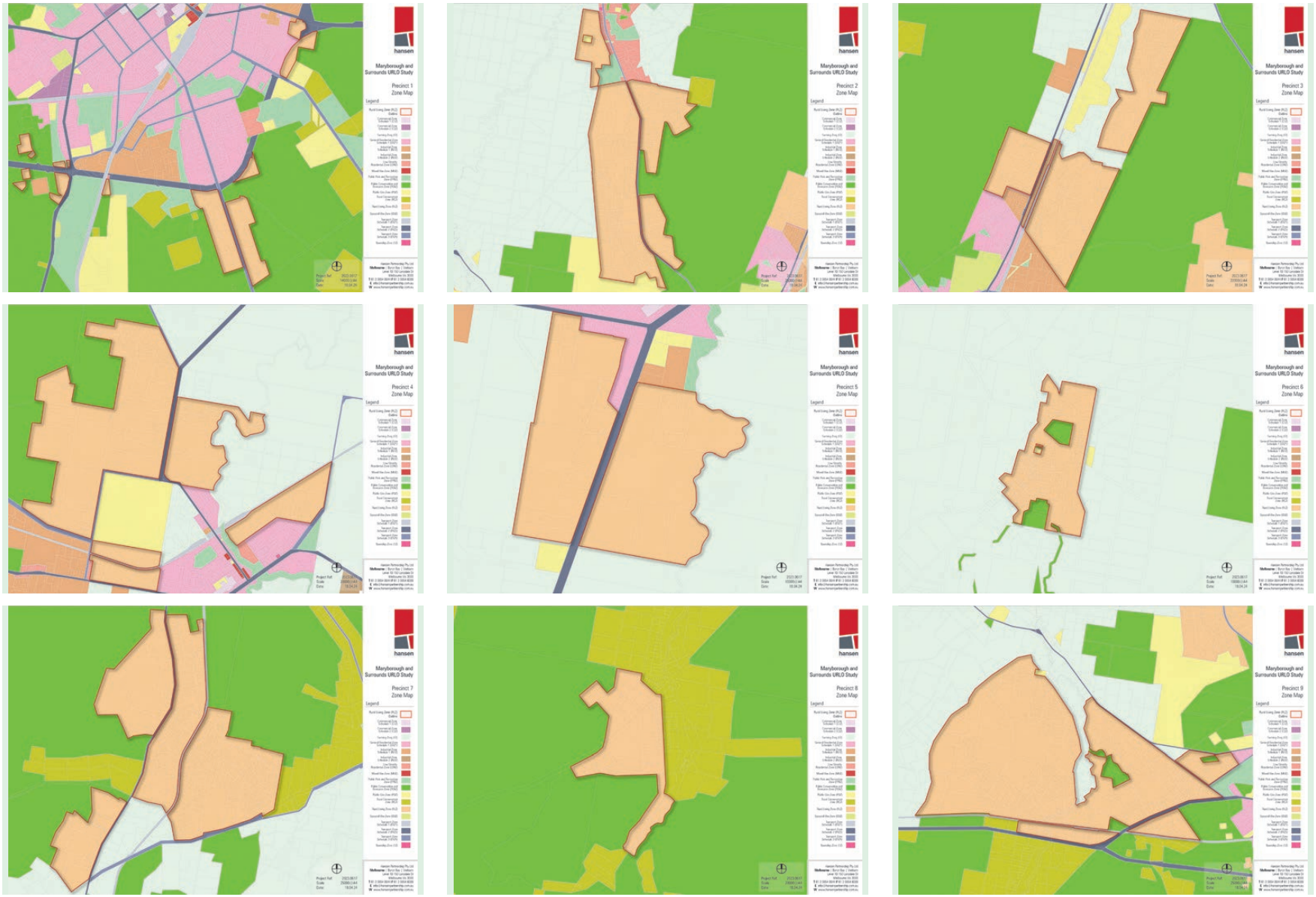
The EMO applies to swathes of land surrounding the settlements and affects a significant portion of industrial land within Flagstaff.

Portions of land to the west of Carisbrook, including residential land at the western entrance along the Pyrenees Highway, are affected by the EMO.

The EMO and the Salinity Management Overlay are understood to have been applied as a result of the area's gold mining history. Council has a Memorandum of Understanding in place with the State Government to avoid referral requirements, provided a set of standard permit conditions is applied to development within these areas.

SALINITY MANAGEMENT OVERLAY (SMO)

The Salinity Management Overlay (SMO) applies to areas prone to salinity impacts associated with groundwater. As a result, development may need to incorporate specific measures in how it is designed and implemented to ensure it does not cause adverse impacts. As with the EMO outlined above, a standard set of permit conditions is generally applied to manage these potential impacts, and the overlay is not considered to pose a significant constraint to development.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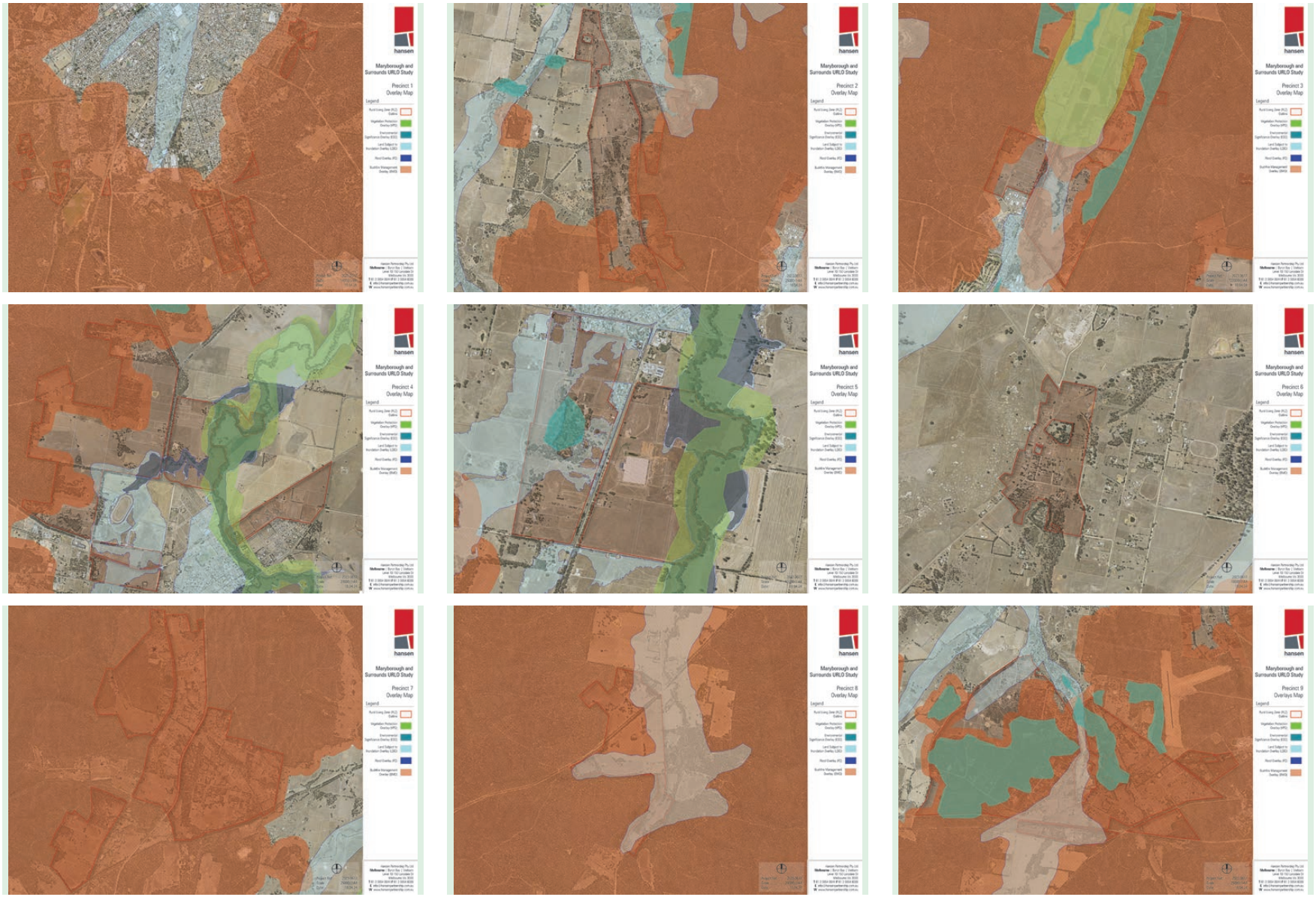
Maryborough and Surrounds URLD Study
Precinct 1 Zone Map
Precinct 2 Zone Map
Precinct 3 Zone Map
Precinct 4 Zone Map
Precinct 5 Zone Map
Precinct 6 Zone Map
Precinct 7 Zone Map
Precinct 8 Zone Map
Precinct 9 Zone Map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Precinct 3 Overlay Map
Precinct 4 Overlay Map
Precinct 5 Overlay Map
Precinct 6 Overlay Map
Precinct 7 Overlay Map
Precinct 8 Overlay Map
Precinct 9 Overlays Map

6.0 BACKGROUND DOCUMENTS

CENTRAL GOLDFIELDS POPULATION, HOUSING AND RESIDENTIAL STRATEGY, 2020

This strategy reviewed population trends and forecasts for the Shire, estimated likely future housing requirements, assessed the adequacy of the Shire's supply of zoned residential land to meet those requirements, reviewed the current planning framework for future residential development, and identified key residential planning issues that Council will need to address going forward.

Trends over the past decade indicate moderate but consistent population growth, concentrated in Maryborough and Carisbrook. However, most areas currently zoned for broad-hectare development in Maryborough are significantly constrained and, at best, can provide only limited additional housing development.

State Planning Policy (Clause 11.02-1S) requires Council to plan to accommodate growth over a 15-year period. The strategy recommends that Council adopt a policy within the Shire's planning framework that encourages development in and around Carisbrook (including Flagstaff) as the principal approach to meeting longer-term residential development needs.

CENTRAL GOLDFIELDS INDUSTRIAL LAND SUPPLY AND DEMAND ASSESSMENT AND STRATEGY, 2021

This report seeks to determine the appropriateness of current industrial land supply in the Central Goldfield's Shire, as well as a review of the current Council planning strategies to plan for future trends in industrial land demand. The report summarises several key issues, including environmental constraints in Maryborough and the 'urgent need' to facilitate a replacement of Maryborough's Drive-in Estate - a once crucial resource to supplying the demands of small-scale local industry. It addresses the scarcity of larger industry sites in Maryborough and Flagstaff as a minor issue, and the surplus of land in Carisbrook East as a suitable rezone option to support housing and residential demand.

CENTRAL GOLDFIELDS PLANNING SCHEME REVIEW, 2020

Documents the findings of a review of the Central Goldfields Planning Scheme, carried out in accordance with Section 12B of the *Planning & Environment Act 1987*. One of its key findings is the increase in the number of planning permit applications alongside a simultaneous decrease in dwelling construction. Pertaining to Maryborough, Carisbrook and Flagstaff, the review considers the following influences and gaps:

- Potential for higher levels of population growth in Maryborough to be driven by better transport connections with Ballarat and Melbourne.
- Major land use conflicts in the Carisbrook-Flagstaff area. Need for Industrial Land Use Strategy and Rural Study to be undertaken.
- Need for a flood study in Maryborough. Council commencing Planning Scheme amendment to implement findings of flood study for Carisbrook.
- Update required for Maryborough Structure Plan and Central Business Area Structure Plan.
- Review of the Heritage Overlay, particularly for Maryborough.
- Carisbrook Flood and Drainage Management Plan 2013.

LANDSCAPE BUSHFIRE RISK ASSESSMENT FOR MARYBOROUGH, CARISBROOK, AND FLAGSTAFF, 2023

This report evaluates the bushfire risk and hazards in Maryborough North, focusing on a potential growth area north of the Maryborough township. Key findings within the report include:

- The study area is flanked by Timor and Havelock State Forests. Bushfires tend to approach from the north and southwest, posing a significant threat from the Timor State Forest. Historical bushfires, particularly in 1985, have impacted the region, with planned burns helping mitigate some risk.
- The western side of the study area, classified as a Type 2 Landscape, has existing residential development and industrial estates, with open paddocks posing a moderate risk. The eastern side, classified as Type 3, has larger rural properties with scattered vegetation, presenting higher and less predictable threats.
- The study area is divided into 22 sub-areas, each rated for risk and hazard. Recommendations vary from low-density development in lower-risk areas to avoiding development in high-risk zones. Specific measures such as creating fuel breaks, improving access roads, and avoiding vulnerable developments are proposed to enhance safety.
- Two primary settlement options are proposed. The first focuses on maximising developable land while addressing bushfire risks through strategic zoning and management. The second emphasises industrial development along Maryborough-Dunolly Road with limited residential expansion, prioritising safety and existing development boundaries.

RICHARDS V CENTRAL GOLDFIELDS SC [2023] VCAT 204

The key issues in this VCAT case were whether the proposed dwelling on a 0.4-hectare lot in the Rural Living Zone represented an acceptable response to the relevant planning policies and zone provisions, and whether the physical site context could support the proposal. The Tribunal found that the proposal was consistent with the strategic direction for rural residential development in the area and that the site could adequately accommodate the dwelling and associated infrastructure, including wastewater treatment, despite the small lot size. The Tribunal ultimately set aside Council's refusal and granted a permit, finding that the proposal represented an acceptable outcome that would not detrimentally impact the rural character of the area. This case demonstrates that smaller lot sizes can be acceptable in rural living areas, provided the site can demonstrate it can sustainably support the proposed use.

LODDON MALLEE SOUTH REGIONAL GROWTH PLAN 2014

The Loddon Mallee South Regional Growth Plan is the strategic land use plan for the region to guide growth and change for the next 30 years. The plan covers the local government areas of the Central Goldfields Shire, the City of Greater Bendigo, Loddon Shire, Macedon Ranges Shire, and Mount Alexander Shire. Direction for growth is positioned towards regional land use and development and more detailed planning frameworks for key regional centres. The township of Maryborough currently provides its 8,000 residents with sufficient opportunities for social and economic participation and has a predicted residential land capacity of 14,000 residents. Acknowledgement is made to the challenges for Maryborough's growth including consideration of bushfire, flood and urban salinity risk.

Settlement growth in this area includes the following directions:

- Plan for settlement growth that avoids areas of high risk from natural hazards such as bushfire and flood.
- Manage settlement growth to limit the impact on agricultural productivity, natural resources, and ecological values.
- Value the region's unique and connected communities.
- Support the ongoing role of the region's small towns and settlements .

The growth plan foregoes mention of the townships Carisbrook and Flagstaff.

CENTRAL GOLDFIELDS SHIRE COUNCIL ECONOMIC DEVELOPMENT STRATEGY 2020-2025

The Strategy considers the economic and demographic trends and macroeconomic influences that are impacting the local and regional economy, it highlights issues that should be addressed as well as opportunities that could be unlocked to achieve positive outcomes for the Shire's economy and community. This relates to the project and the townships capacity to support a robust economy in the followings ways:

- Support renewable energy and capacity building initiatives, reduction in power costs leading to social inclusion.
- Develop the Maryborough Railway Station as a cultural hub and tourism destination, accommodating a mix of tourism, commercial and transport uses.
- Implement a Resident Attraction Strategy focused on attracting a diverse mix of age profiles to replenish the local labour force and address skills gaps.
- Engage and establish social enterprises in the shire that align with existing competitive industries (e.g. food manufacturing, agriculture, green industry, health care, retail and hospitality).
- Investigate the potential for aged-care and disability co-operatives to care for vulnerable residents.
- Provide and implement a more formal process to respond to planning enquiries, i.e., online services.
- Support micro and home-based businesses and nurture resilience of retail sector.

CENTRAL GOLDFIELDS SHIRE COUNCIL: COUNCIL PLAN 2021–2025

The Council Plan is the key strategic document that guides Council decision-making and resource allocation over the next four years. The plan provides strategic direction for the delivery of the Central Goldfields Community Vision, relevant actions to the project under the four key themes are listed below:

1. Community Wellbeing

- Advocate for the Ballarat – Maryborough Growth Corridor to drive prosperity (population growth and investment) into Central Goldfields Shire.
- Promote World Heritage Listing of the Central Victorian Goldfields
  - Develop Maryborough Railway Station as the centre of the story of gold through a world class experience centre.
- Champion the central location of Central Goldfields Shire to advantage
  - Promote the advantage the shire has through its liveability, manufacturing, health, education and tourism.

2. Growing Economy

- Retain, grow and attract population growth.
  - Prioritise investment initiatives that enhance liveability characteristics.
  - Facilitate efficient and timely planning and approval processes.
  - Ensure sufficient land is zoned to accommodate residential growth.
  - Advocate for reliable, frequent, and accessible public transportation within the Shire.
  - Support a diversity of housing stock and provision of affordable housing.
  - Improve community perception of the Shire and strengthen the aspirational culture.
- Support existing, new and emerging business and industry.
  - Attract and support new business, industry and jobs.
  - Help business and industry to access opportunities that support adaptation and resilience to the impact of a changing climate.
  - Support renewable energy and green industry initiatives and projects.
- Develop a skilled and diverse workforce.
  - Work together with partners to improve access to local tertiary education and trade training.
  - Attract diverse employment opportunities.
  - Partner with industry and the community to address skills gaps.
  - Provide pathways between education and employment for youth.

3. Spaces and Places

- Providing engaging public spaces.
  - Improve and maintain townships 'high streets' to be attractive, engaging, inclusive and safe.

- Provide and maintain open spaces, parks, green spaces, playgrounds and reserves.
- Increase the quality and number of walking and cycling paths and trails.

- Provide infrastructure to meet community need.
  - Maintain and roads and advocate for added investment in roads infrastructure.
  - Plan for age friendly infrastructure such as footpaths, seating with a focus on main streets, near school, aged care facilities, key services and high pedestrian routes.
  - Utilise planning process to facilitate/encourage appropriate development.
- Value and care for heritage and culture assets.
  - Plan for growth that is low impact and sensitive to Central Goldfields heritage.
- Manage and reduce and reuse waste.
  - Grow a circular economy to reduce the volume of waste.
  - Provide diverse waste collection and recovery points.
  - Educate the community on their role in waste minimisation.
- Care for the natural environment and act on climate change.
  - Work with community and key partners to improve natural environment.
  - Learn from and promote indigenous land management practices.

4. Leading Change

- Advocate and partner on matters of community importance
  - Actively advocate and prepare projects that deliver new infrastructure and services that are of importance to the community
  - Advocate for mitigation and adaptation programs and infrastructure to address the impacts of climate change on the community.

CENTRAL GOLDFIELDS SHIRE: COMMUNITY VISION 2031

Under the Victorian Local Government Act 2020, all councils across Victoria are required to prepare a ten-year Community Vision using deliberate engagement practices. The community has identified four key themes and subsequent priorities that will frame long-term aspirations, this includes:

- Community wellbeing and resilience
  - Safe and well-maintained public infrastructure, engaging and appealing streetscapes
- Suitable, diverse and affordable housing options
- Access to education and employment opportunities, online and face-to-face
- Actively driving and planning for growth that is low impact and sensitive to Central Goldfield's heritage.

CENTRAL GOLDFIELDS SHIRE: COUNCIL PRIORITY PROJECTS PLAN 2022

This plan investigates Council's top priorities for future development and investment. Sustainable growth is a trending benchmark throughout the document with Maryborough and Carisbrook both being highlighted as areas that would benefit significantly from public sector investment. The projects listed in this document reinforce the overall object of population growth, community wellbeing and conservation of the natural environment.

CENTRAL GOLDFIELDS CLIMATE ACTION PLAN 2022-2030

Under the *Victorian Local Government Act 2020* and the Victorian *Climate Change Act 2017*, all councils across Victoria are required to consider climate risk involved with Council activities. This strategy details six priority areas for mitigation and adaptation including education, collaboration, mobilisation, health and wellbeing, renewable energy and efficiency, built environment and transport. The report summarises past successful initiatives whilst looking forward to a period of growth, acknowledging that the existing knowledge and efforts of Traditional Owners, residents and local businesses will be integral in the success of future initiatives.

CENTRAL GOLDFIELDS SHIRE: COUNCIL POPULATION HOUSING AND RESIDENTIAL STRATEGY 2020

This strategy reviewed population trends and population forecasts for the Shire, estimated likely future housing requirements, assessed the adequacy of the Shire's supply of zoned residential land to meet future housing requirements, reviewed the current planning framework for future residential development and identified the key residential planning issues that Council will need to address going forward. Relevant trends over the last decade illustrated a moderate but consistent growth in population concentrated in Maryborough and Carisbrook, however most of the areas currently zoned for broad-hectare development in Maryborough are significantly constrained and at best can provide for only limited housing development. State Planning Policy (Clause 11.02-1S) requires that council plan to accommodate growth over a 15-year period. The strategy recommends that Council adopts a policy within the Shire's planning framework that encourages development in and around Carisbrook (including Flagstaff) as the principal solution to longer term residential growth.

DOMESTIC WASTEWATER MANAGEMENT PLAN FOR THE CENTRAL GOLDFIELDS SHIRE COUNCIL 2023-2028

This plan guides sustainable management of domestic wastewater to protect public health, the environment, and amenity. The shire has around 200 onsite wastewater management systems (OWMS), mostly in unsewered areas, but records are incomplete. An updated Domestic Water Management Plan was needed to address new State legislation and limitations of the previous 2006 plan.

A risk assessment identified high-risk unsewered development clusters, particularly on small township lots. Key actions for existing OWMS include:

- Creating an OWMS database.
- Connecting high-risk areas like Talbot to sewer.
- Upgrading and maintaining systems in high-risk areas.
- Educating owners and residents on OWMS requirements.
- Auditing OWMS at council facilities.

For future OWMS, the plan recommends:

- Strengthened policies and assessments to avoid poorly designed systems
- Restrictions on unsewered development in water supply catchments
- Consolidating and conservatively designing vacant high-risk small lots
- Sewering new high-density developments

Failing OWMS in sewered areas will be prioritized for connection. Implementation will involve allocating council resources for database development, inspections, education and training. Annual progress reviews and 5-yearly audits will occur. The DWMP provides a clear strategy to improve management of domestic wastewater risks in Central Goldfields Shire. It targets fixing legacy issues and preventing future problems through enhanced development standards.

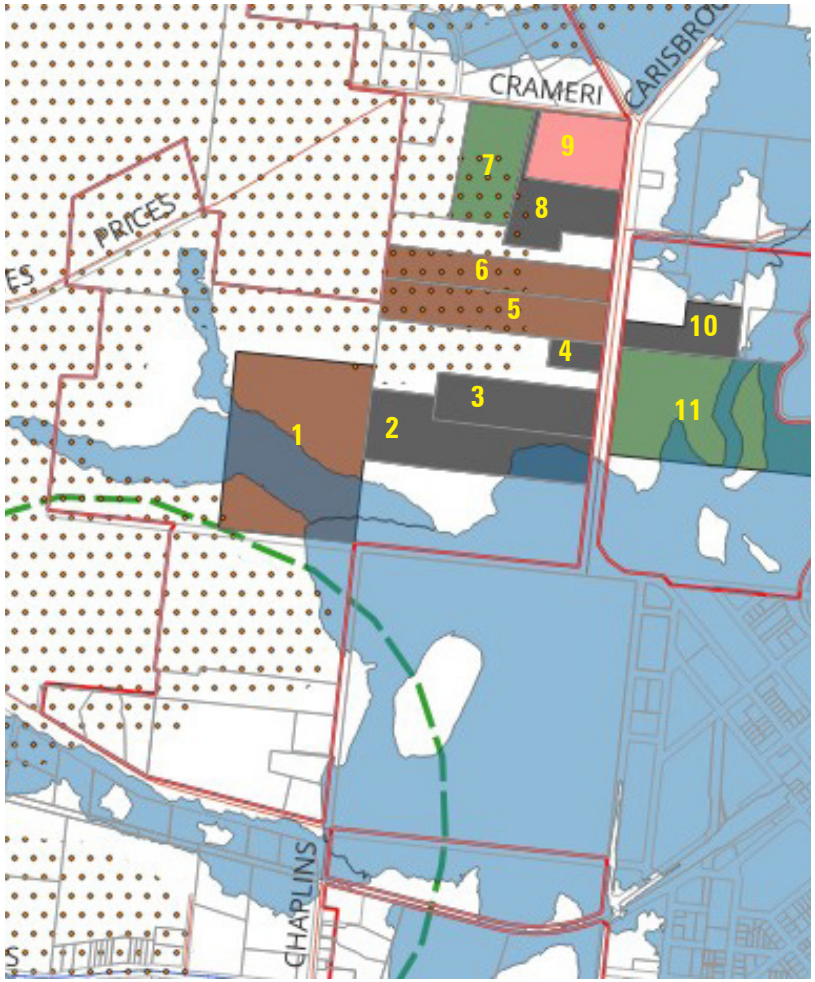
APPENDIX ONE: YIELD ASSESSMENTS

PRECINCT 3: MARYBOROUGH NORTH

YIELD POTENTIAL NOTES		#
1	Existing dwelling 27,124.18 m²	5/12
2	Existing dwelling 38,014.86 m² / Small amount of flood impact to edges of lot	8/18
3	Vacant 40,844 m² / Some minor flood impact to south and east of lot	10/20 1210/20
4	Vacant 77229.98 m² / BMO to west which may reduce precinct yield or require design response, only 50% lot considered to have potentail for increased density - 38614.99 m² - (pending further investigations)	9/18

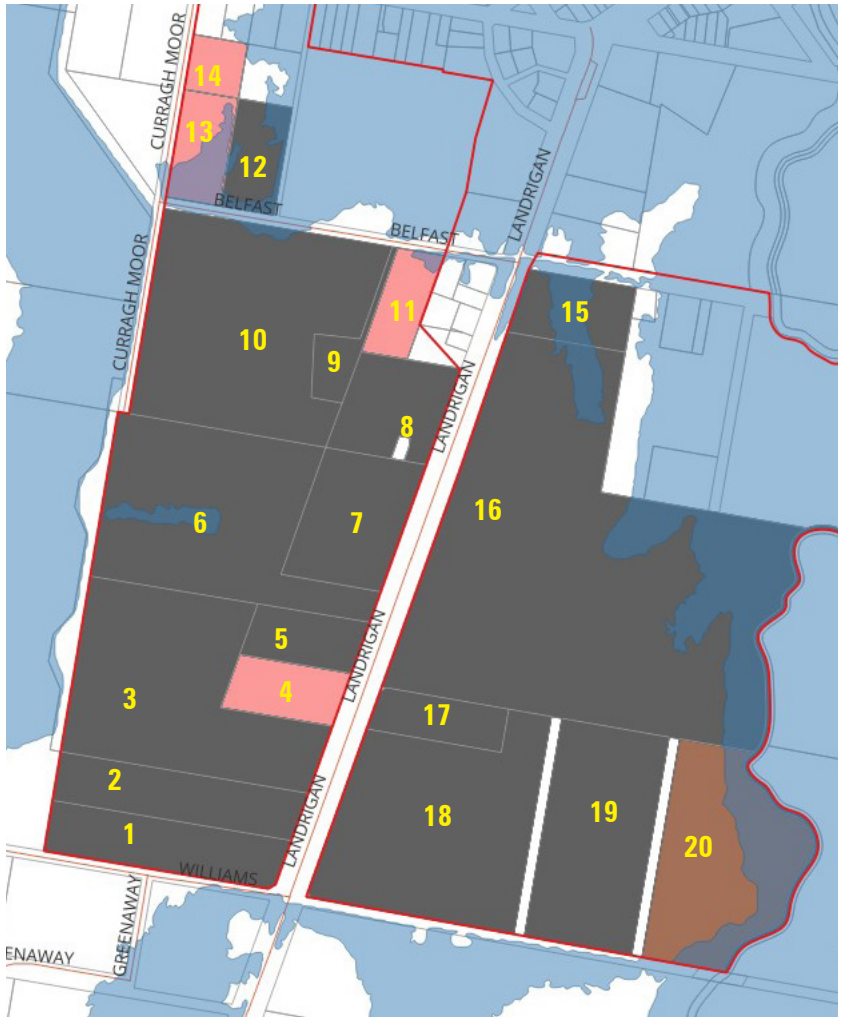
PRECINCT 4: CARISBROOK NORTH

	YIELD POTENTIAL NOTES	#
1	Vacant 324987.45 m² / Has waterway through centre with flood risk (only 50 % capacity considered / Access considerations inc flood access plus new access point required may impact vegetation / Part of a much larger property	16
2	Existing dwelling 163239.69 m² / Southeast corner has some flood / some vegetation to west near existing dwelling which may be sensitive EVC 55/ Good direct access to Carisbrook-Eddington Road	15
3	Existing dwelling 101091.54 m² / Good direct access to Carisbrook-Eddington Road	9
4	Existing dwelling 20046.38 m² / Good direct access to Carisbrook-Eddington Road	1
5	Bushfire risk to the western portions/ overlap with area of ecological sensitivity EVC 55 / Good direct access to Carisbrook-Eddington Road / Vacant 122537.49 m²	6
6	Bushfire risk to the western portions/ overlap with area of ecological sensitivity EVC 55 / Good direct access to Carisbrook-Eddington Road / Existing dwelling 20046.38 m²	4
7	Bushfire risk to the southern portions / overlap with area of ecological sensitivity EVC 55 / Good direct access to Carisbrook-Eddington Road via Crameri Road / Existing dwelling 97027.51m²	4
8	Good direct access to Carisbrook-Eddington Road and Crameri Road / Existing dwelling 97027.51m²	7
9	Good direct access to Carisbrook-Eddington Road and Crameri Road / Vacant 87552.04m²	8
10	Good direct access to Carisbrook-Eddington Road / Existing dwelling 59943.69 m²	4
11	Good direct access to Carisbrook-Eddington Road / Existing dwelling 278962.21 m² / Part of a much larger property - dwelling part of a compound stretching onto adjoining lot / southwest corner contains EVC 68 and 175	

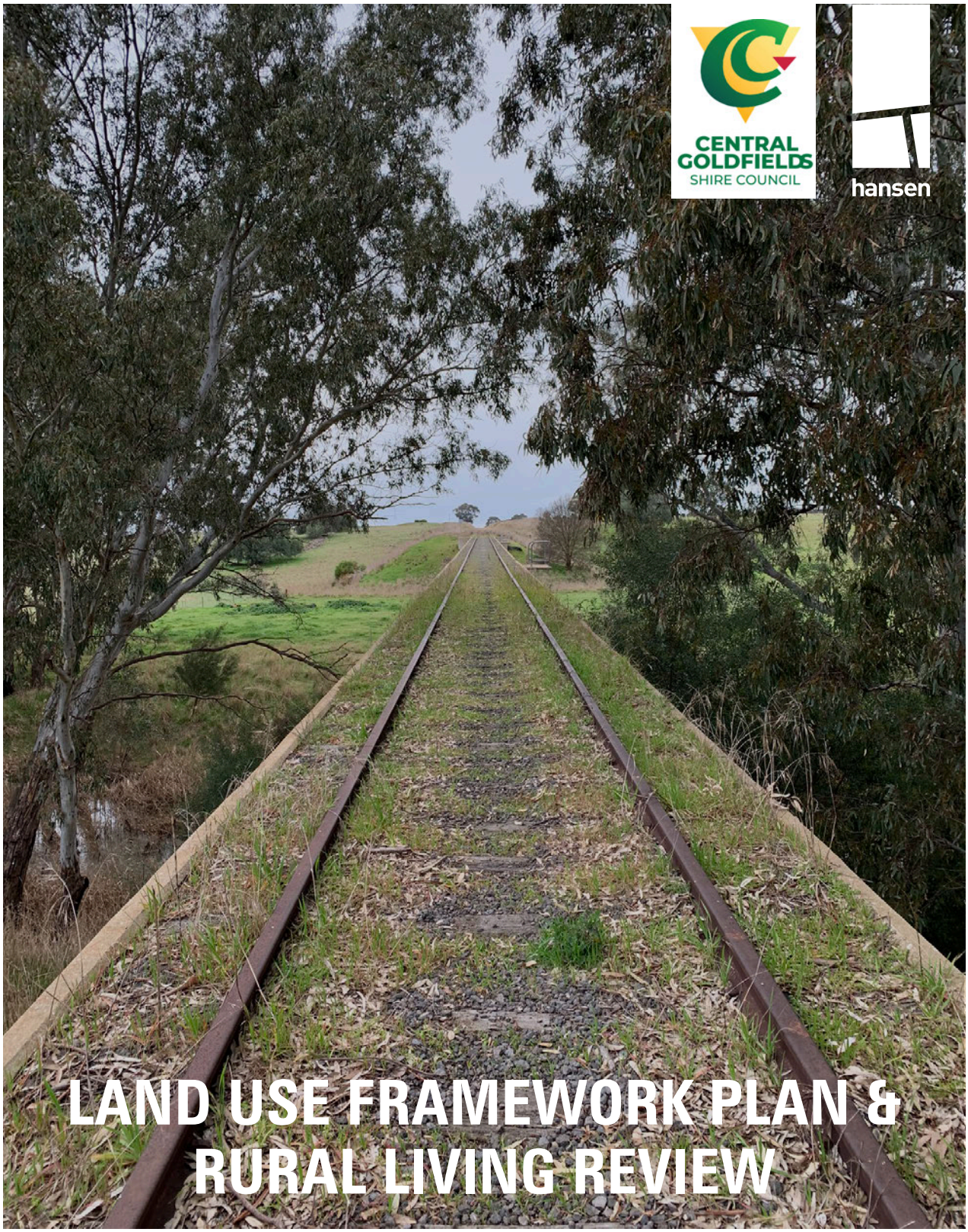


PRECINCT 5: CARISBROOK SOUTH

YIELD POTENTIAL NOTES		#
1	Good access to Landrigan Road / Existing dwelling 41447.87m²	3
2	Existing dwelling 41396.29 m² / low quality vegetation patch on the western half around existing dwelling EVC 55/ Good access to Landrigan Road	3
3	Existing dwelling 121443.77 m² / low quality vegetation patch on the western half around existing dwelling EVC 55 / Good access to Landrigan Road	11
4	Existing dwelling 20255.78 m² / Good access to Landrigan Road	1
5	Existing dwelling 20227.94m² / Good access to Landrigan Road	1
6	Existing dwelling 122309.75 m² / lot is significantly vegetated and that vegetation is protected by a VPO / Good access to Landrigan Road	11
7	Existing dwelling 46348.01 m² / about 50% of the lot is heavily vegetated / Good access to Landrigan Road	3
8	Existing dwelling 33431.87 m² / western portions vegetated (identified as moderate quality patch in ecological assessment) EVC55 / Good access to Landrigan Road	2
9	Vacant 10933.59 m² / mostly vegetated but with clearing for dwelling (identified as moderate quality patch in ecological assessment) EVC 55	1
10	Existing dwelling 143196.86 m² / lot is significantly vegetated and that vegetation is protected by a VPO (identified as moderate quality patch in ecological assessment) EVC 55	13
11	Vacant 17156.47 m²	1
12	Vacant 20233.76 m²	2
13	Vacant 20214.19 m²	1
14	Vacant 10245.82 m²	1
15	Existing dwelling 25904.47m² / Good access to Landrigan Road	1
16	Existing large scale non residential use 350641.27 m² / eastern-most parts are impacted by both flood and are of environmental sensitivity / Good access to Landrigan Road	20
17	Existing dwelling 22548.83 m² / Good access to Landrigan Road	1
18	Vacant 125373.98 m² / Good access to Landrigan Road	12
19	Vacant 79502.61 m²	7
20	Vacant 85602.01 m²/ easternmost parts are impacted by both flood and are of environmental sensitivity	4



Note: for all lots to west of Landrigan Road, flood risk is mitigated by levee constructed along the western boundaries of these properties. Flood resilient design should still be prioritised to mitigate residual risk



ENGAGEMENT SUMMARY

Prepared by Hansen Partnership on behalf of Central Goldfields Shire Council
December 2025

ACKNOWLEDGEMENT OF COUNTRY

Hansen Partnership acknowledges the Traditional Owners of the diverse lands on which we live and work and recognise their deep spiritual connection to land, air and water as Custodians of Country.

We pay our respects to all First Nations people and to their ancient and enduring culture.

PROJECT OVERVIEW

Hansen Partnership has been engaged by Central Goldfields Shire Council to undertake the **Maryborough North, Flagstaff and Carisbrook Land Use Framework Plan** and the **Urban Residential Land Opportunities (also know as the Rural Living Zone Review)**. While the two projects have distinct objectives, the most recent engagement has combined them in a targeted way to address their clear areas of overlap, to provide the community and stakeholders with a clearer and more integrated understanding of future land use planning across the municipality.

This Engagement Summary outlines what type of engagement has been undertaken, who with, and what we have heard from you. **Thank you to everyone who took the time to take part, contribute or listen in.**

ENGAGEMENT SUMMARY CONTENTS

This summary document sets out the following:

- It firstly revisits the **engagement objectives**, including how the clear overlap in the two projects was highlighted as an opportunity to consult on both at once.
- **What engagement was undertaken** and how it was delivered.
- **Who we heard from** across the sessions and engagement opportunities.
- An overview of **what we heard** - including key concerns, general comments and positive feedback.
- The project team's response - the key messaging to address concerns or comments, as well as making it clear **'how your feedback is shaping the documentation'.**

PROJECT OVERVIEW

ENGAGEMENT OBJECTIVES

Both projects have now been through a four week public exhibition period. This is the formal time when draft plans are made available for the community and stakeholders to review and provide feedback. Alongside the exhibition of these documents, Council and the project team held a number of in-person sessions so that people could hear about the key issues and opportunities directly, and understand how the draft recommendations were reached.

As the two projects overlap, the engagement sessions had two related but different objectives:

- For the **Land Use Framework Plan** - this is the second stage of formal consultation. The first stage was held over two years ago, when we introduced the project and discussed the background findings together. We paused before moving to the next stage to ensure that updated flood modelling work and other new information could be included. This wait ultimately means that this draft reflects the most up-to-date data available.
- For the **Urban Residential Land Opportunities** work - for many in the community, this was the first chance to hear in detail about what the project is and what it aims to do. The engagement focused on helping people understand how the review works and what it could mean for landowners who have properties in the Rural Living Zone.

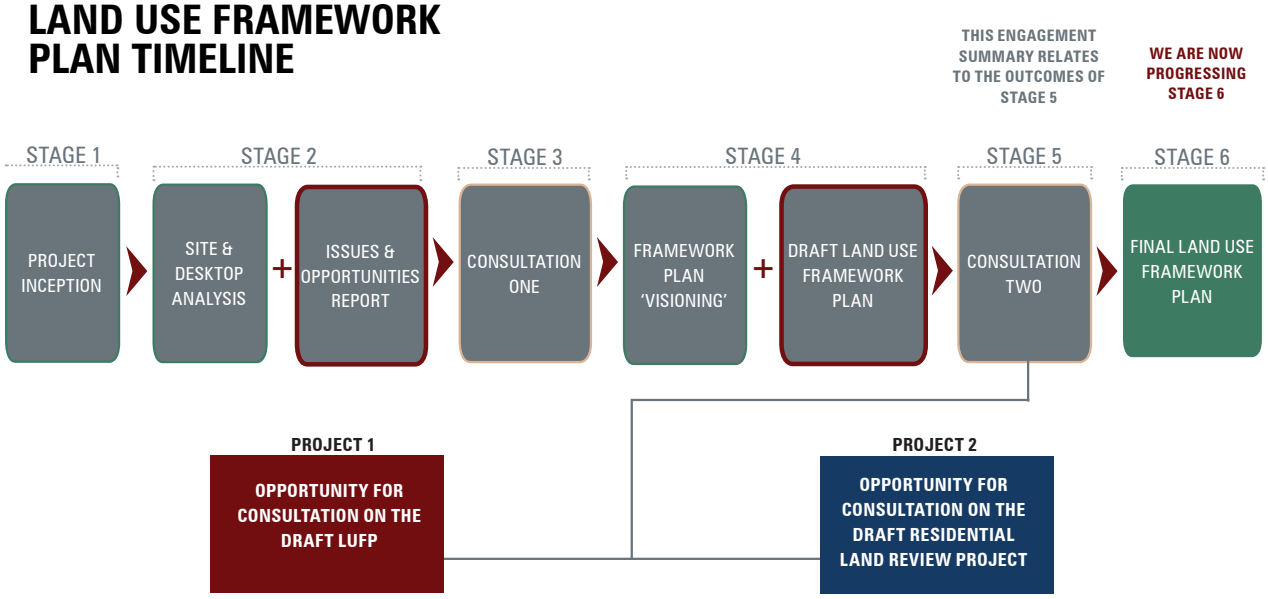
Several areas of Rural Living Zone land assessed as part of the Urban Residential Land Opportunities project were also captured within the study areas for the Land Use Framework Plan. These areas include land north of Maryborough and land to both the north and south of Carisbrook. By running these consultations together, we were able to show how the two projects relate to one another and to check with the community and stakeholders whether we are on the right track in the draft documentation. This combined approach helps ensure that the planning for future growth and land use is clearer, especially for landowners who may be directly affected by not only one, but both projects.

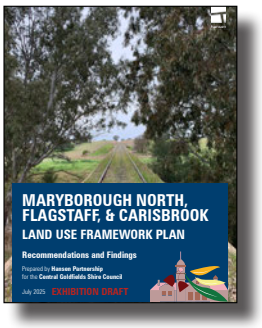
THROUGH THIS ENGAGEMENT ON THE DRAFT DOCUMENTATION, WE WANTED TO HEAR FROM YOU:

- **WHETHER THE ISSUES AND OPPORTUNITIES WERE CLEARLY EXPLAINED AND UNDERSTOOD.**
- **WHETHER ANYTHING WAS MISSING.**
- **WHETHER WE ARE ON THE RIGHT TRACK.**

PROJECT OVERVIEW

LAND USE FRAMEWORK PLAN TIMELINE





The Maryborough North, Flagstaff and Carisbrook **Land Use Framework Plan** is a crucial step towards ensuring Central Goldfields Shire can accommodate future growth sustainably. The draft Land Use Framework Plan aims to ensure there is sufficient land available for both housing and industrial development. This includes ensuring existing zoned land is suitable considered a range of factors including Maryborough's existing environmental constraints such as bushfire risk, flooding and land use buffers.

The **Urban Residential Land Opportunity Study** is a review of the land zoned Rural Living Zone within proximity to the main settlement of Maryborough, to establish if there is additional capacity to accomodate more housing
The document aims to investigate areas currently zoned for larger lot, rural residential development to see if any are suitable for smaller lots (e.g. 4,000sqm lots rather than 40,000sqm lots). It looks specifically at areas around Maryborough and Carisbrook with the aim of increasing opportunities for more housing in these key settlements.

WHAT WAS DONE?

3 FULL DAYS OF ENGAGEMENT

7 COMMUNITY SESSIONS HELD IN MARYBOROUGH AND CARISBROOK

OVER 50 PARTICIPANTS ATTENDED IN-PERSON

ONE-ON-ONE CONVERSATIONS PROVIDING DIRECT FEEDBACK OPPORTUNITIES

3 TARGETED SESSIONS WITH COUNCIL, AGENCIES AND AUTHORITIES (IN-PERSON + ONLINE)

PRESENTATION TO COUNCILLORS WITH AN OVERVIEW OF COMMUNITY FEEDBACK

ONLINE SUBMISSIONS OPEN FOR WRITTEN FEEDBACK ON THE DRAFT DOCUMENTS

ONLINE SURVEY AVAILABLE FOR COMMUNITY INPUT

~250 LETTERS AND LETTERBOX DROPS SENT TO LANDOWNERS AND THE WIDER COMMUNITY

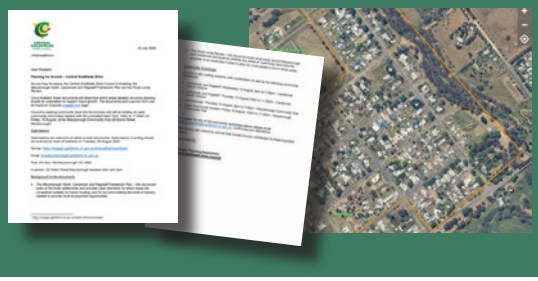
'HAVE YOUR SAY' PUBLIC NOTICES PROMOTED THE PROJECTS

COMMUNITY UPDATE BULLETINS DISTRIBUTED ONLINE AND IN PERSON

MEDIA RELEASES PUBLISHED VIA COUNCIL'S WEBSITE

WHAT WAS DONE?

LETTERS FOR LAND HOLDERS AND THE WIDER COMMUNITY



- Letters were sent to landowners in Maryborough, Carisbrook, Flagstaff, and to the broader community.
- Letters provided information that draft documents were available online, with direct links included.
- Submission and contact details were outlined to support community feedback.
- Letters also contained an invitation to attend a community session, tailored to the recipient's location or interests.
- RSVPs were encouraged, but all sessions remained open to walk-ins.

COMMUNITY SESSIONS

- Facilitated 7 community sessions in-person.
- Option of sessions which could direct focus on particular areas of interest (i.e. industrial land or existing residential areas).
- Offer of flexibility in times, days and venues to try suit as many people as possible across 3 days.
- Attendance across the sessions varied, with some one-on-one type formats with direct discussion and feedback, while some sessions had up to 10 people.
- In addition to attending the sessions, completion of the online survey and/or a written submissions was encouraged. Hard copies of the survey were also made available.

SESSION TIMES ACROSS 3 DAYS

Carisbrook and Flagstaff landholders

- Wednesday 13 August - 6:00pm to 7:30pm (Carisbrook Senior Citizens)
- Thursday 14 August - 10:00am to 11:30am (Carisbrook Senior Citizens)

Maryborough land holders

- Wednesday 13 August - 1:30pm to 3:00pm (Maryborough Town Hall)
- Thursday 14 August - 6:00pm to 7:30pm (Maryborough Community Hub)

Open community session

- Friday 15 August - 10:00am to 11:30am (Maryborough Community Hub)

WHAT WAS DONE?

SURVEY (ONLINE + HARD COPY)

- An online survey was available on Council's website, with hard copy versions distributed at community sessions or provided on request.
- The survey included 11 multiple choice and 9 open-ended questions.
- Participants could provide an email address to receive project updates.
- Responses were manually reviewed to identify key themes and issues raised.
- Key comments from the open-ended questions have been individually responded to in Appendix A.

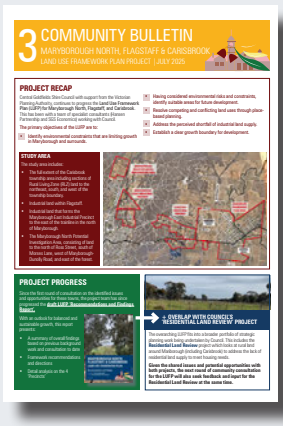
TARGETED TECHNICAL SESSIONS

- Hybrid sessions (in-person/online) were available for the key authorities, agencies and Council staff.
- These remained fairly 'open' and informal so that questions and feedback could be provided directed to particular topics and conversations as they emerged during the sessions.
- We also encouraged written feedback during the exhibition period to capture further input.

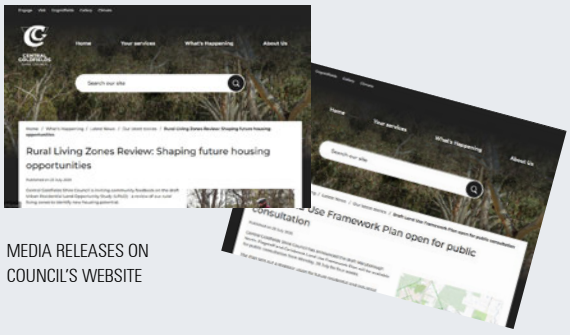
COUNCILLOR PRESENTATION

- Presented the outcomes and feedback from the three-day engagement program to Council executives, including the CEO, Mayor and Councillors.
- Offered a hybrid format (online and in-person), with attendance encouraged at the Maryborough Community Hub.

HAVE YOUR SAY NOTICE



JULY 2025 COMMUNITY BULLETIN

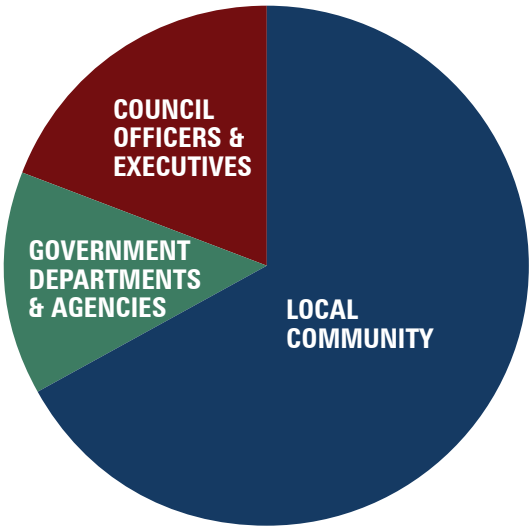


MEDIA RELEASES ON COUNCIL'S WEBSITE

WHO DID WE HEAR FROM?

Through the engagement sessions and submissions, we heard from 3 main groups:

- **LOCAL COMMUNITY** - Making up the majority (67%) of participants. This group included landholders, workers and residents from Carisbrook, Maryborough and Flagstaff, as well as other nearby towns.
- **COUNCIL OFFICERS & EXECUTIVES** - Around 19% of participants, including Council staff (engineers, statutory planners and other officers) and the Mayor and Councillors.
- **GOVERNMENT DEPARTMENTS & AGENCIES** - The remaining 14% of participants, providing insights from State Government and other relevant agencies.



WHO DID WE HEAR FROM?

FROM THE SURVEY

Most survey respondents had a 'direct connection' to the study areas, with the majority living locally in Maryborough and Carisbrook. Those living outside Maryborough and Carisbrook also completed the survey, and still indicated an interest in the growth of these areas.

FROM THE COMMUNITY SESSIONS

Most attendees were local residents and landholders from Carisbrook and Maryborough, along with some from nearby towns such as Daisy Hill, Flagstaff and Majorca and people working in the industrial estates. Many had a direct connection to the study areas. The sessions reflected strong representation from people directly affected by, or interested in, future growth, opportunities and issues.

FROM THE TARGETED TECHNICAL SESSIONS

The technical sessions brought together key government departments, agencies and Council officers to provide expert advice and feedback. This included direct sessions and conversations with:

- North Central Catchment Management Authority
- Department of Energy, Environment and Climate Action
- Department of Transport and Planning
- Central Highlands Water
- Country Fire Authority
- Central Goldfields Shire Council engineers and statutory planners

FROM THE WRITTEN SUBMISSIONS

We heard from (or on behalf of) landholders and residents across Carisbrook, Maryborough and nearby towns who provided written submissions to share their views.

WHAT WE HEARD

This chapter brings together feedback from our community sessions, written submissions, surveys, technical meetings and one-on-one conversations. It highlights the main themes/topics we heard - what is recurring, what is new, and the key questions - so the big issues are clear.

It covers what we heard about:

- **AREAS FOR FUTURE GROWTH**
- **INDUSTRIAL PRECINCTS**
- **INFRASTRUCTURE & SERVICING**
- **FLOODING**
- **BUSHFIRE**

While the summaries are presented as 'separate' topics, generally they are interconnected. We acknowledge the clear overlap when talking about growth, industry, servicing, and hazards Shire-wide. The implications of one often flow into the others, however for clarity, they have been grouped here for ease of reference - to reflect the key things we heard during the engagement period.

This chapter also summarises other matters we heard that sit outside this project's scope. Where relevant, these have been referred to the appropriate Council teams or we have provided advice on next steps.

A full response to each written submission is included in Appendix A.

WHAT WE HEARD

WHAT WE HEARD ABOUT AREAS FOR FUTURE GROWTH

FROM THE COMMUNITY

Carisbrook North as the key 'growth front'

There was mixed appeal from the local community for Carisbrook North being recommended as the Shire's primary growth front. We heard:

- General recognition that there are limited opportunities for growth and that Carisbrook should play a long-term role in providing housing supply (provided growth is carefully managed).
- Doubt about the residential 'appeal' of Carisbrook compared to alternative locations (e.g. Maryborough North/East, Flagstaff, or other areas not included in the study).
- Concern about the impacts on rural character (large lots, separation between dwellings, 'quiet') - there is a strong value placed on Carisbrook North's established lifestyle qualities, with some worry that rezoning, additional subdivision and new road connections would challenge this character.
- Hesitation about further growth in Carisbrook due to the limited range of shops, services and facilities.
- The need to ensure that new housing is not exposed to incompatible nearby uses.
- Requests for clarity on servicing, costs and sequencing (i.e. sewer and water availability - *who pays? when will it be provided?*)

Maryborough North

From the community, we heard:

- Support for potential Low Density Residential Zone land along Maryborough-Dunolly Road.
- Queries around suitability of dwellings where the Bushfire Management Overlay only applies to part of the land.
- Concerns about the State's push for 'more housing' vs. local challenges (identification of hazard-free land) to provide growth opportunities in Maryborough.

WHAT WE HEARD

From the community, we heard specifically in relation to 52 Ross Street:

- It is seen by the landowner (and some community members) as a viable growth area.
- Frustration about past attempts to gain State approval for residential development.
- Bushfire risk is acknowledged, but some believe site-specific measures could enable development and growth.
- Some concern that rezoning to Industrial 3 Zone is not currently viable from a market perspective.

Shire-wide/broader growth

From the community, we heard:

- Most of the community welcome additional housing and growth across the Shire.
- Title constraints (caveats) need further review and understanding.
- Queries about costs and rate impacts.
- A prompt to consider land along Landrigan Road further.
- The delivery of small hectare lots (under 2 ha) are important given the 'asset' implications for retirees.
- A call for stronger focus on ensuring that there are jobs and services to support population growth.

FROM AUTHORITIES & AGENCIES

In summary, we heard:

- Growth needs to be risk-led (as detailed more within the bushfire and flooding discussion) - which is the key determinant of suitability of growth. From taking this risk-led perspective, there is in principle potential for the identified area in Carisbrook North.
- There is support using 'investigation area' labels in areas to further test through structure planning and detailed technical advice as it emerges.
- From Central Highlands Water's perspective, a few pockets could be suitable for Low Density Residential Zone in Maryborough North (along Maryborough-Dunolly Road), subject to viability (i.e. sufficient lot yield).

OUR RESPONSE & KEY MESSAGING

What we discussed and clarified

During the in-person sessions and through written/survey responses, the project team:

- Explained that Council must provide 15 years of housing land supply (and ideally beyond).
- Confirmed land will not be acquired *(i.e. no one is forced to act or do anything with their land unless they choose to).*
- Clarified that any rezoning would occur later through a separate amendment process (with another formal exhibition and more chances to comment).
- Highlighted the benefits identifying growth fronts as early as we can - avoiding incompatible uses in the short to longer term, and sequencing services/ infrastructure effectively.
- Emphasised that new shops, jobs and community facilities will follow once there is enough population to support them.
- Reinforced that recommendations must be robust and evidence-based to obtain State support - which is critical at the strategic level for settlement planning.

For Carisbrook North in particular, we also explained that:

- Future structure planning will get further into the detail about 'what growth looks like' in this area (lot sizes, design, access).
- Further community input during the structure planning will be important to ensure that the growth has a responsive interface to surrounding uses and the landscape, respecting the local community's expectations and amenity.

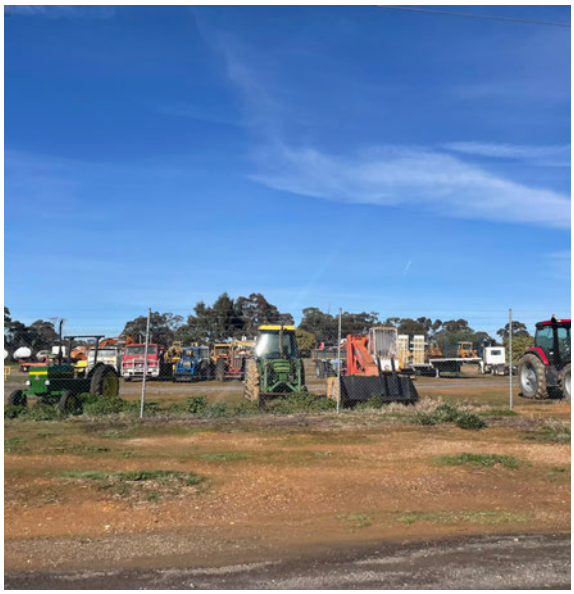
HOW YOUR FEEDBACK IS SHAPING THE DOCUMENTATION

Based on the feedback, the project team is:

- Finalising the recommendation that Carisbrook North is the preferred growth front.
- Building in further investigation requirements around the suitability of land along Maryborough-Dunolly Road for rezoning to Low Density Residential Zone.
- Ensuring that there is clear communication regarding 'no growth recommended' areas where a risk-led perspective rules areas out for safety reasons.
- Reviewing caveats and title constraints on particular land parcels to confirm any implications.

AREAS FOR FUTURE GROWTH

WHAT WE HEARD



WHAT WE HEARD ABOUT INDUSTRIAL PRECINCTS

FROM THE COMMUNITY

In summary, we heard:

- The importance of the industrial areas to the local economy and community.
- While existing industrial areas to the north (like the Drive-in estate) are full, this has taken a number of years for full uptake - queries around whether there is enough demand for more industrial land.
- There are concerns about traffic, noise and other amenity impacts from current Industrial 1 Zone areas.
- Questions were asked about how any potential Industrial 3 Zone land would be managed to avoid amenity issues.
- Queries were made about EPA buffers - existing and proposed (e.g. expansion of the asphalt facility) - and how the interface with nearby housing should be handled.
- Suggestions for improved landscaping and buffer treatments.
- Maryborough East mapping in the draft material needs updating to better reflect on-ground conditions.

FROM AUTHORITIES & AGENCIES

In summary, we heard:

- Industry poses challenges to water demand (some uses will be more intensive than others) - infrastructure sequencing is a critical issue.
- Carisbrook's existing sewer pump station has not yet reached capacity.
- Structure planning should include long-term infrastructure delivery plans in consideration of the industrial estates.
- Recognition of the opportunity to introduce Industrial 3 Zone land near Maryborough North, given proximity to Industrial 1 Zone and potential service industry needs.
- CFA indicated that non-residential uses may be explored as potential alternatives to housing in high bushfire risk areas.
- Potential use of overlays (e.g. DDO) suggested to provide longer-term design guidance for bushfire risk (as discussed further in bushfire considerations).

WHAT WE HEARD

INDUSTRIAL PRECINCTS

OUR RESPONSE & KEY MESSAGING

What we discussed and clarified

During the in-person sessions and through written/ survey responses, the project team:

- Recognised the importance of the industrial areas for local jobs and businesses, and the need to make sure that land uses are compatible and give certainty for business and residents.
- Shared 'indicative' / early ideas for new access roads that could open up land without road connections, to create some additional opportunities for industry.
- Discussed ways to reduce the planning permit 'burden' on individual landowners such as precinct-wide vegetation plan that sets clear rules for everyone in the precinct.
- Acknowledged the perceived slow uptake of industrial land and noted that these insights will help shape recommendations.
- Explained that the Industrial 3 Zone is being explored (in Maryborough North) to support service industries which is a current gap in the Shire.
- Explained the difference between Industrial 1 Zone (e.g. the Drive-In Estate) and Industrial 3 Zone - with the Industrial 3 Zone better suited near housing as its designed to provide a better interface by managing amenity impacts on sensitive uses.
- Reinforced that any future industrial growth would require careful planning of infrastructure and services (developed in partnership with servicing authorities).
- Noted that buffer distances are set by the Environment Protection Authority (the 'EPA'), and these will need to be reviewed.
- Took note about suggestion for the potential for improved industrial interfaces with better amenity outcomes (e.g. landscaping, setbacks) which could be built into future design guidance and structure planning for industrial precincts.
- Acknowledged that mapping in some areas (e.g. Maryborough East) requires updates to better reflect on-ground conditions.

HOW YOUR FEEDBACK IS SHAPING THE DOCUMENTATION

Based on the feedback, the project team is:

- Building in some flexibility for the Maryborough North recommendations, with the opportunity for industrial uses (i.e. Industrial 3 Zone) and also for 'no change' option which recognises the potential challenges with industrial market demand.
- Confirming the latest (and proposed) EPA buffer requirements and flagging their implications for surrounding residential areas.
- Updating mapping for Maryborough East to better reflect on-ground conditions (i.e. M16/Tullaroop Track).

WHAT WE HEARD

WHAT WE HEARD ABOUT INFRASTRUCTURE & SERVICING

FROM THE COMMUNITY

In summary, we heard:

- Questions were raised about the capacity of sewer and water systems, and who will pay for upgrades when development occurs.
- 'Drainage hotspots' exist in and around Carisbrook already, and growth should not worsen runoff to these areas (i.e. land near the Carisbrook residential area which is swampy and poorly drained).
- There is a lack of confidence about the availability of funding across local, State and even Federal levels for regional towns and there is concern that this will hold back delivery of growth.
- Key local roads, especially the main access points into and out of Maryborough, will need upgrading to support future growth.
- New housing and industry in these areas will only be possible/feasible if services (water, sewer and drainage) are delivered in staged way - step by step as growth happens, rather than all at once.

WHAT WE HEARD

FROM AUTHORITIES & AGENCIES

In summary, we heard:

- Infrastructure sequencing is critical and long-term delivery plans should be prepared as part of structure planning.
- Some areas (e.g. Flagstaff) may require new connections back into the Maryborough treatment plant.
- Carisbrook's existing sewer pump station has not yet reached capacity, though upgrades may be needed in the longer term.
- In Maryborough North, sewering for any Low Density Residential Zone would need a new trunk connection under the rail line, but its viability would depend on lot yields.
- Structure planning should include explicit staging and long-term delivery plans for water, sewer and drainage infrastructure.
- Flooding overlays (FO, LSIO, SBO) will be applied consistently to guide where growth can occur without worsening flood impacts related to drainage
- Integrated Water Management and Water Sensitive Urban Design should be embedded in growth planning to manage both flooding and water demand sustainably.

FROM COUNCIL ENGINEERS

We heard from Council engineers additional local drainage insight, including:

- There are significant drainage constraints in Carisbrook South on 1 ha lots - low-lying with marshy wetlands and have limited drainage.
- South of Belfast Road, a natural flow path functions as a waterway (but is not shown in current mapping).
- "Tomato Farm" side (i.e. east side of Landrigan Road) is of higher ground with a better fall to the creek which is likely more suitable from a drainage perspective.
- There are existing water issues along Landrigan Road - properties can become landlocked when inundated.

OUR RESPONSE & KEY MESSAGING

What we discussed and clarified

During in-person sessions and written/survey responses, the project team:

- Acknowledged that funding and timing of infrastructure is a major community concern.
- Explained that future structure planning will set out who is responsible for upgrades (i.e. service authorities, private developers and/or Council).
- Reinforced the importance to 'plan early' so infrastructure is delivered in the right order (and to avoid adhoc fixes).
- Committed to recommendation of Integrated Water Management principles to guide future planning.
- Have flagged that more targeted and detailed drainage investigations should be carried out in areas with known challenges.
- Confirmed that while we have indicative access opportunities, these will be reviewed through structure planning.
- Clarified that the feasibility of water and sewer servicing will be a prerequisite for supporting growth areas, including potential trunk connections, pump stations, and extensions to existing networks (to be confirmed with servicing authorities before final decisions are made).

HOW YOUR FEEDBACK IS SHAPING THE DOCUMENTATION

Based on the feedback, the project team is:

- Prioritising early identification of growth areas so service planning can start sooner.
- Highlighting that any new growth will ultimately depend on servicing being feasible.
- Embedding Integrated Water Management principles and additional targeted drainage investigations into the recommendations for future structure planning.
- Ensuring that the recommendations clearly link to how infrastructure will be delivered.

INFRASTRUCTURE & SERVICING

WHAT WE HEARD

WHAT WE HEARD ABOUT FLOODING

FROM THE COMMUNITY

There is strong appetite in the local community for clearer information particularly in terms of flooding. The community expressed a lack of 'mapping confidence'. Confidence is low because maps do not match reality - there is outdated flood mapping that applies to their properties (i.e. mapping which does not reflect on-ground conditions like local topography).

In summary, we heard:

- A strong request for clear flood information so that property-specific decisions can be made.
- Current flood maps in the planning scheme do not reflect on-ground conditions such as topography and local flow paths.
- Widespread support for directing growth away from known flood-prone areas.
- While the large majority see the levee as only one layer of protection and remained concerned about what could happen in a major flood, one submission believed its significant investment justifies more housing.
- There is interest in resilience/retrofit measures for existing homes.
- Support for better integrated water management (Integrated Water Management/Water Sensitive Urban Design) so future development does not worsen flood risk.

FROM AUTHORITIES & AGENCIES

In summary, we heard:

- Updated flood overlays are coming, with the flood study progressed enough to inform updated flood mapping across the Flood Overlay (FO), Land Subject to Inundation Overlay (LSIO) and Special Building Overlay (SBO) - these will distinguish levels of risk (i.e. high-depth/high-risk areas generally unsuitable for dwellings, down to drainage and overland flow paths).
- At the property level, it will come down to flood depth and safe access/exit considerations in terms of development potential.
- The priority is to ensure flood risk is mapped consistently in the planning scheme.
- While most flood advice is statutory and site-specific, targeted advice can be provided at a precinct level when land is nominated for potential rezoning or growth/settlement planning.

WHAT WE HEARD

FLOODING

OUR RESPONSE & KEY MESSAGING

What we discussed and clarified

During in-person sessions and written/survey responses, the project team:

- Explained that the project was paused so that the latest flood studies could be included.
- Showed early visuals of the new flood maps (although the mapping is not yet final).
- Made it clear that levees help but are not 'fail-safe' and do not remove risk, so should not be relied on entirely.
- Confirmed that our draft recommendations will rely on the updated mapping, to guide decisions about where it is safe to grow.
- Highlighted that the new flood maps will show different levels of risk (based on depths) to help guide where development can and cannot occur safely.
- Will make recommendations for future structure planning to consider local topography, drainage and safe access in and out of areas.
- Reinforced that no growth will be supported in areas where flood risks cannot be safely managed.
- Highlighted the role of Integrated Water Management in future growth areas, so new development does not make flooding worse for existing residents.
- Acknowledged and appreciated the community's interest in making existing homes more resilient. We noted that this will require ongoing collaboration with Council, other agencies and future resilience programs as they emerge, and this will be included as part of our recommendations for future structure planning considerations.

HOW YOUR FEEDBACK IS SHAPING THE DOCUMENTATION

Based on the feedback, the project team is:

- Using the latest flood mapping (as it continues to be refined) and continue to keep updated by the catchment authority.
- Making clear recommendations that growth will not be supported where there is flood risk.
- Recommending the integration of Integrated Water Management into design responses through future structure planning.
- Recommending further investigation into drainage upgrades through future structure planning.

WHAT WE HEARD

WHAT WE HEARD ABOUT BUSHFIRE

FROM THE COMMUNITY

The local community wants clear information about how bushfire risk affects future rezoning and planning permits

In summary, we heard:

- Requests for clear explanations of how bushfire risk affects rezonings and planning permits - i.e. when a dwelling can/cannot be supported, especially in the context of past/legacy decisions that have been made.
- Concern that decisions should reflect landscape factors (vegetation, slope, proximity to State Forest) and access/egress.
- The narrow separation to State forest is seen as a key constraint.
- There is historical bushfire context (i.e. 1980 fires nearly put the whole of Carisbrook at risk).
- In terms of mitigation thresholds - there are calls for clarity on what measures (defendable space, BAL levels, siting/access upgrades) would be needed for residential development to be considered acceptable risk.
- Site-specific queries about Maryborough North (i.e. 52 Ross Street) and why previous attempts were not supported even with mitigation measures.
- Local fuel reduction/backburning is done well.

FROM AUTHORITIES & AGENCIES

In summary, from the CFA we heard:

- Support for infill development in Maryborough.
- The importance of using a landscape-scale risk lens as the BMO alone is not determinative - the higher level policy aims are more stricter than what the BMO technically allows.
- Preference of investigation areas for growth in Carisbrook north, east and south. For growth in east Carisbrook, suitable bushfire policy response is required.
- Maryborough North is a high risk landscape. Growth here would be inconsistent with bushfire policy.
- Other planning tools (e.g. design guidance/Design and Development Overlay) would be beneficial for non-residential uses.

WHAT WE HEARD

BUSHFIRE

OUR RESPONSE & KEY MESSAGING

What we discussed and clarified

During in-person sessions and written/survey responses, the project team:

- Reinforced that State policy prioritises the protection of human life as the key determinant in identifying suitable growth locations and guiding site-specific housing decisions.
- Emphasised that the study area has been assessed through a landscape lens - how vegetation, slope and access/egress contribute to the overall bushfire picture in the Shire (not just the edge of where the BMO boundary applies), and how this thinking guides where growth is/is not appropriate from a risk perspective.
- Clarified that mitigation has limits in a broader context and providing such measures (i.e. what defendable space is provided, BAL construction levels etc) does not automatically make every site 'acceptable'.
- Addressed site-specific questions around 52 Ross Street and summarised why previous proposals struggled under current policy settings, and noted the need for a clear position from CFA to inform recommendations.
- Explained the significant weight that the CFA will have in the next steps - their approach is precautionary in nature and we will seek a clear written position to inform the final recommendations.

HOW YOUR FEEDBACK IS SHAPING THE DOCUMENTATION

Based on the feedback, the project team is:

- Finalising recommendations in a clear and transparent way, making sure they are guided by the CFA's formal position on bushfire risk and that this is clearly explained.
- Recommending that any non-residential use growth (i.e. industrial, commercial) is supported by further investigation into appropriate additional bushfire protection measures.

WHAT WE ALSO HEARD

More broadly across the engagement period, additional issues and comments included:

- The economic and market realities - that it is difficult to sell and attract industrial uses in small towns.
- Interest in tourism opportunities, particularly those linked to the Rail Trail.
- Additional formal open space to meet the needs of the community.
- Local economic development is challenging and requires stronger, ongoing support.
- Queries around Council rates and their link to land use rather than zoning (or vice versa).

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7.8 D022-23 – 3280 Pyrenees Highway, Carisbrook

Author: Coordinator Statutory Planning

Responsible Officer: General Manager Infrastructure Assets and Planning

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to present to Councillors the assessment of Planning Permit Application 022-23 for the use and development of land for a Class B broiler farm accommodating up to 400,000 birds, and a caretaker's house with associated buildings and works at 3280 Pyrenees Highway, Moolort.
Notice of the application was given as the proposal is classified as a Class B broiler farm under the Victorian Code for Broiler Farms 2009 (as amended in 2018).
As a result, fifty-six (56) objections and two (2) neutral submissions have been received.
The application has been assessed against all relevant matters that the Responsible Authority must consider under section 60 of the Planning and Environment Act 1987.
Council previously considered this application at its December 2025 meeting; however, as no motion was moved, the item lapsed.
The report was subsequently considered at the February 2026 Council meeting for determination. At that meeting, Council did not support a motion to issue a Notice of Decision to Grant the Permit. As no alternative motion was resolved, Council did not make a statutory decision on the application.
The application was then presented to the April 2026 Council meeting, where it was deferred. The application therefore remains undetermined and requires a decision of Council. This report is now presented to the May 2026 Council meeting for determination.

RECOMMENDATION

That Council, as the Responsible Authority and pursuant to section 61 of the Planning and Environment Act 1987, decides to grant a permit subject to conditions and issue a Notice of Decision to Grant a Permit in respect of planning permit application no. 022-23 for the use and development of the land for a Class B broiler farm for up to 400,000 birds and a caretakers house with associated buildings and works at 3280 Pyrenees Highway, Moolort.
The following conditions will apply to this permit:

Amended plans required.

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and then form a part of this permit. The plans must be generally in accordance with the submitted plans, but modified to include each of the following:
    a. Amendments necessary for consistency with the Landscaping Plan endorsed under condition 8.
    b. A materials schedule that includes suitably muted and non-reflective materials and colour finishes for all buildings (excluding roofs of the broiler sheds) and silos.
    c. Details of the internal access track including width and construction methods.
    d. Locations of biosecurity fencing and gates and signs.
    e. Location and orientation of floodlighting and/or security lighting and lighting baffles.

f. Details of the retention dam layout and spillway.

g. The area(s) set aside for vehicle parking including dimensions of parking spaces.

h. Design details and cross sections of the storage dam and vegetated swales.

i. Removal of the dead bird composting pad and location of dead bird freezers.

j. Application material be consolidated and revised to consistently present the proposed farm class and capacity in bird numbers for the purpose of clarity.

k. Revise the application materials to address all the Elements, Objectives, Standards and Approved Measures of the *Victorian Code for Broiler Farms 2009 (Plus 2018 Amendments)*, that follows the structure as set out in the code, in line with the requirements of Clause 53.09 Poultry Farm.

l. Show the finished floor level for each shed.

m. Show dimensions for the energy centre building.

n. External cladding materials and colour finishes for the caretaker's house.

Layout not altered

2. The layout of the site and size of the buildings and works, as shown on the approved endorsed plans must not be altered or modified without the consent in writing of the Responsible Authority.
Any substantive changes, in the opinion of the Responsible Authority, will require a new application and permit.

Compliance with endorsed plans

3. The use and development hereby permitted must at all times be carried out in accordance with the documents endorsed under condition 1 to the satisfaction of the Responsible Authority.

Broiler farm use must cease.

4. If the broiler farm use ceases, the caretaker's house must be demolished or rendered uninhabitable to the satisfaction of the Responsible Authority within 3 months of the date the use ceases.

5. The use and development must at all times comply with *the Victorian Code for Broiler Farms 2009 (as amended 2018)* to the satisfaction of the Responsible Authority.

Maximum number of birds

6. The total number of birds in the sheds at any time must not exceed 400,000.

Environmental Management Plan

7. Before the broiler farm use starts, an amended Environmental Management Plan (EMP) for the operation of the broiler farm must be submitted to and be to the satisfaction of the Responsible Authority and Goulburn Murray Water.
When approved by the Responsible Authority and Goulburn Murray Water, the EMP will be endorsed and then form part of this permit. The EMP must be amended to:

(a) Deletion of 'Environmental Protection (Vehicle Emission) Regulations 1992' in item 2.3.5 which have been repealed and replacement with relevant current regulations under the *Environment Protection Act 2017* (Vic).

(b) In item 4.1, increase the period after which audit documents may be destroyed to ten (10) years.

(c) Delete the composting of dead birds on site provided in item 2.9.8 and item 2.9.9 and instead make provision for the freezing of birds and removal from the site to the satisfaction of the Responsible Authority.

(d) Bird pick-up trucks which are attending the land between 9.00pm and midday must have broadband reverse beepers.

(e) No deliveries of feed are to occur between midnight and 7.00am, unless a feed delivery is required outside these hours for the welfare of the birds and is delivered at a time to the satisfaction of the Responsible Authority.

(f) Any faulty fans are to be immediately decommissioned and are to be repaired within three (3) business days (unless otherwise agreed by the Responsible Authority).

(g) Measures to ensure compliance with the Traffic Management Plan endorsed under condition 46 including information to be provided to drivers to ensure they follow the route required by the Traffic Management Plan.

(h) Shed clean out must be carried out after 8.00am and before 4.00pm.

(i) Litter stockpiling or spreading or disposal is not to occur on the land i.e. the whole of 3280 Pyrenees Highway, Moolort.

(j) Litter, dead birds, compost and other waste from other broiler farms is not to be accepted, disposed of, stockpiled on, or spread on or over the land.

Any revision to the endorsed Environmental Management Plan must be submitted to and approved by the Responsible Authority and Goulburn Murray Water.

When approved, such revised Environmental Management Plan will be endorsed and will then form part of this permit.

Landscaping

8. Before any buildings and works start, a Landscape Plan must be submitted to and be to the satisfaction of the Responsible Authority.

The Landscape Plan must be prepared by a person suitably qualified or experienced in landscape design to ensure substantial visual screening to the satisfaction of the Responsible Authority.

When approved by the Responsible Authority, the revised Landscape Plan will be endorsed and then form part of this permit.

The revised landscape plan must be amended to include:

(a) A reduction in the height of the buffer mounds to no more than one metre.

(b) The base of the mounds to be wider to facilitate plant growth.

(c) Locally indigenous plant and tree species.

(d) Increased buffer widths from 10m up to 40m for sensitive interfaces such as the rail reservation and Bald Hill Road.

(e) Landscape screening to the site boundaries and internal access track.

9. Before the use starts the landscaping shown on the approved landscape plan must be carried out and completed to the satisfaction of the Responsible Authority.

Once completed the landscaped areas as shown on the endorsed plan(s) must not be used for any other purpose except with the prior written consent of the Responsible Authority.

10. At all times, the landscaping shown on the approved landscape plan must be maintained (including the replacement of any dead, diseased or damaged plants) to the satisfaction of the Responsible Authority.

11. Before the development starts, a landscape performance bond to the satisfaction of the Responsible Authority must be established in accordance with approved measure E4 M1.8 of the Broiler Code.

Land capability

12. Before either use starts an amended Land Capability Assessment generally in accordance with the Land Capability Assessment prepared by Provincial Geotechnical Pty Ltd (v1) and dated 4 April 2024 must be submitted to and approved by the Responsible Authority. It must address:

(a) The broiler farm operation and impact on land capability to ensure the General Environmental Duty provisions (Section 25) of the *Environment Protection Act 2017* can be satisfactorily met.

(b) Planning Practice Note PPN55: Planning in open drinking water catchments, to ensure the proposed development will not have a detrimental impact on the open water drinking catchment.

The recommendations of the endorsed Land Capability Assessment must be implemented to the satisfaction of the responsibility authority.

Amenity

The amenity of the area must not be detrimentally affected by the use or development through any of the following:

(a) Transport of materials, goods, or commodities to or from the site.

(b) Appearance of any building works or materials. The land shall be kept orderly and tidy to the satisfaction of the Responsible Authority.

(c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products.

(d) The presence of vermin.

(e) Dust and particulate matter resulting from deliveries and pick-ups at and from the sheds. Each of paragraphs (a) to (e) must be to the satisfaction of the Responsible Authority.

13. All security alarms or similar devices installed on the land must be of a silent type in accordance with any current standard published by Standards Australia International Limited and be connected to a security service to the satisfaction of the Responsible Authority.

14. A biosecurity gate incorporating a truck wheel wash must be installed and used to the satisfaction of the Responsible Authority.

15. Litter trucks entering and leaving the land must be secured and covered to avoid dust emissions to the satisfaction of the Responsible Authority and trucks leaving the land must remain secured and covered until entering the land on which the litter is to be delivered or deposited.

16. External lighting must be designed, baffled, and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.

17. Noise emitted from the premises must not exceed the levels determined in accordance with the EPA Noise Limit and Assessment Protocol (EPA Publication 1826.4) or as amended. If any noise emissions exceed the levels determined in accordance with the EPA Noise Limit and Assessment Protocol, external plant and equipment must be acoustically treated, as necessary, to the satisfaction of the Responsible Authority.

18. Before either use starts, a Noise Management Plan prepared by a suitably qualified acoustic consultant must be submitted to and approved by the Responsible Authority.

The use must be carried out at all times in accordance with the approved Noise Management Plan.

19. Management of farm waste must be in accordance with EPA Publication IWRG641 Farm Waste Management June 2009 or as amended.

20. Stormwater contaminated with effluent must not be discharged beyond the boundary of the land.

21. Nuisance dust must not be discharged beyond the boundary of the land.

22. If the Responsible Authority receives a written complaint from a person about the operation of the broiler farm that contains the following details:

(a) name of the person.

(b) the person's email address or telephone number.

(c) where the person was located when the person experienced the broiler farm operation that warranted the complaint.

(d) the date and time on which the person experienced the broiler farm operation that resulted in the complaint; and

(e) the nature and details of the complaint, including whether there is or has been a failure to comply with a condition of this permit or the Broiler Code, the Responsible Authority must give the broiler farm operator ('operator') a copy of the complaint.

The operator must, without delay, investigate the complaint in accordance with the Environmental Management Plan endorsed under condition 6 and take remedial action as may be required to comply with this permit and/or the Broiler Code. The operator must also give the Responsible Authority a written report on when the complaint was investigated and the results of the investigation.

23. If the Responsible Authority considers that the operator's response to a complaint considered by the grower under condition 22 does not or has not satisfactorily addressed or resolved the complaint, the Responsible Authority may direct the operator to conduct a special audit in accordance with section 8 of the Broiler Code.

24. The broiler farm sheds and all feed stores must be vermin and bird proof to the satisfaction of the Responsible Authority.

25. All external lighting must be baffled to prevent the direct emission of light to the satisfaction of the Responsible Authority.

26. The use of chemicals in association with the use and development of the site must be in accordance with the endorsed EMP to the satisfaction of the Responsible Authority.

27. The permit holder must implement the approved Odour Environmental Risk Assessment (ERA) and maintain compliance with its recommendations.

Wastewater

28. Before construction of the caretaker's house, sheds, amenities building or any other structures starts, an Application for a Permit to Install Onsite Wastewater Management System must be submitted to and approved by Central Goldfields Shire Council.

29. All domestic wastewater from the caretaker's house and amenities building must be treated to a standard of at least 20mg/L BOD and 30mg/L suspended solids using a package treatment plant or equivalent.

The system must have a certificate of conformity issued by the Conformity Assessment Body (or equivalent approval) and be installed, operated, and maintained in accordance

with the relevant Australian Standard and EPA Guideline for Onsite Wastewater Management.

30. All wastewater from the caretaker's house must be applied to land via pressure-compensating sub-surface irrigation.

31. All wastewater from the amenities buildings must be treated and disposed of using an onsite wastewater management system.

The system must have a certificate of conformity issued by the Conformity Assessment Body (or equivalent approval) and be installed, operated, and maintained in accordance with the relevant Australian Standards and Permit to Install Onsite Wastewater System conditions issued by the Council Environmental Health Officer.

32. The wastewater management system must be appropriately designed to manage the potential volume of wastewater generated under full occupancy (based on a minimum 4 bedrooms for the caretaker's house and minimum 5 personnel for the amenities building), including an appropriately sized disposal area based on a full water balance specific to the proposal and subject land in accordance with the requirements of the current EPA Guideline for Onsite Wastewater Management.

33. Stormwater must be diverted away from effluent disposal fields to the satisfaction of the Responsible Authority.

Monitoring and Reporting

34. Records of bird numbers, litter management and environmental monitoring must be kept and made available to the Responsible Authority upon request.

35. The broiler farm must be audited against the Broiler Code in accordance with the auditing requirements of the Broiler Code and must:

(a) Assess compliance with the conditions on the planning permit and related endorsed plans.

(b) Review the Environmental Management Plan (EMP) and associated contingency plans, operational and management practices relating to environmental performance and the management of environmental risk (including emergency response), and other measures to prevent or minimise environmental impacts.

(c) Evaluate any improvements to the system since the EMP has been in place and confirm that the EMP adequately describes and documents improved management systems.

(d) Evaluate the grower's response to any verified complaints.

Infrastructure

36. Before development starts, the following conditions must be undertaken by the permit holder to the requirements and satisfaction of the Responsible Authority (alternative requirements may be approved, in writing, by Council's Infrastructure Department). The engineering plans must be in accordance with the Infrastructure Design Manual and will need to be approved by the Responsible Authority.

They must include:

Road

(a) An internal road designed to all-weather condition and to withstand anticipated traffic.

(b) Drainage

i. A Stormwater Management Strategy detailing all proposed stormwater quality works within the subject land during construction and operation of the broiler farm development must be submitted to and approved by the Responsible Authority prior to the commencement of any drainage works on site.

ii. All stormwater and surface water drainage from the proposed buildings, hard standing areas, driveways, and yards must be designed to be contained within the site and designed for storm water quality and quantity in accordance with the infrastructure design manual and to the satisfaction of the Responsible Authority.

iii. No effluent or contaminated stormwater may enter the Council drainage system. All stormwater and surface water drainage from the proposed buildings, hard standing areas, driveways, and yards is to be collected and discharged to the proposed retention dam on the development.

(c) LUAA

iv. Prior to any works on crown land, the Responsible Authority will need to conduct a Land User Activity Agreement assessment. If the outcome of the assessment deems that it is a 'Negotiation Activity,' the applicant/property owner will need to negotiate with DJAARA and will need to pay for all costs associated with it prior to the commencement of works on crown land.

37. All works constructed or carried out must be in accordance with approved plans and completed to a standard satisfactory to the Responsible Authority prior to the commencement of use. The segment of internal road that passes through the crown land road reserve will need to be constructed to the satisfaction of the Responsible Authority. Once constructed, the applicant/property owner will be responsible for the upkeep of this portion of the road passing through the crown land.

Loading and Unloading

38. At all times, the loading and unloading of vehicles and the delivery of goods to and from the site must always be undertaken entirely within the boundaries of the site and be so conducted as to cause minimum interference with other traffic to the satisfaction of the Responsible Authority.

41. The surface of parking and loading areas and access roads and lanes must be constructed to the specification and maintained to the satisfaction of the Responsible Authority to prevent dust and drainage run-off causing a loss of amenity to the site or broader area. All such surfaces and roads to be constructed to ensure all-weather use and access.

Waste Disposal

42. The treatment of waste and litter from the operation of the site is to be undertaken in accordance with the endorsed Environmental Management Plan.

43. No stockpiling of waste or litter is to occur on the site; all waste is to be disposed of off-site to the satisfaction of the Responsible Authority.

44. All waste pick-up vehicles/trucks are to be covered with secure covers, which are used to prevent dust or spillage of waste on departure from the site.

Access

45. All access is to be from Pyrenees Highway.

46. A Traffic Management Plan, prepared by a suitably qualified engineer, must be submitted and endorsed detailing access to and from the broiler farm site. These documents must detail heavy vehicle access (including but not limited to construction vehicles, livestock transport, and litter transport) to and from the broiler farm site. Such access must be restricted to access directly to and from Pyrenees Highway and then only along pre-approved heavy vehicle routes. This condition does not apply to the delivery of spent litter to land in the locality.
    a. Methods to mitigate the emission of dust particles from trucks such as the covering of loads.
    b. Before any roadworks start, detailed construction plans must be submitted to and an application made to the Central Goldfields Shire Council and Consent for Works permit granted.

Department of Transport and Planning

47. There must only be a single access point from the subject land to the Pyrenees Highway as shown on the plans appended to the application.
48. The proposed farm (Farm 10) must utilise the existing access.
49. No new access will be permitted.

Goulburn Murray Water

50. All construction and ongoing activities must be in accordance with EPA Publication 1834.1 Civil Construction, Building and Demolition Guide (September 2023).
51. All domestic wastewater from the dwelling and amenities buildings must be treated and disposed of using an approved system. The system must have a certificate of conformity issued by the Conformity Assessment Body (or equivalent approval) and be installed, operated, and maintained in accordance with the relevant Australian Standard and EPA Code of Practice.
52. All wastewater disposal areas must be located at least: 100m from any waterways, 40m from any drainage lines, 60m from any dams, and 20m from any bores.
53. The development must be undertaken in accordance with the requirements of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).
54. The broiler sheds must be located at least 50m from all waterways/drainage lines.
55. The floor of the sheds must be constructed with an impervious surface such as concrete or of clay compacted to achieve a design permeability of 1 x 10-9 m/sec. The shed must be designed to ensure that all litter can be retained within the shed until removal is required.
56. Contaminated litter removed from the sheds must be transported off site by an approved contractor to an approved site.
57. There must be no spent litter from the sheds stockpiled on the site. Any temporary storage areas for wet litter must have an impermeable base and bunding to ensure contaminated run-off does not discharge from the temporary storage area.
58. No land application of contaminated litter is to occur.
59. Stormwater and drainage from hard stand areas and the areas around the shed must be directed to a retention dam which must be designed with a capacity and freeboard to enable the run-off from a 1 in 10-year storm to be retained. Any overflow from the dam must not cause erosion. 11. The retention dam must be lined with an impervious liner and if clay is used it must be compacted to a seepage rate of not greater than 1 x 10-9 m/sec. The dam must be operated to a minimum level to ensure the liner does not dry

our and crack. There must be no overflow of water from the dam directed to any waterways.

60. All soil removed during construction of the dam must be reused, stabilized, or vegetated on-site to ensure that no sediment can be transported of-site.
61. All dead birds must be disposed of off-site or managed on-site to the satisfaction of the Environment Protection Authority.
62. Any chemicals stored on-site must be kept in accordance with the EPA Publication 1698 Liquid Storage and Handling Guidelines (June 2018)

VicTrack Land

63. Prior to the commencement of the development, the owner must enter into a license agreement for access over VicTrack land.

    All costs associated with implementation of the license agreement must be borne by the owner and at no cost to VicTrack.

64. No drainage, effluent, waste, soil, or other materials must enter, be stored or be directed to the railway land.

Interpretation

65. In this permit:

    a) 'Broiler Code' means the Victorian Code for Broiler Farms 2009 (Plus 2018 Amendments).

    b) 'litter' and 'spent litter' have the same meaning as in the glossary of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).

    c) 'composting' or 'compost' has the same meaning as 'composting' in the glossary of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).

    d) 'Contaminated litter' means litter contaminated with bird carcasses not managed with the mortality compost pad or with chemicals.

    e) 'complaint' includes the meaning of 'confirmed complaint' and 'likely complaint' in the glossary of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).

    f) 'stockpile' or 'stockpiled' has the same meaning as 'stockpile' in the glossary of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).

    g) 'Waterway' has the same meaning as in the glossary of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).

Expiry

66. This permit will expire if any of the following applies: -

    a) The use does not start within six (6) years of the date of this permit.

    b) The development of the first shed does not start within four (4) years of the date of this permit.

    c) The development of the final shed is not completed within six (6) years of the date of this permit.

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

****** END OF CONDITIONS ******

Permit Notes:

- *Although the LCA has provided that a standard tank and trench system can be used, the LCA also mentions that the second layer of soil starting at approximately 200mm is category 5b and Emerson class rating of this soil layer is 2 (for limiting layer. If the soil when dug represents a poor water retention profile a higher treatment system with sub-surface irrigation is required.*
- *For wastewater management for the amenities building, given potentially low wastewater loading rates, a Standard Tank and Trench System shall be sufficient when constructed as per the recommendations of the LCA (should the applicant choose not to combine the wastewater management from two buildings into a single system.*
- *The Environment Protection Act 2017 imposes duties on individuals and/or businesses undertaking the activity permitted by the permit. If your business engages in activities that may give rise to a risk to human health or the environment for pollution or waste, you must understand those risks and take action to minimise them as far as reasonably practicable.*

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2025-2029:

The Community's vision:	**Sound leadership and financial management** 6. Embed good governance in all aspects of the organisation to create the fundamentals of fair, open and equitable decision making.
Initiative:	Provide infrastructure to meet community needs

This report has been developed in accordance with the *Planning and Environment Act 1987* (the Act), the Central Goldfields Planning Scheme (the Planning Scheme), and the *Victorian Code for Broiler Farms 2009 (plus 2018 amendments)* (the Broiler Code).

REPORT

Proposal

The application proposes the use and development of the land for a Class B broiler farm for up to 400,000 birds and a caretaker's house with associated buildings and works at 3280 Pyrenees Highway, Moolort. Refer to Attachment 1: Proposed plans, Revision J. The applicant is Ian Hurse, and the contact is Michael Vukadinovic of Pavilion Farms. The proposal is also known as Farm 10 and was accompanied by the following documents that formed the basis of the officer's assessment:

- Planning Report dated November 2024.
- Environmental Management Plan dated November 2024.
- Traffic Engineering Report, prepared by Traffix Group, dated June 2024.
- Odour Environmental Risk Assessment, prepared by GHD, dated 4 December 2024.
- Flora & Fauna Assessment, prepared by Mark Trengrove, dated October 2023.
- Land Capability Assessment, prepared by Provincial Geotechnology, dated 4 April 2024.
- Engineering Plans Revision J
- Landscape Plans dated 5 February 2023.
- Mortality Management Requirements prepared by Scolexia (undated or referenced).

Broiler sheds

Primarily, the proposal is for the construction of six broiler sheds that would house a maximum of 400,000 birds.

The sheds are proposed to be 174m long by 25.5m wide with a total area each of 4,437m^2.

The height of each shed will be 2.7m at the eaves with a maximum height of 4.8m at the ridgeline.
Each shed will have a useable floor area of 4,222m^2.
The total floor area will be 26,622m^2, with a total useable floor area of 25,332m^2.
The permitted placement of 400,000 birds' results in a density of 15.8 birds per square metre of floor space.
The floor of each shed will be constructed of 100mm thick reinforced concrete laid on a compacted clay pad of 50m^2.
The floor level of each building will be constructed above the surrounding ground surface level as shown on the plans provided in Attachment 1.
It is noted that although the shed elevation shows the existing surface, the plan is not dimensioned to show how far above natural ground level the floor shed is.
It is considered this can be dealt with via an amended plan condition, should a permit issue.
The sheds will have a 150mm concrete dwarf wall with an above ground height of 150mm. Building walls above the concrete dwarf walls will be constructed of white 50mm fire retardant XFLAM panel.
The roofs will be clad with zincalume.
There will be exhaust fans on the southern end of the sheds and air inlets on the roof of sheds, but the sheds will be otherwise enclosed.
A ventilation and tunnel cooling system will control ventilation and temperature within the sheds.
The ventilation process uses a bank of extractor fans located at one end of each shed which draw fresh air into the sheds.
The air is drawn through the length of the shed via roof mounted air inlets and expended by the end wall exhaust fans.
The number of fans in operation at any one time depends on the rate of air exchange required for the birds based on their age.
Fresh air can also be drawn in with the 28 adjustable vents located along the roof of each shed in 2 lines, with equal separation between each of the roof inlets.
Heating of the sheds is controlled by hot water heaters maintained by a wood chip boiler, with LPG as a standby.
Ventilation, temperature, and environment control will be automated with the use of a computerised control facility located in control rooms built adjoining each shed.

Water Pipeline

The proposed development requires the extension of a waterline from an existing waterline that currently serves the Pavilion Farms Farm 10 which is located to the south/east.
The waterline extension will comprise a 150mm PVC pipe.
The pipeline will include constructed on Lot 3 TP98420 as well at the subject site at Lot 6 LP98420, with both lots forming part of 3280 Pyrenees Highway.

Associated buildings and works.

Associated buildings and works include:

- Nine (9) feed silos of approximately 9m high and 3.4m in diameter.
- An amenities building. Dimensions are not shown on the submitted plans, but should a planning permit issued this can form part of an amended plan condition.
- An energy centre building. Dimensions are not shown on the submitted plans, but should a planning permit issued this can form part of an amended plan condition.
- Three (3) water storage tanks and a water settling pond.
- An extension of an existing 150mm PVC water pipeline.
- Extension of an all-weather access road from Pyrenees Highway, currently serving Farm 8.
- A 10m landscape buffer to the north, south, east, and west of the buildings and works.

- No native vegetation is proposed to be removed.

Caretakers' houses

Further, it is proposed to a caretaker's house.
This is proposed to house the farm manager and assistant manager, as staff are always required to be available.
The caretaker's house is proposed to be located north/east of the sheds and will comprise four (4) bedrooms, two (2) bathrooms, a study, and the usual living areas.
A merbau deck is also proposed across the meals, kitchen, and study rooms.
It has the appearance of an agricultural shed and is constructed of corrugated colourbond walls and roof and colourbond guttering.
Colours are not provided on the elevations, but this can be suitably addressed with an amended plan condition requiring external cladding of muted tones, should a planning permit be issued.

Operational arrangements

The broiler farm will operate 24 hours a day, 365 days a year.
It is expected that most work and traffic generation will be between 7am and 7pm on weekdays and 7am and 1pm on Saturdays.
Key operational activities of note include:

- Collection of birds for slaughter will generally occur at dark when they are asleep and largely inactive.
- The farm will be operated by 3 FTE staff with a further 2 EFT staff required between batches to clean out manure, wash sheds and prepare bedding and shed equipment for new birds.
- The farm manager is responsible for operations and will be primary contact with regards to management issues of if there are third party complaints.
- The production cycle is a growing period of approximately 7 weeks for each batch of birds.
- A period of approximately 14 days is required between batches to clean, sanitise and prepare the sheds for the next batch.
- There will be approximately 5.7 batches per year.
- Each shed will accommodate up to 66,666 birds.
- Feed for the birds will be kept in silos and delivered to the farm by enclosed delivery trucks. Feed is then distributed to the sheds by an enclosed auger system.
- The occasional spilt feed will be returned to feeding system to avoid access from rodents.
- Rodent control is maintained by the placement of rodent control boxes and baits as outlined in the Environmental Management Plan (EMP).
- Drinking water to the sheds is provided from a dam fed by water from Tullaroop Creek and piped to three (3) storage tanks with a capacity for approximately 1,000,000 litres.
- The above water tanks provide at least seven (7) days backup if there is a failure of water supply from the dam.
- Water is filtered and chlorinated into an automatic drinking system in the sheds, fitted with dripless drinking nipples and cups to provide added protection against moisture affecting the litter. Cut-of devices are provided to the drinking nipples to ensure birds only get one drop of water every time they peck the nipples.
- Meters are used to gauge consumption and will alert farm management if consumption is outside predetermined levels.

- Chemicals comprising detergents and sanitisers will be stored in the generator/storeroom and are not considered hazardous.
- 3phase power will be connected.
- Shed floors are constructed of concrete and before the introduction of a new batch of birds the whole floor area will be covered in a layer of chopped straw.
- At the end of each batch the litter is removed and replaced with a new layer.
- Litter will not be stockpiled on site.
- The current farming operation involves the spreading of broiler manure and other fertilisers on the land, and this will continue.
- Used litter will also be transported to customer sites where the litter is stockpiled and spread to the land as a fertiliser.

Dead Bird Composting

- Dead birds to be removed from the sheds daily in a front-end loader and transferred to a dead bird composting site which the application states will be 100m from the nearest shed.
- The dead bird composting site is on an impermeable clay pad, included within a bund and elevated to prevent extraneous stormwater run-off from entering the compost site.
- Dead bird compost is to be retained on site and spread to the farm once mature. The compost is not proposed to be spread to land subject to flooding, sloping land, rocky or highly erodible land or highly permeable soils.
- The application states there will be no risk of nutrient run-off to waterways, surrounding land, or groundwater.

Access

Access is proposed to be via a 6-metre-wide all-weather access track to be extended from an existing Pavilion Farms Broiler Farm (Farm 8) located at CA 145C, PP3155, 3280 Pyrenees Highway Moolort. The access road would pass on the east side of Farm 8 and head north and then west towards Farm 10.
Farm 8 has an existing approved entrance to the Pyrenees Highway that provides as right turn lane into the property.
The access track will be approximately 1.75km long.
All the land between Farm 8 and 10 is owned by the applicant and comprises the following:

- CA 14A2 PP3155
- CA 14A1 PP3144
- Lot 4 TP98420
- Lot 3 TP98420

Landscaping

A Landscape Plan dated 13 September 2023 submitted with the application shows a landscaped 10m buffer around all sides of the sheds, except where it allows for vehicular access.
The screened area also includes the ancillary structures such as the water tanks, generator room, and energy centre.
The caretaker’s house is located outside of this but is provided with a separate landscape screen.
The 16m separation areas between sheds will be grassed and the landscape plan notes this will reduce soil erosion and heat load on the ground.
The landscape buffer is more than 20m from the sheds and the planting density is to be 90 plants per 75 metres.

Elevations produced on the landscape plan do not show the height of the mounds, but they are depicted at above half the height of the sheds, which would be approximately 2.4m, with trees planted on top, exceeding the height of the sheds by several metres.
The landscape plan does not show any landscaping around the property boundary or along the internal accessway.

Flora and Fauna

A Flora and Fauna Assessment prepared by Mark Trengrove Ecological Services and dated October 2023 was submitted with the application and is described later in this report.
The application does not propose to remove any native vegetation.
A field survey was conducted on 20 September 2023; records were taken of all indigenous vascular plant and dominant exotic plant species.
Observations were made of the existing habitat value; a casual survey was undertaken of vertebrate fauna and vegetation was mapped.

Stormwater
The application states that stormwater is prevented from entering the sheds as the finished floor levels will be at least 0.5m above adjacent open earth drains between the sheds.
Further protection is provided with concrete floors and the concrete dwarf walls.
It is not anticipated that stormwater will come into contact with any waste materials.
All surface water flows will be directed via table drains to the proposed dam.
The topography in the immediate vicinity of the proposed sheds is relatively flat, with low risk of soil erosion.
All disturbed areas will be revegetated as soon as practical upon completion.
If a planning permit is to issue it is reasonable to require a Stormwater Management Plan be submitted for Council's approval prior to the commencement of development.

The Broiler Code

Clause 53.09 of the Central Goldfields Planning Scheme applies to Council's consideration of a poultry farm and requires that an application to use or develop land for a broiler farm must comply with the *Victorian Code for Broiler Farms 2009 (plus 2018 amendments).*
The Broiler Code classifies broiler farms according to different levels of environmental and amenity risk and applies different approval requirements and notification and review rights to planning permit applications.
The classification is dependent on the number of birds kept on the farm, the ability to contain the 'separation distance' within the broiler farm boundary, and the proximity to other existing and proposed broiler farms.
The Broiler Code sets out that the 'separation distance' is the distance from the nearest external edge of the new or existing broiler shed to the nearest external edge of the sensitive use (such as a dwelling) on land beyond the broiler farm property.
It excludes sensitive uses directly associated with the broiler farm operations, such as dwellings on the broiler farm property.
The separation distance is therefore the distance from the new or existing broiler sheds within which no sensitive use is located.
The Broiler Code sets out how the separation distance is calculated, which is essentially a function of the capacity of a broiler farm.
The Broiler Code states that the separation distance is required to minimise the risk of routine and abnormal odour and dust emissions from the broiler sheds adversely impacting on nearby sensitive uses.
The currently proposed broiler farm is classified as a Class B under the Broiler Code. The Class B classification applies to broiler farm where all of the following apply:

- The farm capacity is between 10,000 and 400,000 birds.
- The development can meet the minimum separation distance requirements (as defined by Formula 1), but this distance is not fully contained within the broiler farm boundary.

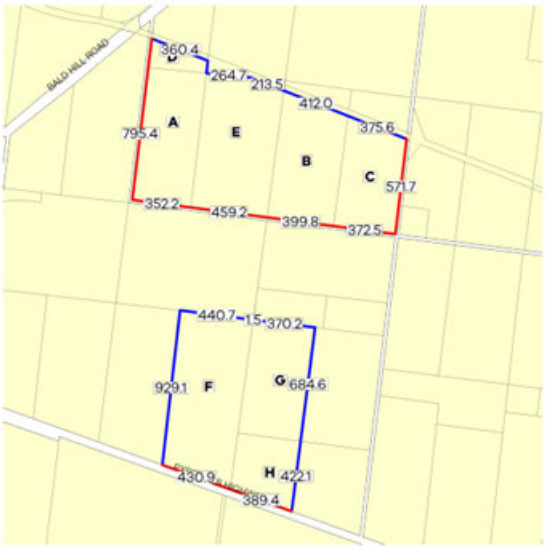
Both above requirements have been satisfied and the minimum separation distance for a farm with a capacity of 400,000 birds is 686m.
It is noted that the Broiler Code does not require an Odour Environmental Risk Assessment for a Class B Broiler Farm, although one has been provided by the applicant.

Site and surrounds

The site is located on the north side of the Pyrenees Highway, immediately south of a rail line and comprises eight (8) parcels with the land proposed for the use and development of a broiler farm being Lot 6 TP98420 shown in the extract further below from the Department of Transport Planning (DTP) website as Parcel E. The aerial image below shows the nature of the land use, noting that the land is vacant. All parcels total an area of 202.91ha.

SITE DIMENSIONS

All dimensions and areas are approximate. They may not agree with those shown on a title or plan.



Area: 2029065 sq. m (202.91 ha)
Perimeter: 8494 m
For this property:
Site boundaries
Road frontages

Dimensions for individual parcels require a separate search, but dimensions for individual units are generally not available.

2 overlapping dimension labels are not being displayed

Calculating the area from the dimensions shown may give a different value to the area shown above

For more accurate dimensions get copy of plan at
Title and Property Certificates

PARCEL DETAILS

The letter in the first column identifies the parcel in the diagram above

	Lot/Plan or Crown Description	SPI			Lot/Plan or Crown Description	SPI
A	Lot 1 TP98420	1\TP98420			PARISH OF MOOLORT	
B	Lot 3 TP98420	3\TP98420		F	Allot. 13C Sec. 4	13C~4\PP3155
C	Lot 4 TP98420	4\TP98420		G	Allot. 14B Sec. 4	14B~4\PP3155
D	Lot 5 TP98420	5\TP98420		H	Allot. 14B1 Sec. 4	14B1~4\PP3155
E	Lot 6 TP98420	6\TP98420				

The site is currently used primarily for agricultural purposes for cropping.
Under the Planning Scheme, the site is entirely within the Farming Zone (FZ). There are no overlays on the land.

The surrounds

The surrounding area is characterised by agricultural uses, mainly broad acre cropping and grazing, along with scattered dwellings that are mostly associated with farming.
The closes township is Carisbrook approximately 5.5km to the southwest and Maryborough is approximately 11km west of the subject site.
A broiler farm (not associated with Pavilion Farms) is located approximately 7km southeast of Farm 8 and a quarry is located approximately 3km to the southwest of Farm 8.
Pavilion Farms also operate or have approved broiler farms at the following sites and shown in the aerial image below:

- Farm 7 at 394 Bald Hill Road Carisbrook (existing)
- Farm 8 at 3280 Pyrenees Highway Moolort (existing)
- Farm 9 at 683 Baringhup Road Carisbrook (existing)
- Farm 11 at 705 Baringhup Road Carisbrook (recently approved)

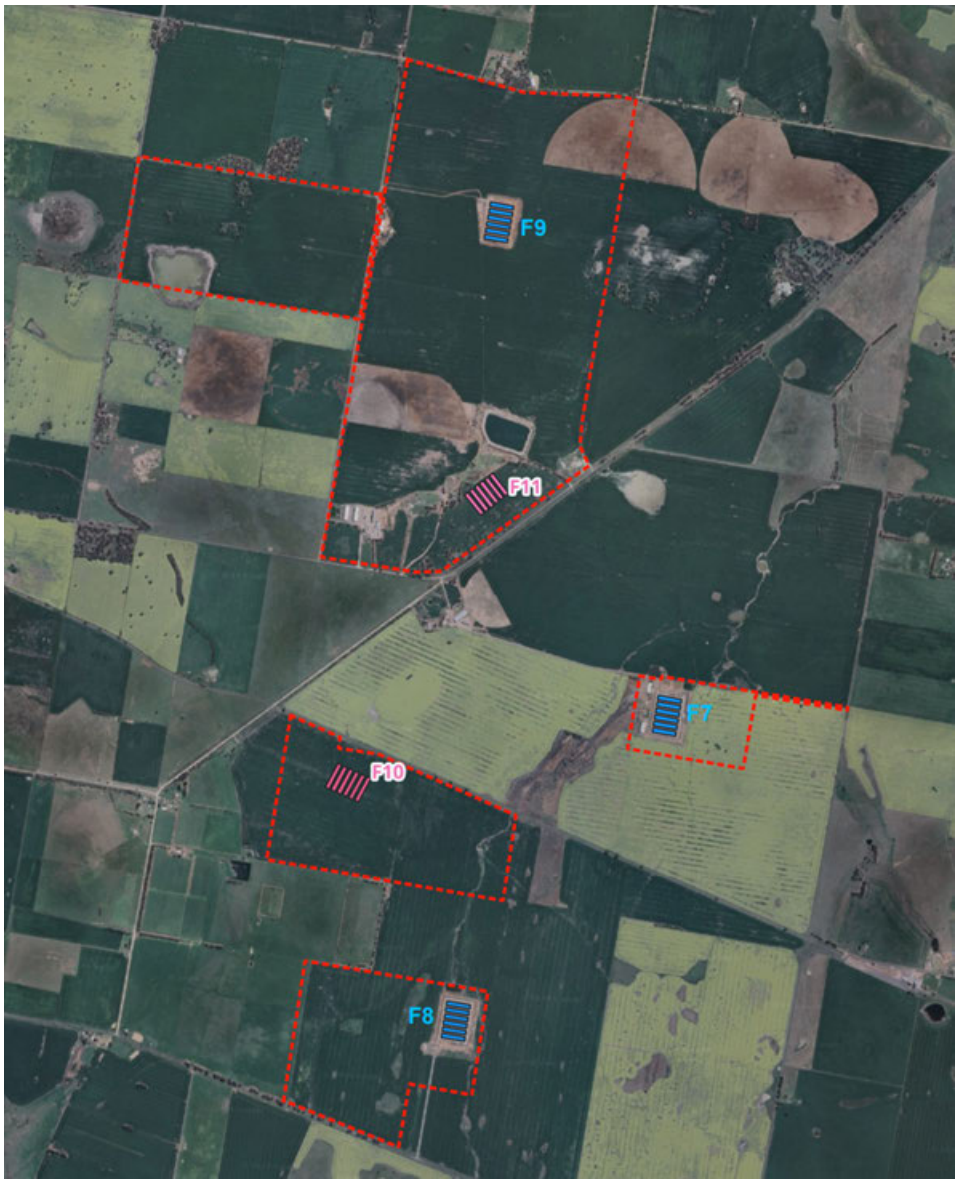


Figure 1 - Location of Pavilion Farms (Source: OERA 4 December 2024)

Apart from any existing or proposed dwellings on the site or in the applicant's ownership, the nearest third-party/off-site dwellings identified as sensitive receptors to the proposed sheds include:

- R1 310 Allans Road Carisbrook
- R2 148 Allans Road Carisbrook
- R3 252 Boundary Road Moolort
- R4 1069 Bald Hill Road Carisbrook
- R5 320 Donovans Road Carisbrook
- R6 128 Bald Hill Road Carisbrook
- R7 160 Bald Hill Road Carisbrook

The sensitive receptors all within 2km of Farm 10 and are identified on the image below. It is evident there are a number of sensitive receptors in close proximity to each other near Mount Moolort (R4, R5, R6 and R7).

Figure 2 - Location of sensitive receptors (Source: OERA 4 December 2024)

Registered Restrictions

Pursuant to section 61(4) of the Act, the Responsible Authority must refuse to grant a permit if it would authorise anything that would result in a breach of a registered restrictive covenant. The subject land is not affected by any such registered restriction.
There are no restrictive covenants on title.

Permit triggers

Under the Planning Scheme, a permit is required pursuant to the following:

- Clause 35.07-1, a permit is required for a broiler farm as a Section 2 use of the land in the FZ, with the relevant condition being satisfied that the requirements of Clause 53.09 'Poultry farm' must be met.
- Clause 35.07-1, a permit is required for the caretakers' house as a Section 2 use of the land in the FZ, with the relevant condition being satisfied that the requirements of Clause 35.07-2 'Use of land for a dwelling, small second dwelling or rural worker accommodation' must be met.
- Clause 35.07-4, a permit is required to construct a building or carry out works associated with a use in Section 2 of Clause 35.07-1.

Definitions

Clause 73.03 of the Planning Scheme sets out the definitions of various land use terms, including:

- Broiler farm: *Land used to keep broiler chickens for the production of meat*.
  - A broiler farm is nested within the land use term of 'poultry farm,' which in turn is in nested within the land use term of 'animal production,' which in turn is in nested within the land use term of 'animal husbandry,' which in turn is in nested within the land use term of 'agriculture'
- Caretaker's house: *A dwelling on the same site as a building, operation, or plant, and occupied by a supervisor of that building, operation, or plant*.
  - A caretaker's house is nested within the land use term of 'dwelling,' which in turn is in nested within the land use term of 'accommodation.'

Planning Scheme considerations

The following lists the relevant clauses of the Planning Scheme and their relevant content, purposes, or decision guidelines:

00 Purpose and Vision

02 Municipal Planning Strategy

02.01 Context

- The Shire contains significant areas of remnant vegetation, notably its stands of Box Ironbark Forest. Central Goldfields is located within the heart of the Box Ironbark ecosystem, which provides a habitat for a wide diversity of flora and fauna that is unique to this ecosystem. The Moolort Plains wetlands are a unique wetland complex situated in the Volcanic Plains in the Shire's east.
- The Shire is located south-west from the Loddon River catchment. Several creeks including the Bet Bet, Emu, Timor, Tullaroop and McCallums Creeks, traverse the Shire and the Avoca River forms part of its western boundary with the Pyrenees and Northern Grampians Shires. Other major water features include Lake Cairn Curran and Tullaroop Reservoirs.
- The Shire's productive agricultural land is a finite and important resource. Cropping, grazing, fodder conservation, and horticulture are ongoing agricultural activities. Conflicts between farming, industry and residential uses are an ongoing challenge for the Shire. Agricultural uses are further impacted by climate change and soil degradation from erosion, salinity, and prior mining activities.
- Central Goldfields Shire has a number of industries that are driving the local economy, such as primary industries and trades; population driven industries; knowledge and public sector industries and tourism. Despite agriculture declining as an employment source, there are opportunities for improving supply chains, increased food manufacturing, and diversified farming practices.
- The Shire is part of the Goldfields Tourist Region, which celebrates its gold and mining heritage. There are also significant Aboriginal sites and an emerging arts and culture sector in the Shire which present unique cultural tourism experiences. Central Goldfields is well serviced by a road network, with limited public transport options available. Active transport is emerging as an important resource for the sub-regional centre of Maryborough and within the district towns. The Shire features a diverse array of open space and recreation facilities.

02.02 Vision

- Our vision is "to be a vibrant, thriving, inclusive community" (Council Plan 2017-2021).
- Central Goldfields Shire Council seeks to create a shire that:
  - Has a supported, cohesive community, living a full and healthy life.
  - Has a vibrant local economy which contributes to the municipality's economic prosperity.
  - Celebrates the rich built and natural heritage and a sustainable environment.

02.03 Strategic Directions

02.03-2 Environmental and landscape values

- **Landscape**
  - Prominent features of the natural landscape include Paddy's Ranges State Park, Mt Bealiba Range, Moolort Plains, the Cairn Curran Reservoir and Talbot's volcanic rises. Several creeks including the Bet Bet, Burnt, Emu, Timor, Tullaroop and McCallums Creeks traverse the Shire, and the Avoca River forms part of the western boundary with the Pyrenees and Northern Grampians Shires.
- **Biodiversity**
  - A rich diversity of plants, animals and habitats exist across the Shire. As part of the north central catchment, the Bealiba/Dalyenong, Moolort Plains and Upper Loddon are recognised as priority biodiversity areas.
  - The Moolort Plains Wetlands is a unique wetland complex located within the Volcanic Plains in the eastern part of the Shire. The catchment of the wetlands is Victoria's only National Biodiversity hotspot and is the habitat for many native animals, particularly waterbirds, and a number of threatened fauna species. The wetlands contain different wetland types, although their precise location, characteristics and biodiversity is not well understood. Recognised threats to the unique wetlands complex situated in the Volcanic Plains are cropping, pest plants and animals. Threatened flora species within the Box Ironbark Forests, include Buloke, Small Milkwort, Clover Glycine and Scented Bush-pea. Threatened fauna species include Swift Parrot, Powerful Owl, Brush-tailed Phascogale and Striped Legless Lizard.
- **Council seeks to protect environmental and landscape values by:**
  - Support mechanisms to identify and protect the Moolort Wetlands and the Bealiba/Dalyenong area.
  - Protecting the water quality of the Loddon and Avoca Rivers and Bet Bet Creek waterway systems.
  - Protecting the Talbot district volcanic rises and the Cairn Curran Reservoir as significant landscapes.

02.03-3 Environmental risks and amenity

Natural environmental hazards including bushfire, land degradation and flooding present risks and constraints for land use and development in Central Goldfields Shire.
Climate change has the potential to have adverse impacts on agriculture, tourism and on economic prosperity and viability in general.
The interface between industrial uses and neighbouring residential uses are an ongoing challenge in the Shire. Emerging industries, such as intensive agriculture, greyhound keeping and training, can create amenity conflicts between land uses.

- Council seeks to address environmental risks and amenity by:
  - Minimising the potential impact of development on water pollution, land degradation and risk of salinity and erosion.
  - Ensuring land capability supports land use and development, particularly in areas of environmental risk.

02.03-4 Natural resource management

- Agricultural land
    - Agricultural land in the Shire is a resource that must be maintained for productive use. Viable land in the Shire includes the high riverine plains in the Dunolly, Bealiba, and Natte Yallock areas; volcanic plains and rises at the Moolort Plains, Talbot and east of Carisbrook; metamorphic plains and ridges south of Bealiba and west of Dunolly; granite to the south and south-east of Bealiba; and the sedimentary hills and rises around Maryborough, Dunolly, and Carisbrook.
    - Agricultural industries include cropping, sheep and cattle grazing and fodder conservation. There are emerging specialisations in less traditional agricultural activities such as fruit and vegetable growing, poultry farming, nursery, and floriculture, as well as emerging industries such as intensive agriculture and renewable energy production.
    - Land use conflict can occur between agriculture and residential land uses. This has the potential to affect the operation of farms and reduce their productive capacity.
    - The future of the agricultural industry is dependent on sustainable agricultural practices. Issues such as soil salinity, erosion and maintaining water quality and quantity are threats to agricultural production.
    - Intensive agriculture industries have the potential to cause effluent disposal problems and affect the amenity of adjacent land uses and greyhound keeping and training can cause conflict for nearby residential uses.
    - Council aims to protect agricultural and environmental values by:
        - Promoting sustainable agricultural activities and land management practices that minimise adverse impacts on the primary production and environmental values of surrounding land and the catchment.
- **Water**
    - The Central Goldfields Shire is situated in the Loddon dry land catchment and is part of the wider Avoca Loddon-Campaspe catchment.
    - With a significant area of the Shire situated in the catchment of the Tullaroop and Laanecoorie Reservoirs and Lake Cairn Curran, there is a need for sustainable land management in water supply catchment areas.
    - Protection of water quality and maintaining water supply are priorities. Poor land use planning decisions, illegal and unsafe dams, unplanned incremental change, and inadequate land management can influence both water quality and quantity in the catchments.
    - Council aims to protect the viability of natural resources by:
        - Discouraging the subdivision of land or conversion to land uses that take the land out of productive use.
        - Promoting alternative cropping, intensive agriculture and value adding enterprises.
        - Minimising conflicts between agriculture and residential uses to ensure productive agricultural capacity is not reduced.
        - Supporting emerging agricultural industries that are compatible with existing agricultural practices, including horticulture, intensive animal production, niche agriculture, value adding industries and renewables.

- Protecting the environs and water catchments of Tullaroop and Laanecoorie Reservoirs and Lake Cairn Curran.

02.03-7 Economic development

The Central Goldfields Shire's economy is small compared to the Loddon Campaspe region, which is attributed to its lower population base.
The main areas of economic activity are primary industries (agriculture, construction, manufacture, and transport); population driven industries (retail, hospitality, personal and household services); knowledge and public sector industries (health, education, and government agencies) and tourism (accommodation, hospitality, arts, and recreation services).

- Rural enterprises
    - Agricultural activities are primarily cropping, sheep and cattle grazing and fodder conservation. Beef and sheep farming are high employers within the sector. There are emerging specialisations in less traditional agricultural activities such as fruit and vegetable growing, poultry farming, nursery, and floriculture, as well as a growing interest in intensive agriculture, horticulture, contributing to supply chain networks and renewable energy production.
- **Tourism**
    - Tourism is an emerging industry in the Shire, which is part of the Goldfields Tourist Region and on the Golden Way Touring Route between Ballarat and Bendigo.

      Each of the Shire's towns and hamlets have heritage streetscapes and landscapes which are complemented by environmental features such as the Box Ironbark forests, Moolort Plains, volcanic ridges, and Aboriginal assets. The Shire encourages events, emerging arts, and cultural initiatives to further strengthen the tourism industry.
- **Council seeks to promote economic development by:**
    - Facilitating the development of the Shire's tourism industry of small gold towns, goldfields, Aboriginal cultural tourism, and environmental assets.

02.03-8 Transport

- Road network
    - Central Goldfields Shire is well served by roads, including the Pyrenees Highway that provides important links to the Calder and Sunraysia Highways. The Wimmera Highway is located in the northern tip of the Shire near Moliagul.
- Active transport
- Active transport is an important transport mode within the towns and as a tourism drawcard, with rail trails an emerging interest.

02.03-9 Infrastructure

- Integrated water management
    - Council recognises the interconnection of water systems, including urban areas, water supply catchments, receiving environments and agricultural water users.

02.04 Central Goldfields Strategic Framework Plans

- Central Goldfields Shire Strategic Framework Plan to Clause 2.04
    - Shows the proposed broiler farm being within an area of 'high quality cropping land,' within a 'significant wetland area,' and within the Cairn Curran special water supply catchment.

- Central Goldfields Shire Environmental and Landscape Values Plan to Clause 2.04
    - Shows the proposed broiler farm being adjacent to an area of ESO, within a ‘significant wetland area,’ near several waterbodies, and within the Cairn Curran special water supply catchment.
- Central Goldfields Environmental Hazards Plan to Clause 2.04
    - Shows the proposed broiler farm being adjacent to an area of LSIO, adjacent to an area of SMO, and near several waterbodies.
- Central Goldfields Economic Development Plan to Clause 2.04
    - Shows the proposed broiler farm being within an area of ‘high quality cropping land’ and within the FZ.

10 Planning Policy Framework

12 Environmental and landscape values

12.01-1S Protection of biodiversity

- Objective: To protect and enhance Victoria’s biodiversity.
- Strategies:
    - Ensure that decision making takes into account the impacts of land use and development on Victoria’s biodiversity, including consideration of:
        - Cumulative impacts.
        - Fragmentation of habitat.
        - The spread of pest plants, animals, and pathogens into natural ecosystems.
    - Avoid impacts of land use and development on important areas of biodiversity.
    - Consider impacts of any change in land use or development that may affect the biodiversity value of national parks and conservation reserves or nationally and internationally significant sites; including wetlands and wetland wildlife habitat designated under the Convention on Wetlands of International Importance (the Ramsar Convention) and sites utilised by species listed under the Japan-Australia Migratory Birds Agreement (JAMBA), the China-Australia Migratory Birds Agreement (CAMBA), or the Republic of Korea-Australia Migratory Bird Agreement (ROKAMBA).

12.03-1S River and riparian corridors, waterways, lakes, wetlands, and billabongs

- Objective: To protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands, and billabongs.
- Strategies:
    - Protect the environmental, cultural, landscape values of all waterway systems as significant economic, environmental, and cultural assets.
    - Conserve waterway systems and the landscapes and environmental values surrounding them by protecting ecological values, indigenous vegetation, terrestrial and aquatic habitats and encouraging biodiversity.
    - Sensitively design and site development to maintain and enhance the waterway system and the surrounding landscape setting, environmental assets, and ecological and hydrological systems.

12.05-2S Landscapes

- Objective: To protect and enhance significant landscapes and open spaces that contribute to character, identity, and sustainable environments.
- Strategy:
    - Ensure development does not detract from the natural qualities of significant landscape areas.

13 Environmental risks and amenity

13.01-1S Natural hazards and climate change

- Objective: To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- Strategy:
    - Site and design development to minimise risk to life, health, property, the natural environment, and community infrastructure from natural hazards.

13.02-1S Bushfire planning

- Objective: To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

13.03-1S Floodplain management

- Objective: To assist the protection of:
    - Life, property, and community infrastructure from flood hazard, including coastal inundation, riverine and overland flow.
    - The natural flood carrying capacity of rivers, streams, and floodways.
    - The flood storage function of floodplains and waterways.
    - Floodplain areas of environmental significance or of importance to river, wetland, or coastal health.

13.04-3S Salinity

- Objective: To minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance and reduce salt load in rivers.

13.05-1S Noise management

- Objective: To assist the management of noise effects on sensitive land uses.

13.06-1S Air quality management

- Objective: To assist the protection and improvement of air quality.

13.07-1S Land use compatibility

- Objective: To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- Strategies:
    - Ensure that use or development of land is compatible with adjoining and nearby land uses.

- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial, and other uses through land use separation, siting, building design and operational measures.

14 Natural resource management

14.01-1S Protection of agricultural land

- Objective: To protect the state's agricultural base by preserving productive farmland.
- Strategies:
  - Avoid permanent removal of productive agricultural land from the state's agricultural base without consideration of the economic importance of the land for the agricultural production and processing sectors.
  - Protect productive farmland that is of strategic significance in the local or regional context.
  - Protect productive agricultural land from unplanned loss due to permanent changes in land use.
  - Protect strategically important agricultural and primary production land from incompatible uses.
  - In considering a proposal to use, subdivide or develop agricultural land, consider the:
    - Desirability and impacts of removing the land from primary production, given its agricultural productivity.
    - Impacts on the continuation of primary production on adjacent land, with particular regard to land values and the viability of infrastructure for such production.
    - Compatibility between the proposed or likely development and the existing use of the surrounding land.
    - The potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into agricultural areas.
    - Land capability.
  - Balance the potential off-site effects of a use or development proposal (such as degradation of soil or water quality and land salinisation) against the benefits of the proposal.

14.01-1L Protection of agricultural land - Central Goldfields

- Objective: To protect productive agricultural land and its supporting infrastructure.
- Strategies:
  - Restrict the subdivision and alienation of productive agricultural land as identified in the Strategic Framework Plan and discourage its conversion to land uses that take the land out of productive use.
  - Limit development where it cannot be adequately serviced with septic systems without impacting the water catchment and encourage farm consolidation.
  - Locate poultry abattoirs and finished poultry product processing facilities where they do not adversely affect any dwelling or agricultural land.

14.01-2S Sustainable agricultural land use

- Objective: To encourage sustainable agricultural land use.
- Strategies:
    - Ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.
    - Support the development of innovative and sustainable approaches to agricultural and associated rural land use practices.
    - Support adaptation of the agricultural sector to respond to the potential risks arising from climate change.
    - Encourage diversification and value-adding of agriculture through effective agricultural production and processing, rural industry, and farm-related retailing.
    - Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes.
    - Support agricultural investment through the protection and enhancement of appropriate infrastructure.
    - Facilitate ongoing productivity and investment in high value agriculture.
    - Facilitate the establishment and expansion of cattle feedlots, pig farms, poultry farms, and other intensive animal industries in a manner consistent with orderly and proper planning and protection of the environment.
    - Ensure that the use and development of land for animal keeping or training is appropriately located and does not detrimentally impact the environment, the operation of surrounding land uses and the amenity of the surrounding area.

14.01-2L Sustainable agricultural land use - Central Goldfields

- Objective: To encourage ecologically sustainable farm management practices.
- Strategy:
    - Ensure intensive agriculture is located to minimise risks associated with effluent disposal and protect the amenity of adjacent land uses.

14.02-1S Catchment planning and management

- Objective: To assist the protection and restoration of catchments, waterways, estuaries, bays, water bodies, groundwater, and the marine environment.
- Strategies:
    - Ensure the continued availability of clean, high-quality drinking water by protecting water catchments and water supply facilities.
    - Consider the impacts of catchment management on downstream water quality and freshwater, coastal and marine environments.
    - Undertake measures to minimise the quantity and retard the flow of stormwater from developed areas.
    - Require appropriate measures to filter sediment and wastes from stormwater prior to its discharge into waterways, including the preservation of floodplain or other land for wetlands and retention basins.
    - Ensure land use and development minimises nutrient contributions to water bodies and the potential for the development of algal blooms.

14.02-2S Water quality

- Objective: To protect water quality.
- Strategies:
    - Protect reservoirs, water mains, and local storage facilities from potential contamination.
    - Ensure that land use activities potentially discharging contaminated runoff or wastes to waterways are sited and managed to minimise such discharges and to protect the quality of surface water and groundwater resources, rivers, streams, wetlands, estuaries, and marine environments.

14.02-2L Water quality - Central Goldfields

- Objective: Maintain and protect water quality in the Bealiba, Laanecoorie, Tullaroop and Cairn Curran catchments and the Loddon and Avoca Rivers and Bet Bet Creek waterways systems.
- Strategy:
    - Prioritise land capability in the assessment of land use and development applications.

15.01 Built environment.

15.01-6S Design for rural areas

- Objective: To ensure development respects valued areas of rural character.
- Strategies:
    - Ensure that the siting, scale, and appearance of development protects and enhances rural character.
    - Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.
    - Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes, and wetlands.

16 Housing

16.01-3S Rural residential development

- Objective: To identify land suitable for rural residential development.
- Strategy:
    - Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

17 Economic developments

17.01-1S Diversified economy

- Objective: To strengthen and diversify the economy.

17.04-1S Facilitating tourism

- Objective: To encourage tourism development to maximise the economic, social, and cultural benefits of developing the state as a competitive domestic and international tourist destination.

17.04-1L Tourism - Central Goldfields

- Objective: To promote Central Goldfields Shire's natural and cultural heritage tourism assets to maximise social and economic benefits.

18 Transport

18.01-1S Land use and transport integration

- Objective: To facilitate access to social, cultural, and economic opportunities by effectively integrating land use and transport.

18.01-3S Sustainable and safe transport

- Objective: To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

18.02-4S Roads

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

19 Infrastructure

19.03-3S Integrated water management

- Objective: To sustainably manage water supply and demand, water resources, wastewater, drainage, and stormwater through an integrated water management approach.

19.03-3L 07 Integrated water management - Central Goldfields

- **Strategies:**
    - Ensure effluent disposal systems can be contained within the site.
    - Minimise the potential for pollution if reticulated sewerage is not available by using any recommendations from a land capability assessment and considering conditions of relevant referral authorities.

30 Zones

35.07 Farming zone

Purpose

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone.

Decision guidelines

General issues

- The Municipal Planning Strategy and the Planning Policy Framework.
- The capability of the land to accommodate the proposed use or development, including the disposal of effluent.
- How the use or development relates to sustainable land management.
- Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.
- How the use and development makes use of existing infrastructure and services.
- Agricultural issues and the impacts from non-agricultural uses
- Whether the use or development will support and enhance agricultural production.
- Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.
- The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.
- The capacity of the site to sustain the agricultural use.
- The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.

Accommodation issues

- Whether the dwelling will result in the loss or fragmentation of productive agricultural land.
- Whether the dwelling will be adversely affected by agricultural activities on adjacent and nearby land due to dust, noise, odour, use of chemicals and farm machinery, traffic, and hours of operation.
- Whether the dwelling will adversely affect the operation and expansion of adjoining and nearby agricultural uses.
- The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture.

Environmental issues

- The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.
- The impact of the use or development on the flora and fauna on the site and its surrounds.
- The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.
- The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.

Design and siting issues.

- The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.
- The impact of the siting, design, height, bulk, colours, and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.

- The impact on the character and appearance of the area or features of architectural, historic, or scientific significance or of natural scenic beauty or importance.
- The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications, and sewerage facilities.
- Whether the use and development will require traffic management measures.

50 Particular provisions

52.06 Car parking
Purpose

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

53.09 Poultry farm

Purpose

- To facilitate the establishment and expansion of poultry farms, including broiler farms, in a manner that is consistent with orderly and proper planning and the protection of the environment.

Requirement – Broiler farm

- An application to use land or construct a building or construct or carry out works for a broiler farm must comply with the *Victorian Code for Broiler Farms 2009 (plus 2018 amendments*).

Decision guidelines

- The purpose of the relevant zone.
- The design, height, setback, and appearance of the proposed buildings and works.
- The proposed landscaping.
- The need to protect amenity of existing uses on adjoining land.
- The impact of the use of the land on the surrounding area, including from the emission of noise, light, vibration, odour, dust, or waste products.
- The impact of the proposal on any wetlands, waterways, or water bodies.
- The likely environmental impact on the natural physical features and biodiversity of the land, including consideration of any Nutrient Management Plan submitted with the application.
- Whether the development will support and enhance agricultural production.

60 General provisions

65.01 Approval of an application or plan

- The matters set out in section 60 of the Act.

- Any significant effects the environment, including the contamination of land, may have on the use or development.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay, or other provision.
- Any matter required to be considered in the zone, overlay, or other provision.
- The orderly planning of the area.
- The effect on the environment, human health, and amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted, or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development, or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow, and road safety impacts.
- The impact the use or development will have on the current and future development and operation of the transport system.

70 Operational provisions

71.01 Operation of the Municipal Planning Strategy

- The Municipal Planning Strategy at Clause 02 provides an overview of important local planning issues in an introductory context, sets out the vision for future use and development in the municipality, and establishes strategic directions about how the municipality is expected to change through the implementation of planning policy and the planning scheme.
- A Responsible Authority must take into account and give effect to the Municipal Planning Strategy when it makes a decision under this planning scheme.

Clause 71.02 Operation of the Planning Policy Framework

- The Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities. The Planning Policy Framework is dynamic and will be built upon as planning policy is developed and refined and changed as the needs of the community change.
- The Planning Policy Framework seeks to ensure that the objectives of planning in Victoria (as set out in section 4 of the Act) are fostered through appropriate land use and development planning policies and practices that integrate relevant environmental, social, and economic factors in the interests of net community benefit and sustainable development.
- Victorians have various needs and expectations such as land for settlement, protection of the environment, economic wellbeing, various social needs, proper management of resources and infrastructure. Planning aims to meet these needs and expectations by addressing aspects of economic, environmental, and social wellbeing affected by land use and development.

- The Planning Policy Framework operates together with the remainder of the scheme to deliver integrated decision making. Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.
- Planning authorities should identify the potential for regional impacts in their decision making and coordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.

Referral

The following table outlines referrals undertaken under section 55 of the Act and clause 66 of the Planning Scheme.

Organisation	Response
Goulburn-Murray Water (GMW) Clause 66.02-5 Determining referral authority	Does not object if the permit is subject to specified conditions. (Refer to Attachment 4)
Department of Transport and Planning (DTP) Section 55 Determining referral authority	Does not object if the permit is subject to specified conditions. (Refer to Attachment 3)

The application was also referred within the Central Goldfields Shire Council for comments and/or recommended conditions:

Department	Response
Engineering	Recommended conditions
Environmental Health	Recommended conditions

Notice

In accordance with section 52 of the Act, notice of the application was given in the prescribed form. Notice was given by placing a sign at the site, by publishing a notice in the Carisbrook Mercury, and sending it by post.
Notice was given to the owners and occupiers of adjoining and surrounding land as well as to the EPA Victoria (as required by Clause 66.05 of the Planning Scheme). Informal notice was also provided to Agriculture Victoria.
As a result, fifty-six (56) objections were received alongside neutral submissions from the EPA Victoria (Refer to Attachment 2) and Agriculture Victoria (Refer to Attachment 1).
A summary of the matters raised in the objections are provided immediately below, followed by a summary of the matters raised in the submissions from the EPA Victoria and Agriculture Victoria. The matters raised in both the objections and submissions are addressed in the assessment that follows.

Summary of matters raised in objections.

- Impacts from odour.
- Impacts from noise, including from heavy vehicles.
- Impacts from lighting disturbance.
- General proximity to dwellings including visual amenity impacts.
- Cumulative impacts of several broiler farms in an area.
- Impacts on landscape character.

- Ability of roads to safely and efficiently accommodate increased heavy vehicles.
- Dust impacts from heavy vehicles on unsealed local roads.
- Impacts of heavy vehicles on road condition and cost of road maintenance.
- Impacts on waterways, including flood events.
- Impacts on water quality, including drinking water.
- Impacts on groundwater, including the wider catchment.
- Impacts on wetlands.
- Impacts on flora and fauna / biodiversity.
- Impacts on air quality.
- High quality agricultural land not suitable for broiler farms.
- Location not suitable for industrial scale agriculture.
- The broiler farm will limit the operation of nearby agricultural uses.
- Biosecurity concerns, including from disease and pests.
- Compliance issues with existing broiler farms.
- Concerns with environmental management measures of broiler farms.
- Proposal not in accordance with the Broiler Code.
- Impacts on proposed Castlemaine-Maryborough Rail Trail
- Castlemaine-Maryborough Rail Trail could not occur within buffer zone.
- Loss of economic, social, and environmental benefits of rail trail.
- Concerns about how public notice was given.
- Compliance with existing broiler farms.
- Incompatibility of broiler farms with purpose of the FZ.
- Proposal should be subject to an Environmental Impact Assessment.
- Cultural heritage concerns.
- Impacts on property values.
- Inhumane conditions of broiler farms.
- The necessity for two caretakers' houses.

Summary of EPA Victoria submission

In accordance with Section 52 of the *Planning and Environment Act 1987* notice was given to EPA Victoria. In their response they note they are not a statutory referral authority as the proposal:

- *"Does not require an operating licence or development licence or amendment to a licence.*
- *Is not proposed to be used for an industry, utility installation or warehouse for a purpose listed in the table to Clause 53.10 shown with a threshold distance not specified or for which the threshold distance cannot be met; and*
- *Is not a proposed extractive industry intended to be used at a later date for a landfill."*

They did review the Odour Environmental Risk Assessment (Odour ERA) but did not undertake a technical assessment and beyond that they have no further involvement in the assessment of broiler farms as that is the jurisdiction of Agriculture Victoria.

EPA advised the odour assessment is satisfactory for Council to support the application and that Council could use the conclusions as a guide to potential risks.
They recommended a permit note should a planning permit be issued as follows:

- *The Environment Protection Act 2017 imposes duties on individuals and/or businesses undertaking the activity permitted by this permit. If your business engages in activities that may give rise to a risk to human health or the environment from pollution or waste, you must understand those risks and take action to minimise them as far as reasonably practicable.*

Summary of Agriculture Victoria submission

Agriculture Victoria provided advice relating to:

- The planning context.
- An assessment against the *Victorian Code for Broiler Farms 2009 Plus 2018 Amendments* (the Code).
- A review of the application against the Central Goldfields Planning Scheme strategic objectives.

With respect to the planning context Agriculture Victoria confirm officers' advice in this report that the proposed use is a Section 2 (permit required) use.
Agriculture Victoria provided a detailed response of the proposal against the requirements of the Code.
This assessment largely identified that conditions of the Code were met. They did identify some standards and measures that required more detail or a revision and some that had not been addressed.

In the Agriculture Victoria assessment Standards or Approved Measures **not met** include:

Element 1: Location, siting, and size - Standard E1 S4 Biosecurity

AM E1 M4.2 Stockpile greater than 100m from a shed.

The mortality composting appears to be within 100m of sheds.

Element 5: Waste management

Mortality composting detail and design not provided.
Standard E5 S2 Dead birds

AM E5 M2.2

Dead bird bins and collection vehicles to come in close proximity to sheds.

Detail not addressed.

Disposal by composting of farm. Approved measures E5 M1.1 – 1.4 all apply to meet the standard for this system of dead bird management.

Other Standards or Approved Measures **where more detail/revision is required** include:

Element 1: Location, siting, and size.

Resolution of mortalities composting design and construction required.

Standard E1 S5 Future use and development of neighbouring land.

The proposal needs to clarify surrounding land ownership.

Element 2: Farm design, layout, and construction

Standard E2 S5 Stormwater Drainage

Agriculture Victoria advised they were not in a position to judge these criteria.

Element 3: Traffic, site access, on-farm roads, and parking

Standard E3 S1 Site access

Construction of access points and location of access point at least 30m inside the boundary not shown on the plans.

Lighting design spill not provided.

Element 4: Landscaping

Standard E4 S1 Landscaping

Vegetation plantings only shown directly around the works area. No screening is proposed along roads.
No detail of a landscape bond to be provided.
It is considered the above matters can be addressed by permit conditions requiring some additional detail on the plans for endorsement including the landscape plan and amendments to the Environmental Management Plan.
Overall Agriculture Victoria considers that:

- *The Application addresses the requirements of the Victorian Code for Broiler Farms 2009 (plus 2018 amendments), subject to amendments as per the following:*
    - *022-23 Planning Report – Farm 10, November 2024, is amended to remove reference to Greater Geelong Planning Scheme in contents page 2.*
    - *Construction and site plans are amended to include detail and design for dead bird composting and re-use to the satisfaction of Council (noting references to that activity in 022-23 Planning Report – Farm 10, November 2024, and 022-23 Environmental Management Plan (EMP) – Farm 10, November 2024)*
    - *Agriculture Victoria have previously noted the application material provides no detail as to the design and construction of the mortality composting pad or the spreading of compost on the land and this is yet to be addressed.*
    - *Matters raised in Appendix 5: Checklist for planners: Compliance with Code elements as per previous pages.*
- *The proposed shed location would appear to meet the minimum separation distance requirement of 686m for a Class B broiler farm with 400,000 birds to neighbouring sensitive uses (dwellings).*
- *The Environment Protection Authority Victoria will be able to provide comment on the suitability of the Odour Environmental Risk Assessment (OERA) and comments that: sensitive receptors were identified within 2 km of radius from the site as this is generally considered the distance at which sensitive receptors are likely to experience odour nuisance from an odour source. A total of seven receptors have been identified within 2 km of the site boundary to be included in this assessment. (3.3 Sensitive receptors)*

Agriculture Victoria made the following recommendations:

Agriculture Victoria conditionally supports the application 022-23 on LOT 6 TP98420, 3280 Pyrenees Highway, Carisbrook for the use and development of the land for class B broiler farm with a maximum farm capacity of 400,000 birds and recommends that if a permit is granted that:

- *The permit 022-23 for LOT 6 TP98420, 3280 Pyrenees Highway, Carisbrook allows: The use and development of the land for class B broiler farm with a maximum farm capacity of 400,000 birds.*
- *The Odour ERA, Environmental Management Plan and Site Plans are endorsed and form part of any permit issued to the satisfaction of the Responsible Authority.*

Vic Track Submission

VicTrack leases the adjoining rail serve to V/Line. They were made aware of the application by a member of the public but had no objection and recommended that should a permit be issued the following conditions be included in a planning permit.

- No entry to railway land is permitted without the written consent of VicTrack.
- No drainage, effluent, waste, soil, or other materials must enter, be stored or be directed to the railway land.

Assessment

Farming zone

As previously discussed in this report both the broiler farm and caretakers house require a planning permit for use under Section 2 of the land use provisions in the FZ. Clause 35.07-4 of the FZ requires a planning permit for the associated buildings and works.

Decision guideline	**Response**
General issues	
The Municipal Planning Strategy and the Planning Policy Framework.	Neither the MPS nor PPF discourage use of the subject site for a broiler farm. The strategic framework requires regard to environmental and landscape values, protection of agricultural land, promoting economic development, land use compatibility, sustainable agricultural uses, water quality and built form design in rural areas. Many of the objections are directed towards these strategic objectives. The sheds, whilst large, are low profile and views to the sheds can be ameliorated with appropriate screening. Lighting can also be baffled and directed to minimise light glare. Large sheds are not unexpected in a rural landscape, and these are setback 688m from the nearest road. As discussed elsewhere in this report the broiler farm is a legitimate agricultural land use and has the potential to increase agricultural productivity from the site. The balance can still be used for cropping. The broiler farm also creates both direct and indirect jobs to support and enhance the local and wider economy. Land use compatibility is a legitimate concern and robust planning permit conditions will be required to minimise any detriment to adjoining or nearby agricultural properties. Neither a stormwater management plan nor hydrology report were submitted with the application, although the application did outline how surface water would be dealt with. This can be further enhanced with the requirement for a stormwater management plan as a condition of planning permit.

The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	A Land Capability Assessment was provided for the caretakers' house based upon a four (4) bedroom dwelling. A disposal area of 150m^2 is required and can readily be provided.
How the use or development relates to sustainable land management.	The Environmental Management Plan submitted with the application can be further strengthened to ensure the proposed use results in sustainable land management.
Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.	Clause 71.02-3 of the planning scheme requires integrated decision making. Sometimes conflicting objectives need to be balanced to achieve a net community benefit and sustainable development. On balance the concerns raised by objectors can be addressed by appropriate conditions of a planning permit to protect their concerns, whilst allowing a legitimate agricultural use in the Farming Zone.
How the use and development makes use of existing infrastructure and services.	The broiler farm will need to make use of existing approved heavy vehicle routes. A Traffic Management Plan can require these to be identified and the TMP can become an approved document under a planning permit.
Agricultural issues and the impacts from non-agricultural uses	The proposed use is a legitimate agricultural use and is nested under the definition of 'agriculture' in the planning scheme.
Whether the use or development will support and enhance agricultural production.	As above and it will improve agricultural production from the subject site by increasing the number of birds.
Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.	The concrete pad for the sheds and dwarf walls will protect soil quality and the proposed use is considered an agricultural use so is not removing land from agricultural production. The dam will also require a clay lining to protect soil quality and groundwater.
The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.	Adjoining and nearby uses are generally dryland cropping and grazing. Some of the objectors are nearby farmers and are concerned with biosecurity risks and an increase is weed management as a result of truck movements. Concerns with avian flu have also been raised by objectors. Ways of dealing with some of these concerns are via an Environmental Management Plan and Traffic Management Plan which can form part of a planning approval. Matters such as avian flu are not a consideration for the *Planning and Environment Act 1987.*
The capacity of the site to sustain the agricultural use.	Compliance with the Broiler Code and an Environmental Management Plan will help ensure the capacity of the site to sustain the use of the site for a broiler farm.

The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.	A private water pipeline fed from Tullaroop Creek is being extended from Farm 8 to Farm 10. It is then piped to three (3) storage tanks to provide at least seven (7) days backup with a storage of 1,000,000 litres. Ensuring the use of roads approved for heavy vehicles can be addressed in a Traffic Management Plan approved under a planning permit.
Accommodation issues	
Whether the dwelling will result in the loss or fragmentation of productive agricultural land.	The caretakers house will reduce the area of productive agricultural land; however, it is supporting an agricultural use that is increasing agricultural production.
Whether the dwelling will be adversely affected by agricultural activities on adjacent and nearby land due to dust, noise, odour, use of chemicals and farm machinery, traffic, and hours of operation.	The caretakers' house is likely to be more affected by emissions on the subject site, rather than agricultural activities on adjoining or nearby land.
Whether the dwelling will adversely affect the operation and expansion of adjoining and nearby agricultural uses.	The caretakers' house is not considered likely to affect the operation and expansion of adjoining and nearby agricultural uses.
The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture.	The caretakers' house is the only dwelling proposed and will result in a concentration or proliferation of dwellings in the area.
Environmental issues	
The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.	The application states that stormwater is prevented from entering the sheds as the finished floor levels will be at least 0.5m above adjacent open earth drains between the sheds. Further protection is provided with concrete floors and the concrete dwarf walls. It is not anticipated that stormwater will come into contact with any waste materials. All surface water flows will be directed via table drains to the proposed dam. The topography in the immediate vicinity of the proposed sheds is relatively flat, with low risk of soil erosion. All disturbed areas will be revegetated as soon as practical upon completion. If a planning permit is to issue it is reasonable to require a Stormwater Management Plan be submitted for Council's approval prior to the commencement of development.
The impact of the use or development on the flora and fauna on the site and its surrounds.	The site is devoid of native vegetation and only one native bird species was identified as a result of the survey that formed the basis of the Flora and Fauna Assessment prepared by Mark Trengrove.
The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need	Refer above.

to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.	
The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.	There are no nearby water and no native vegetation on site that could be impacted by on-stie effluent disposal.
Design and siting issues	
The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.	The buildings are co-located with the sheds and caretakers house, and the balance of the land will continue to be used for cropping purposes. Furthermore, under the planning scheme a 'broiler farm' is ultimately nested in the definition of 'agriculture,' so the broiler farm arguably does not remove land for agriculture. The caretaker's house does but only takes up a small area and is required to support the broiler farm use of the land.
The impact of the siting, design, height, bulk, colours, and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.	The sheds are located 688m from the nearest road (Bald Hill Road), although only located 129m from the railway reserve. The caretaker's house is located approximately midway between the sheds and railway reserve. The mortality composting pad is also located approximately midway between the sheds and the railway reserve. It is reasonable to request external materials and colours to be of muted tones. It is noted the applicant prefers the roof to be zincalume to reflect heat for the bird's welfare. This approach has been accepted in the VCAT decision relating to 705 Baringhup Road. Although the EPA and Agriculture Victoria will accept dead bird composting, Agriculture Victoria required more information and details to ensure the Broiler Code is being met. Alternatively, it is considered more appropriate to use dead bird freezing and removal of dead birds from the site. The setback of the mortality composting pad presents an unacceptable risk to the future use of the railway reserve as a rail trail. The mortality composting pad is not screened from the railway reserve and future users could be subject to odour and witnessing any disposal of the dead birds. It is noted that the VCAT decision for 705 Baringhup Road did not consider this a relevant consideration as users would be going by for only a short period of time and any impact from odour would likely be short lived. In this case though we are considering a mortality pad in very close proximity to the

	railway reserve. For that reason, it is considered appropriate to require its deletion and an alternative method of dead bird disposal such as freezing birds and removing them from site.
The impact on the character and appearance of the area or features of architectural, historic, or scientific significance or of natural scenic beauty or importance.	The landscape response is considered inadequate and as discussed elsewhere in this report a revised landscape plan should be required to: • Reduce the height of the mound and widen the base to assist plant growth. • Widen the landscape buffers. • Choose locally indigenous plant species.
The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications, and sewerage facilities.	The Castlemaine Maryborough Rail Trail has been supported via various funding sources including: • Community ($20,000) • CGSC ($6,000) • MACS ($6,000) • State Gov't ($120,000)
Whether the use and development will require traffic management measures.	A Traffic Impact Assessment Report prepared by Traffix Group accompanied the application material. It noted that the existing ingress and egress to/from the Pyrenees Highway is satisfactory. DTP provided no objection subject to specific planning permit conditions. A Traffic Management Plan should also be a condition of permit, and this should clearly identify haulage routes for all heavy vehicles visiting the site. Council's engineer did not object subject to conditions being placed on a permit relating to: • Internal road design and construction. • Drainage • Land User Activity Agreement over Crown Land • Loading and Unloading • Waste disposal • Access to be from Pyrenees Highway.
The need to locate and design buildings used for accommodation to avoid or reduce noise and shadow flicker impacts from the operation of a wind energy facility if it is located within one kilometre from the nearest title boundary of land subject to: – A permit for a wind energy facility; or – An application for a permit for a wind energy facility; or – An incorporated document approving a wind energy facility; or	Not applicable

– A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the Environment Effects Act 1978.	
The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990 .	Not applicable as the nearest quarry is approximately 2.8km to the south/west

Overlays

There are no planning overlays applicable to the subject site.

Particular Provisions

Clause 53.09 applies to poultry farms and seeks to facilitate the establishment and expansion of poultry farms, including broiler farms, in a manner that is consistent with orderly and proper planning and the protection of the environment.
Clause 53.09-3 requires a broiler farm to comply with the *Victorian Code for Broiler Farms 2009 (plus 2018 amendments)*.
The Department of Agriculture is responsible for the Broiler Code and in their response provided conditional approval and recommendations for some additional details to be provided particularly relating to landscape and the mortality composting pad.
To address both comments from the Department of Agriculture and objections it is considered appropriate to require the removal of the mortality composting pad and to require a more robust landscape outcome.

The relevance of previous VCAT decisions

Planning permit 061-23/VCAT reference no. P270/2025

- A recent VCAT Order dated 16 October 2025 set aside Council's decision to refuse to grant a planning permit and directed that a planning permit be issued for use of the land for a broiler farm, caretakers house, associated buildings and works and to remove, destroy or lop vegetation.
- This was for the Pavilion Farms Farm 11 at 705 Baringhup Road Carisbrook.
- This decision is considered particularly relevant as it was also for a Class B Broiler Farm and has the same operational procedures as proposed for Farm 10.

Key reasons behind the VCAT decision included:

- The farm is classified as a Class B Broiler Farm, not a Cluster Broiler Farm, as the setbacks required under the Broiler Code of Practice are met.
- The relevant considerations are those of the Planning and Environment Act 1987, not other State provisions such as the Environment Protection Act 2017.
- No part of the Planning Policy Framework (PPF) or Municipal Planning Strategy (MPS) of the Central Goldfields Planning Scheme discourages additional broiler farms in the area surrounding Farm 11.
- The broiler farm is an agricultural use that is appropriate in a Farming Zone.

- The settlement plan in the MPS confirms the subject land and its surrounds as a farming area but not as 'high quality cropping land,' which applies to land in the Moolort Plans further to the south/east.
- An Odour Environmental Risk Assessment (OERA) is not required by the Broiler Code of Practice for a Class B Broiler Farm, so the Tribunal gave little weight to the OERA.
- Shortfalls in the application such as an inadequate landscape response could be dealt with via planning permit conditions.
- The Tribunal had little to no regard to the cumulative impact of an additional broiler farm as it was a Class B farm and not a Cluster farm.
- Viewlines into the site from the top of Mt Moolort which rises 100m above ground were not considered relevant as these were wholly from privately owned land.
- Compliance issues with other sites are not a relevant consideration.

In this decision the Tribunal also made reference to Farm 10 and gave clear direction that if Council is required to make a decision about Farm 10, that the VCAT decision for Farm 11 is a relevant consideration.

Odour impacts

An Odour ERA was prepared by GHD, dated 4 December 2024.
This report address both 3280 Pyrenees Highway Moolort (Farm 10) and the recently approved Farm 11 at 705 Baringhup Road Carisbrook. It took into consideration the impact of existing and proposed farms including:

Farm 7	Existing	394 Bald Hill Road Carisbrook
Farm 8	Existing	3280 Pyrenees Highway Carisbrook
Farm 9	Existing	683 Baringhup Road Carisbrook
Farm 10	Proposed	3280 Pyrenees Highway Carisbrook
Farm 11	Approved	705 Baringhup Road Carisbrook

The Odour ERA was undertaken in accordance with the requirements of EPA *Publication 1883 – Guidance for assessing odour and Agrifutures – Planning and environment guideline for establishing meat chicken farms: Guide 1 – Assessment Guide.*

- The EPA publication 1883 provides three levels of assessment including:
- Level 1 – Gateway assessment of emissions duration, wind direction, and cumulative dour sources.
- Level 2 – Source-Pathway-Receptor assessment.
- Level 3 – Detailed risk assessment that could include:
    - Comparisons with similar operations or case studies.
    - Risk assessment using field odour surveillance data.
    - Complaint assessment.
    - Community odour surveys/questionnaires and odour diaries.
    - The use of dispersion modelling.

The GHD report adopted a Level 3 assessment and included:

- Complaint assessment.
- Odour surveys.
- Odour dispersion modelling.

The GHD report identified sensitive receptors, all dwellings, within a 2km radius of the site.

The dispersion modelling was based on the five-odour unit (OU) 99.9th percentile 3-minute average of odour modelling.
As stated in the GHD report this *"is generally used to assess the predicted downwind odour concentrations during short time worst-case, poor dispersive meteorological conditions. This 99.9th percentile is generally taken as the level that if the odour is obvious and has an offensive character, it may lead to nuisance and resultant complaint"*.
Of the identified seven (7) sensitive receptors, all were identified as being subject to 99.9th percentile offsite concentrations predicted at above the 5 OU from the current farms and this increased as a result of the proposed farms (Farms 10 and 11).
Table 12 in the GHD report identifies the overall risk of odour impacts from current farms and Table 13 identifies the overall risk of odour impacts from current and proposed farms.
Table 12 identifies that R1 is at risk of moderate offensive odour and Table 13 identifies that R1, R5, R6 and R7 are each at risk of moderate offensive odour.
R1 experiences the greatest risk of offensive dour at 24.9 odour units from existing farms and 32.5 odour units from existing and proposed farms.
R5 and R7 experience the greatest increase going from 7.8 odour units to 19.8 odour units and 8.8 odour units to 24.9 odour units, respectively.
Moderate risk means a receptor is likely to experience offensive (obvious) odour. Although there may be some residual risk, the GHD report states it is possible it can be practically and effectively managed.
The GHD report goes on to state that odour level needs to almost treble before an increase in perceived intensity is registered.
GHD also recalibrated the dispersion model and compared the modelled results with odour survey observations.
They identified the likely modelled odour concentrations that could describe the 'obvious' odour experienced by surveyors to be 10 OU.
The 'obvious' odour was used as the level which may lead to nuisance and complaint.
The updated risk assessment indicated that the risk of offensive odour is low at all identified sensitive receptors.
The complaint analysis was based on complaints received at Central Goldfields Shire Council and EPA from 2018 – 2024.
The GHD analysis states that during that time Council received 92 complaints in 2019.
Of these thirty-two (32) related to other farms and sixty (60) did not specifically allege a source.
One (1) complaint in 2020 related to Rodborough Road and two (2) complaints in 2022 related to Baringhup Road Carisbrook.
It was made clear in the recent VCAT decision relating to 705 Baringhup Road that non-compliance or operational issues with other broiler farms was not a relevant consideration.
EPA Victoria were satisfied with the way the GHD report was conducted and its outcomes.
It is considered appropriate to endorse the GHD report under a planning permit so the recommendations can be implemented.

Visual/landscape impacts and landscaping

The proposed 10m landscape buffer around the sheds is considered inadequate. In coming to this conclusion regard was had to the VCAT decision for 705 Baringhup Road Carisbrook (VCAT Ref: P270/2025).
Farm 10 is sited 688m from Bald Hill Road to the west and 129m from the rail reserve to the rear. It is noted that the recently approved Farm 11 at 705 Baringhup Road is setback 176m from Baringhup Road.
The Tribunal recognised that Farm 11 is located within the Moolort Plains which is a relatively flat setting, with large rural landholdings used for grazing or cropping on sites that have been largely cleared for that purpose.
The Moolort Plains are identified in the PPF and MPS, however they are not included in a Significant Landscape Overlay (SLO) in the Central Goldfields Planning Scheme.

Mount Moolort is a significant topographical feature rising 100m above ground and although it was likely that Farm 11 could be seen from there, the Tribunal was of the view this was not a relevant consideration as this is wholly privately owned land.
The Tribunal felt the impact of Farm 11 on the landscape was acceptable.
The applicant did provide expert landscape evidence from Mr John Patrick. Mr Patrick provided some key advice considered relevant to Farm 10:

- Trees identified on the landscape plan submitted with the application were largely non-indigenous.
- Locally indigenous species are preferred and Mr Patrick identified mainly Buloke, with secondary plantings of Yellow Gum, Yellow Box and Grey Box. The screen could also be thickened with shrub planting of wattle varieties.
- Due to compaction and profile, the 3m high bund leads to slow tree growth, tree instability, and water shedding.
- Mr Patrick recommended a lower bund of no more than 1m with a broader base to limit water shedding and provide a 'gentle modification' to the Moolort Plains context.
- Buffer widths should vary depending upon the priority. In the instance of Farm 10 the priority interfaces are the rail reserve and Bald Hill Road, so these could be much wider.
- For Baringhup Road Mr Patrick had buffer widths varying between 10m and 40m.

The Tribunal accepted Mr Patrick's evidence and stated that unless the landscape plan was improved, from that submitted with the permit application, they would not be prepared to grant a planning permit.

Noise and other amenity impacts

An Acoustic report has not been submitted with the application; however, the Environmental Management Plan submitted with the application and dated November 2024 does address noise at Section 2.5. This includes measures such as:

- Repair of equipment failures resulting in increased off-site noise within one week.
- Drivers to minimise vehicle reversing.
- Use of low noise alarms, house alarms, and paging systems.
- Operational measures such as instructing bird pick drives and crews to conduct their business as quietly as possible.
- Compliance with relevant legislation such as the national Environmental management System for the Meat Chicken Industry – Rural Industries Research & Development Corporation Publication No. 03/038.

Should a planning permit be issued conditions can be included relating to:

- Amenity
- Compliance with EPA Regulations
- Submission of an Acoustic Assessment and inclusion of any recommendations in a Noise Management Plan.

The management of runoff and stormwater

A hydrological report was not submitted with the application but if a planning permit is to issue this should be required as a condition of planning permit and should address Planning Practice Note PPN 55: Planning in open drinking water catchments to ensure the proposed development will not have a detrimental impact on the open drinking water catchment

Traffic safety and efficiency

Council engaged a Traffic Engineer (Impact) to prepare a Traffic and Transport Assessment (November 2024) (TTA) to examine the cumulative traffic impacts of the five existing broiler farms and the three proposed broiler farms, including the subject site.
The TTA assessed the impact on the existing road network including:

- Pyrenees Highway.
- Rodborough Road.
- Clarkes Road.
- Locks Lane.
- Moolort-Baringhup Road.
- Baringhup Road.

The Impact report identified Baringhup Road and Pyrenees Highway as pre-approved for haulage and typically a permit is not required to use these roads.
Moolort-Baringhup Road is not a pre-approved haulage route, and approval is required for haulage access of 26m B-doubles were to utilise this route for delivery.
The haulage route to the subject site was identified as Bendigo-Maldon Road, Allans Road, Lowther Street, Bridgwater-Maldon Road, Baringhup Road, Moolort Road, Moolort-Baringhup Road.
The peak cumulative traffic volumes were estimated to be 842 movements per batch, assuming a 7-week growing cycle and 2 weeks for preparation for the next batch. This was further broken down to be 20 vehicle movements per day.
Sight distances were assessed at various intersections with Baringhup Road and Bald Hill Road intersection having inadequate sight distances i.e. less than 300m in both directions.
The Impact report recommended reducing speeds on the northeast bound approach from 100im/hr to 90 km/hr and for the westbound approach to 70 km/hr.
Additionally installing warning signs such as ‘trucks entering, along with rumble strips or solid centrelines near the intersection is recommended to enhance drive awareness and safety.
The applicant also prepared their own Traffic Management Plan and following a request for further information from the Department of Transport and Planning (DTP), they had a Traffic Engineering Assessment prepared by Traffix Group, dated June 2024. The Traffix Group report has been used for the purpose of this report to Council.
The Traffix Group report recognised that the subject site also caters for an existing broiler farm, Farm 8, also operated by Pavilion Farms. Farm 8 also provides six (6) sheds for 400,000 birds.
Vehicle access to Farm 8 and for the proposed Farm 10 is via a single connection with Pyrenees Highway which provides a basic left turn (BAL) treatment and basic right turn (BAR) treatment as shown in the Figure below.
These access treatments were required by the Department of Transport and Planning (DTP) for the previous Farm 8 proposal.

Figure 3 - Aerial photograph of existing access (Source: Traffic Engineering Assessment, Traffix Group, June 2024)

Based on existing and proposed traffic movements the anticipated daily traffic movements are shown in the table below, with the Traffix Group report stating that these figures are conservative.

Week	Total Daily Vehicle Movements	Entry Movements	Exit Movements
1 2	22 18	11 9	11 9
3 4 5	18 30 30	9 15 15	9 15 15
6	30	15	15
7 8 9	30 18 30	15 9 15	15 9 15

The Traffix Group report concludes that the existing basic left turn treatment (BAL) and basic right turn treatment (BAR) are adequate when taking into consideration the additional traffic movements of the proposed Farm 10.

To address objector concerns about heavy vehicles and the impact on roads and the amenity of residents it is reasonable that if a planning permit is to issue to require a Traffic Management Plan that addresses mattes such as:

- Haulage routes to and from the broiler farm utilising pre-approved heavy vehicle routes.
- Securing of litter loads to prevent dust and particle emissions.

Car parking

The use of land for a broiler farm is not a listed within Table 1: Car Parking Requirements at Clause 52.06-5 of the Planning Scheme. As such, and in accordance with clause 52.06-6, car parking spaces must be provided to the satisfaction of the Responsible Authority before the use commences.
The application plans do not show the provision of carparking. Considering the proposed number of staff, the nature of the operations, and the proximity of the caretakers' house that provides further car parking, it is considered that this can adequately be addressed by a condition of permit requiring six (6) car parking spaces.

Further, there are areas around the site that may provide informal car parking opportunities, if required, and ample space for trucks to park for deliveries/collections.
Car parking should be constructed to the satisfaction of Council with compacted crushed road and drained.

Land Capability Assessment

A Land Capability Assessment prepared by Provincial Geotechnical P/L and dated 15 January 2024 was submitted with the application to address the needs of the proposed caretaker's house.
This report refers to the subject site as 290 Bald Hill Road Carisbrook, although it does refer to Farm 10. If a planning permit is issued an amended plan condition should require the report to be amended to include the correct address.
It is noted that attachments to the report including the property report and aerial image refer to the correct property.
The LCA is based upon a four (4) bedroom dwelling however has no regard to the operation of the broiler farm.
The General Environmental Duty, Section 25, of the Environment Protection Act 2017 applies to households and businesses and any person doing any activity that creates a risk to human health and the environment from waste or pollution.
If a planning permit is to issue the LCA should be updated to address the broiler farm operation and impact on land capability and to ensure that the General Environmental Duty provisions (Section 25) of the *Environment Protection Act 2017* can be satisfactorily met
It should also address Planning Practice Note PPN55: Planning in open drinking water catchments to ensure the proposed development will not have a detrimental impact on the open drinking water catchment

Biodiversity impacts

A Flora and Fauna Assessment prepared by Mark Trengrove Ecological Services and dated October 2023 was submitted with the application.
A field survey was conducted on 20 September 2023; records were taken of all indigenous vascular plant and dominant exotic plant species.
Observations were made of the existing habitat value; a casual survey was undertaken of vertebrate fauna and vegetation was mapped.
The site was assessed on the same day to determine the value of the site for terrestrial vertebrate fauna.
Pre 1750 EVC mapping of the study area undertaken by DEECA indicates that the study area comprised of EVC 803 Plains Woodland, however the current study records no native vegetation that accords with EVC 803 Plains Woodland.
No native vascular plant species were recorded in the study area.
The whole site consists of relatively consistent cropping paddocks, sown to wheat that carry no native vegetation.
Only one vertebrate faunal species was sighted, and this was the locally significant Australian Raven.
The Flora and Fauna assessment concluded that no native vegetation was recorded for the study area, only one locally significant bird species, Australian Raven, was sighted and there are no implications under the Commonwealth EPCB Act, Clause 52.17 of the Central Goldfields Planning Scheme or the Flora and Fauna Guarantee Act.

The Broiler Code

The Department of Agriculture have provided their consent and provided a detailed assessment of the proposal against the Broiler Code.
There are some deficiencies in the proposal, however nothing that could not be addressed by providing further details.
A review of the Department of Agriculture response is provided earlier in this report, and their response is attached to this report.

Environmental Management Plan

Element 6 (E6): Farm operation and management of the Broiler Code require an Environmental Management Plan (EMP).
It is to included strategies and measures to avoid or minimise environmental risks and contingency actions to manage environmental problems that may arise.
An EMP was submitted with the application material and subsequently provided to Agriculture Victoria for their review.
Agriculture Victoria were satisfied with the submitted EMP and recommended the Odour ERA, EMP and plans form part of any permit to the satisfaction of the Responsible Authority.

Other matters raised in objections and submissions.

Some of the issues raised by objectors such as decreasing property values, compliance with other planning permits and the cumulative impact of broiler farms are not considered a relevant planning consideration.
Decreasing property values has long been held by VCAT not to be a relevant planning consideration.
We can only consider the application before Council and any compliance issues with other planning permits is a potential separate enforcement action for Council to consider.
Cumulative impacts cannot be considered as the proposed broiler farm is classified as a Class B Farm, not a Cluster Farm.
This has been confirmed by both the EPA and Department of Agriculture in their respective responses.

Conclusion

Overall and on balance, the proposal is assessed as being an orderly planning outcome that represents net community benefit and sustainable development for the benefit of present and future generations.
It is appropriate to ensure planning permit conditions adequately deal with operational requirements to ensure the above is achieved.

CONSULTATION/COMMUNICATION

As set out earlier within this report, notice of the application was given in the prescribed form in accordance with section 52 of the Act.
Notice was given by placing a sign at the site, by publishing a notice in the Carisbrook Mercury, and sending it by post. Notice was given to the owners and occupiers of adjoining and surrounding land as well as to the EPA Victoria, while informal notice was also provided to Agriculture Victoria.
As a result, fifty-six (56) objections were received alongside two (2) neutral submissions from the EPA Victoria and Agriculture Victoria.
The matters raised in both the objections and submissions have been addressed in the preceding assessment.
Council's decision on the matter will be communicated to all relevant parties following the Council meeting. Regardless of whether Council decides to grant or refuse a permit, the permit applicant as well as all objectors and submitters will receive a letter advising them of Council's decision and setting out their appeal (or review) rights to VCAT under the Act.

FINANCIAL & RESOURCE IMPLICATIONS

The assessment of planning permit applications is within the normal operational budget of Council.
To assist in the assessment and consideration of both the subject planning permit application and two other applications for proposed broiler farms in the municipality, Council's Planning department commissioned a Traffic and Transport Assessment by Impact Traffic Engineering Pty Ltd. This was prepared and provided for a total cost of $9,460.00 incl. GST.
Should any party appeal Council's decision to VCAT and a review process occurs, additional costs will be incurred.

These situations may arise if:

- Pursuant to section 77 of the Act, the permit applicant applies to VCAT for review of Council's decision to refuse to grant the permit.
- Pursuant to section 79 of the Act, the permit applicant applies to VCAT for review of Council's failure to grant the permit within the prescribed time.
- Pursuant to section 80 of the Act, the permit applicant applies to VCAT for review of any condition in a permit which Council has issued or decided to grant.
- Pursuant to section 82 of the Act, an objector applies to VCAT for review of Council's decision to grant a permit.

RISK MANAGEMENT

This report responds to Councils strategic risks:

Community Well-being - Failure to recognise and manage the impact of changing social and economic conditions on the community by assessing the application under section 60 of the Planning and Environment Act 1987 including giving consideration to amenity impacts, environmental sustainability, and compatibility with surrounding land uses.

Governance - Failure to transparently govern and embrace good governance practices by providing a clear, transparent assessment based on statutory requirements and community input. The report outlines the application details, relevant planning controls, and the rationale for the recommendation, ensuring accountability and informed decision-making.

Legislative compliance - Failure to manage our compliance with relevant legislative requirements by outlining in the report the statutory assessment process, including consideration of all matters required under section 60 of the Act, and documenting public notice and submissions in accordance with legislative requirements.

CONCLUSION

Planning permit application 022-23 seeks approval for the use and development of the land for a Class B broiler farm for up to 400,000 birds and a caretaker's house with associated buildings and works at 3280 Pyrenees Highway Moolort.
A Council resolution/determination is sought on the application as fifty-six (56) objections and two (2) neutral submissions have been received.
The recommendation of this report is that Council, as the Responsible Authority and pursuant to section 61 of the Planning and Environment Act 1987, decides to grant a permit subject to conditions and issue a Notice of Decision to Grant a Permit in respect of planning permit application no. 022-23 for the use and development of the land for a Class B broiler farm for up to 400,000 birds and a caretakers house with associated buildings and works at 3280 Pyrenees Highway, Moolort.

ATTACHMENTS

1. 20241220 022-23 Ag Vic submission [**7.8.1**]
2. 20240509 022-23 EPA submission [**7.8.2**]
3. 20240701 022-23 DTP referral response conditional consent - 3280 Pyrenees Highway Carisbrook [**7.8.3**]
4. 20240516 022-23 GMW referral response conditional consent [**7.8.4**]
5. 20240621 022-23 Plans [**7.8.5**]

Agriculture Victoria

20 December 2024

Tim Wild
Principal Planner, Statutory Planning
Central Goldfields Shire Council
22 Nolan Street,
MARYBOROUGH, VIC, 3465

Email: mail@cgoldshire.vic.gov.au

Dear Tim,

RE: **Planning Permit Application 022-23 Use and development of the land for a class B broiler farm and caretakers house with associated buildings and works and alteration of access to a Transport Zone 2.**

Land at: **3280 Pyrenees Highway CARISBROOK 3464**
LOT 6 TP98420

Reference: **022-23**

Thank you for the opportunity to provide comment on further information pursuant to a notice of application under Section 52 of the *Planning and Environment Act, 1987*.

This advice must be read in conjunction with the Agriculture Victoria initial referral response dated 12 November 2024

The advice provided in this letter relates to:

1. Review of updated documents

1. Review of updated documents

Agriculture Victoria has reviewed the following provided supporting documentation:

- 022-23 Planning Report – Farm 10, November 2024
- 022-23 Planning Report (markup) – Farm 10, November 2024
- 022-23 Broiler Farm Proposal Summary
- 022-23 Environmental Management Plan (EMP) – Farm 10, November 2024
- Odour Environmental Risk Assessment – 4 December 2024,
- GHD022-23 Land Capability Assessment

Agriculture Victoria has based our assessment on the requirements of the Victorian Code For Broiler Farms 2009 Plus 2018 Amendments (Broiler Code) with some reference to the following additional sources:

- Planning and environment guideline for establishing meat chicken farms, Guide 1 Assessment guide, November 2021
- National Farm Biosecurity Manual poultry production

Agriculture Victoria provides the following summary based on the Broiler Code Appendix 5: Proposal Summary and Application Checklist

Colour key	
Condition/requirement met, adequate detail provided	
More detail/revision required	
Not addressed	
Condition/requirement not met	

Appendix 5: Checklist for planners: Compliance with Code elements

	Yes / No	Comment	
Element 1: Location, siting and size Through the provision of appropriate setback and separation distances, do the location and size of the broiler farm and the siting of the broiler sheds, temporary litter stockpiles, compost piles and litter spreading areas: • minimise the risk of adverse amenity impacts on nearby existing, planned and potential future sensitive uses as a result of odour, dust and noise?	Gaps	Resolution of mortalities composting design and construction required.	

• not adversely affect the use and development of nearby land? • avoid pollution of ground and surface waters? • avoid adverse impacts on the visual quality of the landscape? • minimise biosecurity risks?			
Standard E1 S1 Amenity protection	Yes		
AM E1 M1.1 Residential Zone >1000m	Yes		
AM E1 M1.2 RLZ >750 m	Yes		
AM E1 M1.3 Meteorological conditions considered	Yes		
AM E1 M1.4 Farm Boundary >100m	Yes		
AM E1 M1.5 Litter stockpile >300m sensitive use	N/A	No litter stockpile proposed	
AM E1 M1.6 litter spreading >20m farm boundary	N/A	Litter to be removed from site	
AM E1 M1.7 litter spreading >100m sensitive use	N/A	Litter to be removed from site	
Standard E1 S2 Waterway protection			
AM E1 M2.1 Vegetative buffer 30m along waterway	N/A	No Waterway identified	
AM E1 M2.2 20m buffer from shed to vegetative buffer	N/A		
AM E1 M2.3 litter stockpile/spreading distance to waterways	N/A	No stockpile or litter spreading proposed	
Standard E1 S3 Protecting the visual quality of the landscape	Yes		
AM E1 M3.1 B&W not on steep slopes	Yes	Site is not steep	
AM E1 M3.2 B&W orientated to follow contours	Yes	Limited site contours	
AM E1 M3.3 existing ridgeline vegetation maintained	Yes	No vegetation removal proposed	
Standard E1 S4 Biosecurity	Yes		
AM E1 M4.1 Separation from other poultry farms	Yes	686m buffer maintained	
AM E1 M4.2 Stockpile >100m from shed	No	Mortalities composting appears to be within 100m of sheds	
AM E1 M4.3 Litter spreading >20 m from shed	N/A	No litter spreading proposed	
Standard E1 S5 Future use and development of neighbouring land			
AM E1 M5.1 Class B separation <50% of neighbouring property	No	Proposal needs to clarify surrounding land ownership	
AM E1 M5.2 Class B neighbouring property retains building parcel	No	Proposal needs to clarify surrounding land ownership	
Element 2: Farm design, layout and construction Is the broiler farm development designed and constructed to minimise the risk of adverse off-site impacts and support the cost-effective operational efficiency of the farm?			
Standard E2 S1 Protecting the visual quality of the landscape	Yes		
AM E2 M1.1 Buildings are constructed in response to the topography of the land	Yes	Screening proposed	
AM E2 M1.2 Sheds clad in non-reflective and natural-coloured materials	Yes		
Standard E2 S2 Efficient farm operation			

AM E2 M2.1 Shed orientation and tunnel fan location	Yes		
AM E2 M2.2 Site designed for efficient operation	Yes		
AM E2 M2.3 Site designed to prevent access by wild bird and vermin	Yes		
AM E2 M2.4 Water availability	Yes		
AM E2 M2.5 Water supply backup	Yes		
AM E2 M2.6 Detail of water treatment system	Yes		
AM E2 M2.7 Feed and water system adjusted as birds grow	Yes	The modern systems proposed have this functionality	
AM E2 M2.8 Nipple drinkers used	Yes		
AM E2 M2.9 Systems designed to minimise feed spills	Yes		
Standard E2 S3 Avoiding environmental impacts from broiler sheds	Yes		
AM E2 M3.1 Concrete hard stand at entrance to sheds	Yes		
AM E2 M3.2 Low permeability shed base	Yes		
AM E2 M3.3 Floor level above natural surface level	Yes		
Standard E2 S4 Noise management			
AM E2 M4.1 design and siting to minimise noise	Yes		
Standard E2 S5 Stormwater drainage			
AM E2 M5.1 Clean stormwater areas separated from areas that broiler farm waste may affect	Yes		
AM E2 M5.2 Stormwater from sheds and hard standing apron areas is collected and managed on site in a dam(s) or tanks within the broiler farm boundary	Yes		
AM E2 M5.3 Stormwater table drains with an appropriate gradient are established	Yes		
AM E2 M5.4 Soil erosion mitigation	N/A	Flat site limits erosion potential	
AM E2 M5.5 Stormwater management consistent with stormwater management plan of the responsible authority	UK	Unknown. Agriculture Victoria is not in the best position to judge this criteria	
AM E2 M5.6 Retaining dams are constructed with the capacity to retain run-off from a one-in-ten-year storm.	Yes		
Element 3: Traffic, site access, on-farm roads and parking Do the location, design and construction of farm access points, internal roads and parking areas support the safe and efficient entry and exit to the site, movement of vehicles and operation of the farm? Do the location, design and construction of farm access points, internal roads and parking areas minimise noise and lighting impacts?	Gaps	• Access point at least 30m inside farm boundary not addressed in materials	
Standard E3 S1 Site access (Standard 1)	No		
AM E3 M1.1 Access points constructed to appropriate standard	No	Not shown on plans	
AM E3 M1.2 Access point at least 30 metres inside boundary	No	Not shown on plans	

Standard E3 S2 Site access (Standard 2)	Yes		
AM E3 M2.1 Vehicle access points are located away from sensitive use	Yes		
AM E3 M2.2 Lighting designed to limit spill	No	No detail provided	
Standard E3 S3 Internal roads and car parking (Standard 1)			
AM E3 M3.1 Internal roads appropriately constructed	Yes	Subject to Council conditions	
AM E3 M3.2 Appropriate parking provided	Yes	Subject to Council conditions	
Standard E3 S4 Internal roads and car parking (Standard 2)			
AM E3 M4.1 Internal roads and parking areas are designed to ensure efficient traffic flow and to reduce the need for vehicles to reverse.	Yes		
AM E3 M4.2 Internal roads and parking areas located away from sensitive use	Yes		
AM E3 M4.3 Lighting baffled	Yes		
Element 4: Landscaping Is landscaping used to minimise the visual impact of broiler sheds and litter storage areas, reduce the risk of light and dust impacts on nearby sensitive uses, and protect, manage and enhance on-farm native vegetation and biodiversity?			
Standard E4 S1 Landscaping			
AM E4 M1.1 Dense vegetation and planting along frontages to public roads and other highly exposed site boundaries to provide screening	No	Vegetation plantings only proposed directly around works area. No screening proposed along roads	
AM E4 M1.2 The landscape plan incorporates a mix of trees and large shrubs	Yes		
AM E4 M1.3 Retains existing trees and native vegetation	Yes	None on the development site	
AM E4 M1.4 Mounds of approximately 2 m high are used if the natural topography and tree planting cannot effectively screen a broiler farm	Yes	Not required in the flat landscape	
AM E4 M1.5 Plantings and vegetation are located no closer than 20 m from the perimeter of the broiler sheds	Yes		
AM E4 M1.6 Unpaved areas around sheds are grassed to prevent soil erosion and minimise the heat load	Yes		
AM E4 M1.7 Ground surfaces that are exposed to erosion are stabilised with ground cover planting	Yes		
AM E4 M1.8 The permit approval requires the establishment of a landscape performance bond, to ensure effective implementation of a landscape plan approved by the responsible authority.	No	No detail provided	
Element 5: Waste management Are measures in place to manage spent litter from the farm operations to minimise odour and dust generation, prevent the pollution of surface water, groundwater and land, and minimise biosecurity risks?	Gaps	• Mortality composting detail and design not provided	

Are measures in place to manage the disposal of dead birds from the farm operations to minimise odour and dust generation, prevent pollution of surface water, groundwater and land, and minimise biosecurity risks? Are measures in place to manage chemical waste from the farm operations to prevent the pollution of surface water, groundwater and land?			
Standard E5 S1 Spent litter	N/A	None proposed	
AM E5 M1.1 Temporary litter stockpiles/compost piles are not visible/screened	No	No detail provided	
AM E5 M1.2 Stockpiles are located to prevent run-off into sensitive areas	No	None proposed	
AM E5 M1.3 Nutrient-rich run-off stockpiles is collected in a sump or dam	No	None proposed	
AM E5 M1.4 Stockpiles are on an impermeable base	No	None proposed	
AM E5 M1.5 Litter application is not on land subject to conditions where there is any risk of nutrient run-off to waterways, surrounding land or groundwater.	N/A	None proposed	
Standard E5 S2 Dead birds			
AM E5 M2.1 Adequate freezers and space for the freezers are provided	N/A		
AM E5 M2.2 Dead bird bins are not left in public view, and the collection vehicle does not come in close proximity to the broiler sheds	No	Not addressed	
AM E5 M2.3 The collection point so the bins are protected from extreme weather conditions; and the site can be easily cleaned in the event of a spill	N/A		
AM E5 M2.4 Dead bird collection vehicles and all containment systems are leak proof and vermin proof	N/A		
Disposal by composting of farm – Approved measures E5 M1.1-1.4 all apply to meet the standard for this system of dead bird management			
AM E5 M2.5 Incineration of dead birds is only in incinerators built for purpose.	N/A	Not proposed	
AM E5 M2.6 On-site burial of dead birds is undertaken only in an emergency situation and with the approval of the relevant authorities	N/A	EMP proposes on-site and off-site removal from site rather than on-site burial	
Standard E5 S3 Chemical waste			
AM E5 M3.1 Secure sheds, with an impermeable concrete base and appropriate bunding	Yes		
Element 6: Farm operation and management (environmental management plan (EMP)) Are measures in place to ensure best practice management of the farm to avoid or minimise the risk of adverse impacts on the surrounding environment and neighbouring sensitive uses? Does the EMP adequately describe the day-to-day operation and management of the farm, including contingency plans? Does the EMP adequately describe the routine auditing program proposed for the farm?	Yes		

Standard E6 S1			
AM E6 M1.1 An environmental management plan (EMP) is developed that is site specific and based on the approved generic EMP	Yes		
AM E6 M1.2 The farm grower / operator maintains and updates (as required) a manual containing the EMP		Not able to be assessed at application stage. A matter for continuing compliance with the Broiler code when farm operational	

Conclusion

The Central Goldfields Shire Council as the responsible authority will have to make a determination as to whether the application for the proposal meets the strategic objectives of the Central Goldfields Planning Scheme.

Agriculture Victoria considers that:

- The Application addresses the requirements of the *Victorian Code for Broiler Farms 2009 (plus 2018 amendments),* subject to amendments as per the following:
    - 022-23 Planning Report – Farm 10, November 2024, is amended to remove reference to Greater Geelong Planning Scheme in contents page 2
    - Construction and site plans are amended to include detail and design for dead bird composting and re-use to the satisfaction of Council (noting references to that activity in 022-23 Planning Report – Farm 10, November 2024, and 022-23 Environmental Management Plan (EMP) – Farm 10, November 2024)
    - Agriculture Victoria have previously noted the application material provides no detail as to the design and construction of the mortality composting pad or the spreading of compost on the land and this is yet to be addressed.
    - Matters raised in Appendix 5: Checklist for planners: Compliance with Code elements as per previous pages.
- The proposed shed location would appear to meet the minimum separation distance requirement of 686m for a Class B broiler farm with 400,000 birds to neighbouring sensitive uses (dwellings).
- The Environment Protection Authority Victoria will be able to provide comment on the suitability of the Odour Environmental Risk Assessment (OERA) and comments that: *sensitive receptors were identified within 2 km of radius from the site as this is generally considered the distance at which sensitive receptors are likely to experience odour nuisance from an odour source. A total of seven receptors have been identified within 2 km of the site boundary to be included in this assessment*. (3.3 Sensitive receptors)

Recommendations

Agriculture Victoria conditionally supports the application 022-23 on LOT 6 TP98420, 3280 Pyrenees Highway, Carisbrook for the use and development of the land for class B broiler farm with a maximum farm capacity of 400,000 birds and recommends that if a permit is granted that:

- The permit 022-23 for LOT 6 TP98420, 3280 Pyrenees Highway, Carisbrook allows: The use and development of the land for class B broiler farm with a maximum farm capacity of 400,000 birds.
- The Odour ERA, Environmental Management Plan and Site Plans are endorsed and form part of any permit issued to the satisfaction of the Responsible Authority.

This letter of advice is provided to Council to assist their assessment of the above planning permit application and any requirement in seeking further information from the applicant as part of its assessment process. The information provided should be considered as advisory in nature to inform Council's determination as the Responsible Authority.

Please provide a copy of Council's decision for our records.

Please contact me if you require any further clarification.

Regards

[redacted]**ks**
Agriculture Victoria Planning and Advisory Service
Agriculture Victoria | Department of Energy, Environment and Climate Action
255 Ferguson Road, Tatura, Victoria 3616
M: 0436 934 574 | E: agvic.planning@agriculture.vic.gov.au

Tim Wild

From: Development Advisory <development.advisory@epa.vic.gov.au>
Sent: Thursday, 9 May 2024 2:59 PM
To: Tim Wild
Subject: EPA Response: planning permit application - 022-23 - 3280 Pyrenees Highway, Carisbrook

[EXTERNAL EMAIL] DO NOT CLICK on links or open attachments in this message unless you recognise the sender and know the contents are safe.

OFFICIAL

Dear Tim,

RE: Planning permit application: 022-23
Proposal: Use and development of the land for a class B broiler farm and caretakers house with associated buildings and works and alteration of access to a Transport Zone 2
Address: 3280 Pyrenees Highway, Carisbrook

Thank you for your correspondence in relation to the above planning permit application, received by Environment Protection Authority (EPA) on 29 April 2024.

EPA is not a statutory referral Authority under Section 55 of the *Planning and Environment Act 1987*, since this proposal:

a) does not require a licence or works approval or amendment to a licence or works approval;
b) is not proposed to be used for an industry or warehouse for a purpose listed in the table to Clause 53.10 shown with a threshold distance not specified or for which the threshold distance cannot be met; and
c) is not a proposed extractive industry intended to be used at a later date for landfill.

The Proposal

EPA understands this permit application is for the use and development of a broiler farm and associated caretaker's residences in a Farming Zone, on Lot 6, TP98420 at 3280 Pyrenees Highway, Carisbrook.

The proposal seeks to use the land for a Class B Broiler farm and associated caretakers residence. The farm will have a maximum capacity of 400,000 birds. Proposed development includes:

- Six (6) broiler sheds.
- A caretakers house.
- 9 feed siloes of approximately 9m in height and 3.4m in diameter.
- An amenities building.
- An energy centre building.
- 3 water storage tanks and a water settling pond.
- An extension of a 150mm PVC water line to the farm from an existing waterline.
- An all weather access road from Pyrenees Highway.

The farm will operate 24 hours a day, 365 days of the year for the primary purpose of growing broilers for chicken meat. The application states that majority of the work and traffic generation will occur between the hours of 7am and 7pm on weekdays, and 7am and 1pm on Saturdays. No information has been provided regarding operations on a Sunday. Bird collection for slaughter will occur during the night, when the birds are asleep and/or largely inactive. Five (5) full time employees will be required to operate the farm.

Based on the information provided, EPA does not object to the proposal. However, Class B broiler farms may pose risks in terms of odour, noise, and dust production. As such, EPA provides the following advice intended to assist Council as the responsible

authority, as well as the proponent, in ensuring the development does not cause harm to the environment, amenity or human health.

Farm classification and recommended minimum separation distances

The "Victorian Code for Broiler Farms 2009 (the Code)" provides a basis for the planning, assessment, and approval of broiler farms in Victoria. Compliance with the Code is mandatory for the establishment of all new broiler farms in Victoria. The Code classifies broiler farms and applies differing assessment requirements, notification, and review rights depending on this classification.

The Code establishes minimum separation distances required between broiler farms and sensitive uses to minimise any off-site impacts of the industry. In accordance with Formula 1 of the Code and a farm capacity of up to 400,000 the required distance for this proposal is calculated to be 686m. This distance is met by the proposal, with the closest sensitive receptors being 1116m to the broiler sheds.

Under the Code, the proposed farm is therefore classified as a Class B Broiler Farm as:

- The proposed farm capacity will not exceed 400,000 birds; and
- The development can meet the minimum separation distance requirement (as defined by Formula 1 of the Victorian Code for Broiler Farms 2009), with this distance not being fully contained within the broiler farm boundary.

Therefore, the farm does not require an Odour Environmental Risk Assessment (Odour ERA) for the development to proceed.

State of Knowledge and Expectations under the General Environmental Duty

EPA advises that the *Environment Protection Act 2017* came into effect on 1 July 2021.

The general environmental duty (GED) forms the centrepiece of the new laws. It describes that all Victorians have an obligation to prevent risks to human health or the environment by understanding those risks and taking reasonably practicable steps to eliminate or minimise them. This includes being familiar with the state of knowledge associated with a practice.

The concept of 'state of knowledge' describes the body of accepted knowledge that is known, or ought to be known, about the risks to human health or the environment which a specific practice or industry presents, including any knowledge relating to industry best practice methods of risk minimisation or management.

EPA considers that the publication "Planning and Environment Guideline for Establishing Meat Chicken Farms (2021) (the Guideline)" produced by AgriFutures is key to the current state of knowledge relating to broiler farms:

- Guide 1: Assessment guide (Australian industry standard), https://agrifutures.com.au/product/planning-and-environment-guideline-forestablishing-meat-chicken-farms-guide-1-assessment-guide/
- Guide 2: Applicant guide (Australian industry standard), https://agrifutures.com.au/product/planning-and-environment-guideline-forestablishing-meat-chicken-farms-guide-2-applicant-guide/

EPA considers it may therefore be appropriate for Council to ensure that the permit applicant is familiar with the publication, and additionally understands and is fully aware of their duties under the GED in the management of their business.

Conclusions and Recommendations

In line with the Victorian Code for Broiler Farms 2009 (plus 2018 amendments), EPA confirms that:

- The proposal is classified as a Class B Broiler Farm.

EPA is working with industry and the community to help them understand how to fulfil their obligations under the amended *Environment Protection Act 2017* and GED, by providing guidance, advice, and other support. Abiding by the GED is vital to proper management of risk in this proposal, both during and after development. Current state of knowledge relating to broiler farms suggests that the proponent may make themselves familiar with the Guideline in addition to the Code, and Council may wish to remind or notify them of their duties under the GED.

EPA advises that the proposal should adhere to any and all requirements set out by AgVic.

Should a permit be issued, EPA recommends the inclusion of the following permit note to ensure that these new duties under the *Environment Protection Act 2017* are understood.

A. The *Environment Protection Act 2017* came into effect on 1 July 2021 and imposes new duties on individuals and/ or businesses undertaking the activity permitted by this permit. If your business engages in activities that may give rise to a risk to human health or the environment from pollution or waste, you must understand those risks and take action to minimise them as far as reasonably practicable.

   For further information on what the laws mean for Victorian businesses go to: https://www.epa.vic.gov.au/for-business/new-laws-and-your-business

   For further information on what the new laws will mean for individuals and the community go to: https://www.epa.vic.gov.au/about-epa/laws/new-laws/the-new-act-for-the-community

General comments & further guidance

EPA is working with industry and the community to help them understand how to fulfil their obligations under the *Environment Protection Act* 2017 and the GED, by providing guidance, advice, and other support.

The following guidance material will assist with the application of the environment protection framework:

- EPA Publication 1961: Guideline For Assessing and Minimising Air Pollution https://www.epa.vic.gov.au/about-epa/publications/1961
- EPA Publication 1695.1: Assessing and controlling risk: A guide for business provides businesses with a risk management framework that can be applied to help prevent harm to human health and the environment. https://www.epa.vic.gov.au/about-epa/publications/1695-1
- Civil construction, building and demolition guide, EPA Publication 1834 https://www.epa.vic.gov.au/about-epa/publications/1834
- Guidance of assessing odour, EPA Publication 1883, https://www.epa.vic.gov.au/about-epa/publications/1883
- Reasonably practicable, EPA Publication 1856, https://www.epa.vic.gov.au/about-epa/publications/1856
- Industry guidance: supporting you to comply with the general environmental duty, EPA Publication 1741.1, https://www.epa.vic.gov.au/about-epa/publications/1741-1
- Guide to the Environment Reference Standard, EPA Publication 1992, https://www.epa.vic.gov.au/about-epa/publications/1992
- Victorian Code for Broiler Farms 2009 (Plus 2018 amendments), published by the Department of Primary Industries and dated September 2009 https://agriculture.vic.gov.au/farm-management/planning-and-farm-development/information-for-applicants/broiler-farms
- General Environment Duty, EPA website, https://www.epa.vic.gov.au/for-business/new-laws-and-your-business/general-environmental-duty
- Understanding your environmental obligations, EPA website, https://www.epa.vic.gov.au/for-business/new-laws-and-your%20business/understanding-your-environmental-obligations

If you require additional information or would like to discuss this matter, please contact me on 1300 EPA VIC (1300 372 842).

Kind regards,

[redacted]
Planning Advisor
Development Advisory

EPA VICTORIA

E [redacted]

P 1300 372 842
A 200 Victoria St, Carlton

epa.vic.gov.au

From: Tim Wild [redacted]
Sent: Monday, April 29, 2024 2:23 PM
To: Development Advisory <development.advisory@epa.vic.gov.au>
Subject: Non-statutory provision of planning permit application - 022-23 - 3280 Pyrenees Highway, Carisbrook

[redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear EPA,

We are writing to you regarding a recent planning permit application (ref. 022-23) at 3280 Pyrenees Highway, Carisbrook. The proposal is for a 'Class B' Broiler Farm with related development and up to 400,000 birds at any one time.

As a Class B Broiler Farm, the application is not subject to a strict notice requirement to the EPA under the Central Goldfields Planning Scheme, which would apply if the proposal were a Special Class Broiler Farm or Farm Cluster. Nonetheless, we are providing the application documentation to you and inviting your comment in a 'non-statutory' sense. If there are any assessment comments you are willing to offer or permit conditions that you suggest are warranted, we would welcome them.

APPLICATION No.	022-23
ADDRESS	3280 Pyrenees Highway, Carisbrook
PROPOSAL DESCRIPTION	Use and development of the land for a class B broiler farm and caretakers house with associated buildings and works and alteration of access to a Transport Zone 2

Should you wish to discuss the matter, please don't hesitate to contact me.

Regards

[redacted]
Principal Planner, Statutory Planning
[redacted]

[redacted]
www.centralgoldfields.vic.gov.au

CENTRAL GOLDFIELDS SHIRE COUNCIL

@CentralGoldfields @CG_Shire

Philip Adams, To the Pyrenees, 2024, oil and acrylic on canvas, 92 x 122cm.

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Philip Adams, Craig Barrett and Jackie Gorring

18 APRIL TO 14 JULY 2024

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Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

Ref: PPR 45956/24

Tim Wild
Central Goldfields Shire Council
22 Nolan Street
Maryborough VIC 3465

Dear Tim

PLANNING APPLICATION NO.:	**022-23**
DEPARTMENT REFERENCE NO:	**PPR 45956/24**
PROPERTY ADDRESS:	**3280 PYRENEES HIGHWAY, CARISBROOK VIC 3464**

Section 55 – No objection subject to conditions

Thank you for your referral dated 30/4/2024 of the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria has considered this application and does not object if the permit is subject to the following conditions:

1. There must only be a single access point from the subject land to the Pyrenees Highway as shown on the plans appended to the application.
2. The proposed farm (Farm 10) must utilise the existing access.
3. No new access will be permitted.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact [redacted] [redacted] statutory.planning@roads.vic.gov.au

Yours sincerely

[redacted]

[redacted]
A/ Team Leader – Statutory Planning
Under delegation from the Head, Transport for Victoria
1/7/2024

VICTORIA State Government

Cc: Permit applicant

OFFICIAL

GMW Ref: PP-24-00464
Doc ID: A4935626

Central Goldfields Shire Council
Planning Department
mail@cgoldshire.vic.gov.au

16 May 2024

Dear Sir and/or Madam,

Planning Permit Application - Agriculture - Animal Husbandry - Broiler Farm, Caretakers Dwelling & Associated Buildings & Access

Application No.	022-23
Applicant:	Pavilion Farms [redacted]
Location:	3280 Pyrenees Highway CARISBROOK V 11812 F 000 Lot 1 Plan 098420 V 11812 F 000 Lot 3 Plan 098420 V 11812 F 000 Lot 5 Plan 098420 V 11812 F 000 Lot 6 Plan 098420 V 11812 F 000 Lot 4 Plan 98420N

Thank you for your letter and information received 29 April 2024 in accordance with Section 55 of *the Planning and Environment Act 1987.*

Goulburn-Murray Water's (GMW's) areas of interest are surface water and groundwater quality, use and disposal. GMW requires that development proposals do not impact detrimentally on GMW's infrastructure and the flow and quality of surface water and groundwater. Applicants must ensure that any required water supplies are available from an approved source.

GMW understands that the applicant is seeking planning permission for a 6 shed broiler farm, caretakers dwelling, a water retention dam, a amenities and generator room, hot water heating facility room and extension of an existing water pipeline. The property is zoned FZ and is located in the Loddon River (Laanecorie) Special Water Supply Catchment area. A Land Capability Assessment has been provided outlining that the site can accommodate a conventional wastewater treatment system.

Based on the information provided and in accordance with Section 56 (b) of *the Planning and Environment Act 1987*, Goulburn-Murray Water has no objection to this planning permit being granted subject to the following conditions:

1. All construction and ongoing activities must be in accordance with EPA Publication 1834.1 Civil Construction, Building and Demolition Guide (September 2023).

PO Box 165 Tatura Victoria 3616 Australia
reception@gmwater.com.au
1800 013 357
www.gmwater.com.au
ABN: 46 761 336 846

OFFICIAL

2. All domestic wastewater from the dwelling and amenities buildings must be treated and disposed of using an approved system. The system must have a certificate of conformity issued by the Conformity Assessment Body (or equivalent approval) and be installed, operated and maintained in accordance with the relevant Australian Standard and EPA Code of Practice.

3. All wastewater disposal areas must be located at least: 100m from any waterways, 40m from any drainage lines, 60m from any dams, and 20m from any bores.

4. The development must be undertaken in accordance with the requirements of the Victorian Code for Broiler Farms, 2009 (including 2018 amendments).

5. The broiler sheds must be located at least 50m from all waterways/drainage lines.

6. The floor of the sheds must be constructed with an impervious surface such as concrete or of clay compacted to achieve a design permeability of 1 x 10^{-9} m/sec. The shed must be designed to ensure that all litter can be retained within the shed until removal is required.

7. Contaminated litter removed from the sheds must be transported off site by an approved contractor to an approved site.

8. There must be no spent litter from the sheds stockpiled on the site. Any temporary storage areas for wet litter must have an impermeable base and bunding to ensure contaminated run-off does not discharge from the temporary storage area.

9. No land application of contaminated litter is to occur.

10. Stormwater and drainage from hard stand areas and the areas around the shed must be directed to a retention dam which must be designed with a capacity and freeboard to enable the run-off from a 1 in 10 year storm to be retained. Any overflow from the dam must not cause erosion.

11. The retention dam must be lined with an impervious liner and if clay is used it must be compacted to a seepage rate of not greater than 1 x 10^{-9} m/sec. The dam must be operated to a minimum level to ensure the liner does not dry our and crack. There must be no overflow of water from the dam directed to any waterways.

12. All soil removed during construction of the dam must be reused, stabilized or vegetated on-site to ensure that no sediment can be transported of-site.

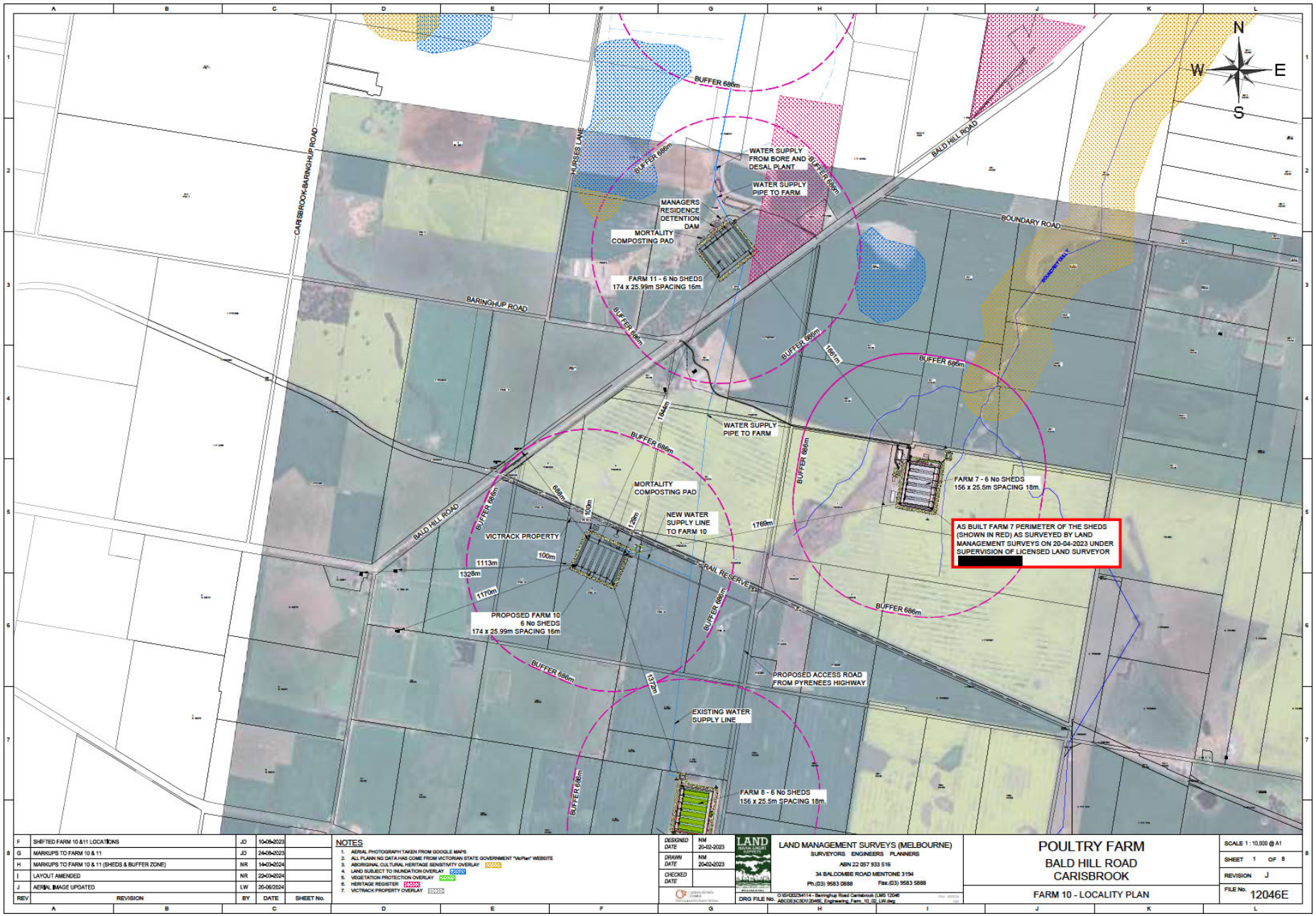
13. All dead birds must be disposed of off-site or managed on-site to the satisfaction of the Environment Protection Authority.

14. Any chemicals stored on-site must be kept in accordance with the EPA Publication 1698 Liquid Storage and Handling Guidelines (June 2018).

If you require further information please e-mail propertyservices@gmwater.com.au or contact 1800 013 357.

Yours sincerely

[redacted]
PROPERTY MANAGER
Per: (Original signed by [redacted])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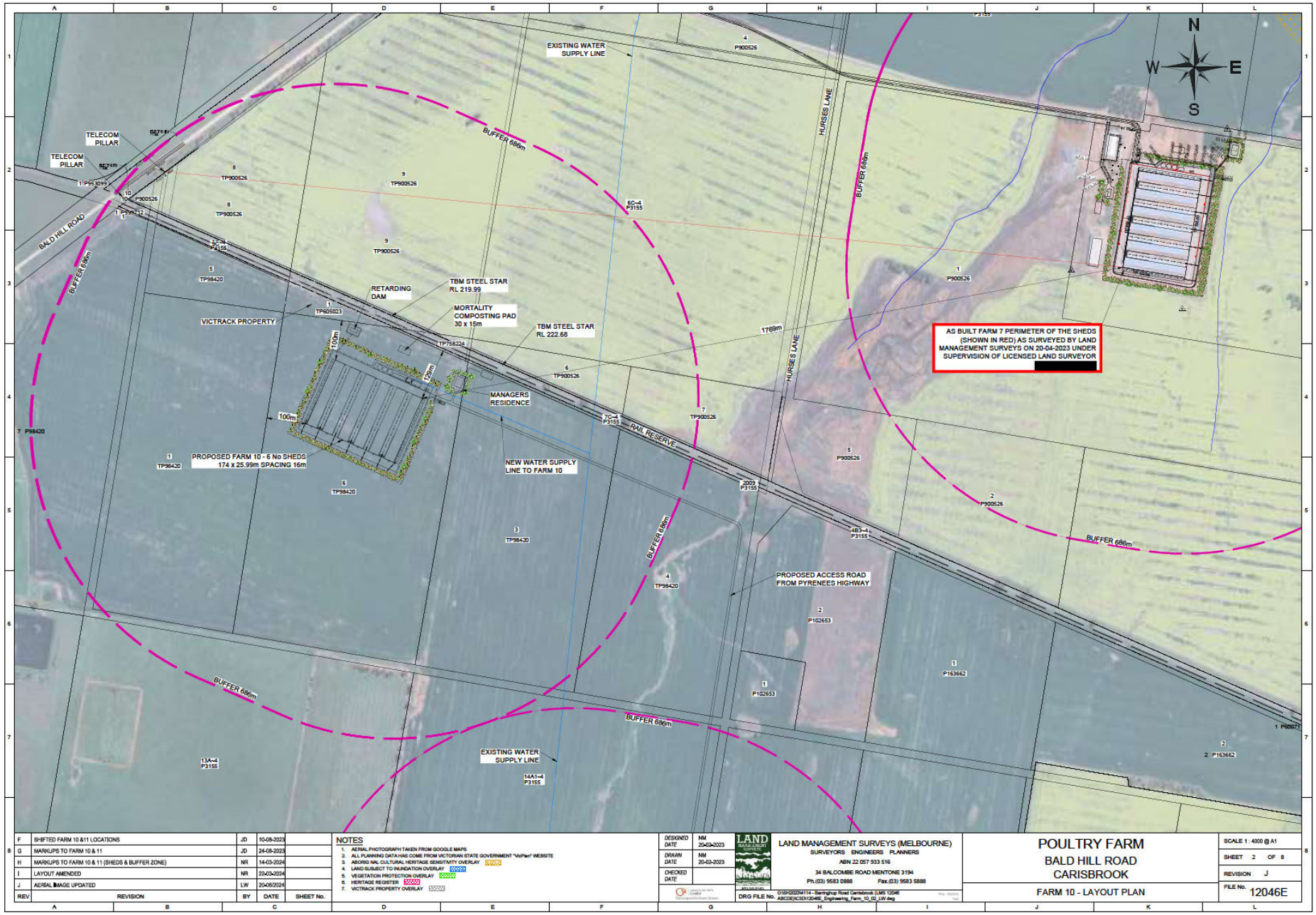
BUFFER 686m
CARISBROOK-BARINGHUP ROAD
HORSES LANE
BALD HILL ROAD
WATER SUPPLY FROM BORE AND DESAL PLANT
WATER SUPPLY PIPE TO FARM
MANAGERS RESIDENCE DETENTION DAM
MORTALITY COMPOSTING PAD
BOUNDARY ROAD
FARM 11 - 6 No SHEDS 174 x 25.99m SPACING 16m.
BARINGHUP ROAD
1861m
1844m
WATER SUPPLY PIPE TO FARM
FARM 7 - 6 No SHEDS 156 x 25.5m SPACING 18m.
MORTALITY COMPOSTING PAD
NEW WATER SUPPLY LINE TO FARM 10
VICTRACK PROPERTY
1769m
AS BUILT FARM 7 PERIMETER OF THE SHEDS (SHOWN IN RED) AS SURVEYED BY LAND MANAGEMENT SURVEYS ON 20-04-2023 UNDER SUPERVISION OF LICENSED LAND SURVEYOR
[redacted]
RAIL RESERVE
1113m
1328m
1170m
100m
PROPOSED FARM 10 6 No SHEDS 174 x 25.99m SPACING 16m
PROPOSED ACCESS ROAD FROM PYRENEES HIGHWAY
1372m
EXISTING WATER SUPPLY LINE
FARM 8 - 6 No SHEDS 156 x 25.5m SPACING 18m.
F SHIFTED FARM 10 &11 LOCATIONS JD 10-06-2023
G MARKUPS TO FARM 10 & 11 JD 24-05-2023
H MARKUPS TO FARM 10 & 11 (SHEDS & BUFFER ZONE) NR 14-03-2024
I LAYOUT AMENDED NR 22-03-2024
J AERIAL IMAGE UPDATED LW 20-06-2024
REV REVISION BY DATE SHEET No.
NOTES
1. AERIAL PHOTOGRAPH TAKEN FROM GOOGLE MAPS
2. ALL PLANN NG DATA HAS COME FROM VICTORIAN STATE GOVERNMENT "VicPlan" WEBSITE
3. ABORIGINAL CULTURAL HERITAGE SENSITIVITY OVERLAY
4. LAND SUBJECT TO INUNDATION OVERLAY
5. VEGETATION PROTECTION OVERLAY
6. HERITAGE REGISTER
7. VICTRACK PROPERTY OVERLAY
DESIGNED DATE NM 20-02-2023
DRAWN DATE NM 20-02-2023
CHECKED DATE
DRG FILE No.
LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888
POULTRY FARM
BALD HILL ROAD
CARISBROOK
FARM 10 - LOCALITY PLAN
SCALE 1 : 10,000 @ A1
SHEET 1 OF 8
REVISION J
FILE No. 12046E


EXISTING WATER SUPPLY LINE
HURSES LANE
BUFFER 686m
TELECOM PILLAR
BALD HILL ROAD
RETARDING DAM
TBM STEEL STAR RL 219.99
MORTALITY COMPOSTING PAD 30 x 15m
TBM STEEL STAR RL 222.68
VICTRACK PROPERTY
MANAGERS RESIDENCE
RAIL RESERVE
PROPOSED FARM 10 - 6 No SHEDS 174 x 25.99m SPACING 16m
NEW WATER SUPPLY LINE TO FARM 10
PROPOSED ACCESS ROAD FROM PYRENEES HIGHWAY
AS BUILT FARM 7 PERIMETER OF THE SHEDS (SHOWN IN RED) AS SURVEYED BY LAND MANAGEMENT SURVEYS ON 20-04-2023 UNDER SUPERVISION OF LICENSED LAND SURVEYOR
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4. LAND SUBJECT TO INUNDATION OVERLAY
5. VEGETATION PROTECTION OVERLAY
6. HERITAGE REGISTER
7. VICTRACK PROPERTY OVERLAY
F SHIFTED FARM 10 &11 LOCATIONS JD 10-08-2023
G MARKUPS TO FARM 10 & 11 JD 24-08-2023
H MARKUPS TO FARM 10 & 11 (SHEDS & BUFFER ZONE) NR 14-03-2024
I LAYOUT AMENDED NR 22-05-2024
J AERIAL IMAGE UPDATED LW 20-06-2024
REV REVISION BY DATE SHEET No.
DESIGNED NM 20-03-2023
DRAWN NM 20-03-2023
CHECKED
DRG FILE No.
LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888
POULTRY FARM
BALD HILL ROAD
CARISBROOK
FARM 10 - LAYOUT PLAN
SCALE 1 : 4000 @ A1
SHEET 2 OF 8
REVISION J
FILE No. 12046E

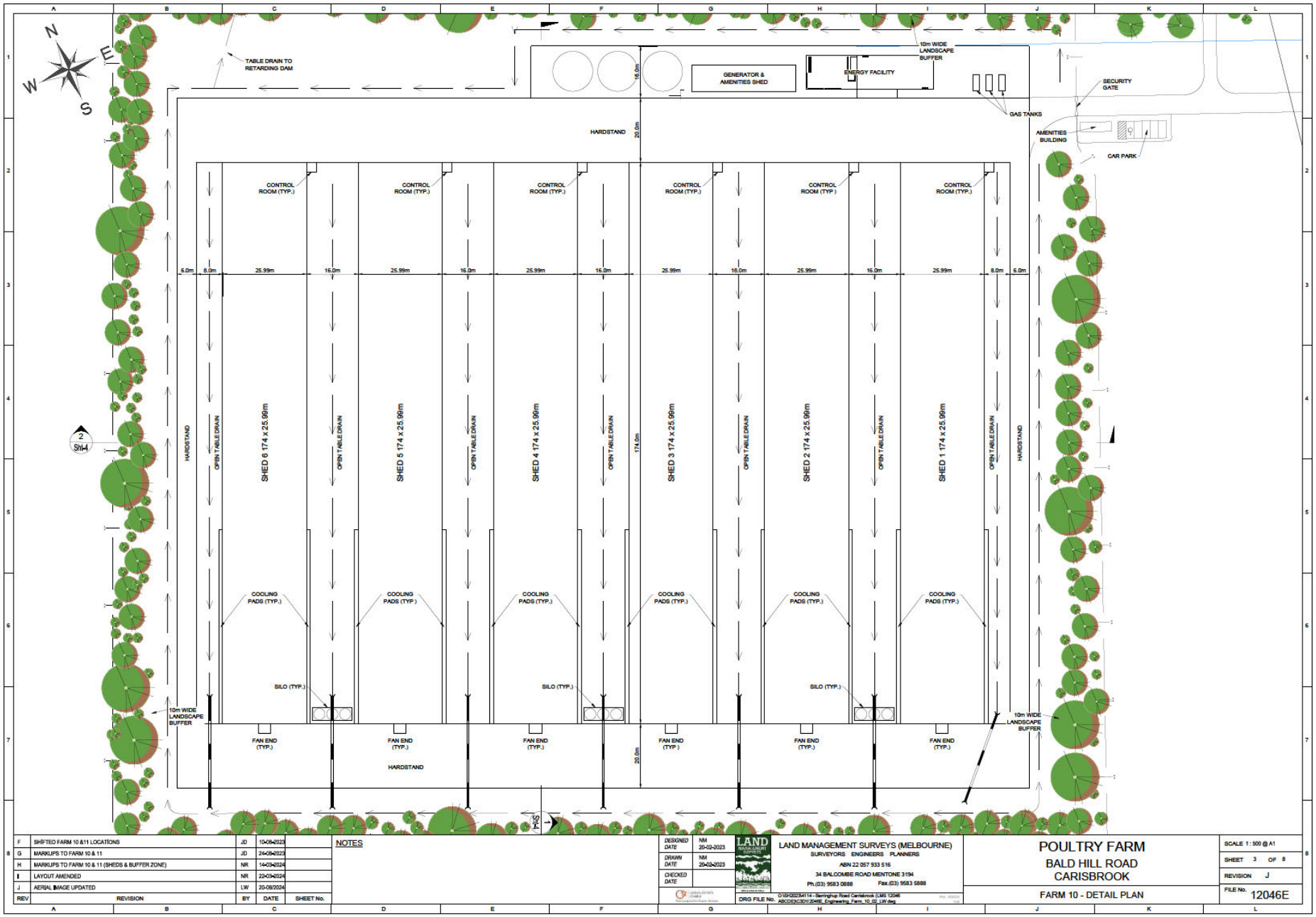
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TABLE DRAIN TO RETARDING DAM
GENERATOR & AMENITIES SHED
ENERGY FACILITY
10m WIDE LANDSCAPE BUFFER
SECURITY GATE
GAS TANKS
AMENITIES BUILDING
CAR PARK
HARDSTAND
CONTROL ROOM (TYP.)
SHED 6 174 x 25.99m
SHED 5 174 x 25.99m
SHED 4 174 x 25.99m
SHED 3 174 x 25.99m
SHED 2 174 x 25.99m
SHED 1 174 x 25.99m
OPEN TABLE DRAIN
COOLING PADS (TYP.)
SILO (TYP.)
FAN END (TYP.)
2 Sht 4
NOTES
F SHIFTED FARM 10 &11 LOCATIONS JD 10-04-2023
G MARKUPS TO FARM 10 & 11 JD 24-04-2023
H MARKUPS TO FARM 10 & 11 (SHEDS & BUFFER ZONE) NR 14-03-2024
I LAYOUT AMENDED NR 22-03-2024
J AERIAL IMAGE UPDATED LW 20-08-2024
REV REVISION BY DATE SHEET No.
DESIGNED NM 26-02-2023
DRAWN NM 26-02-2023
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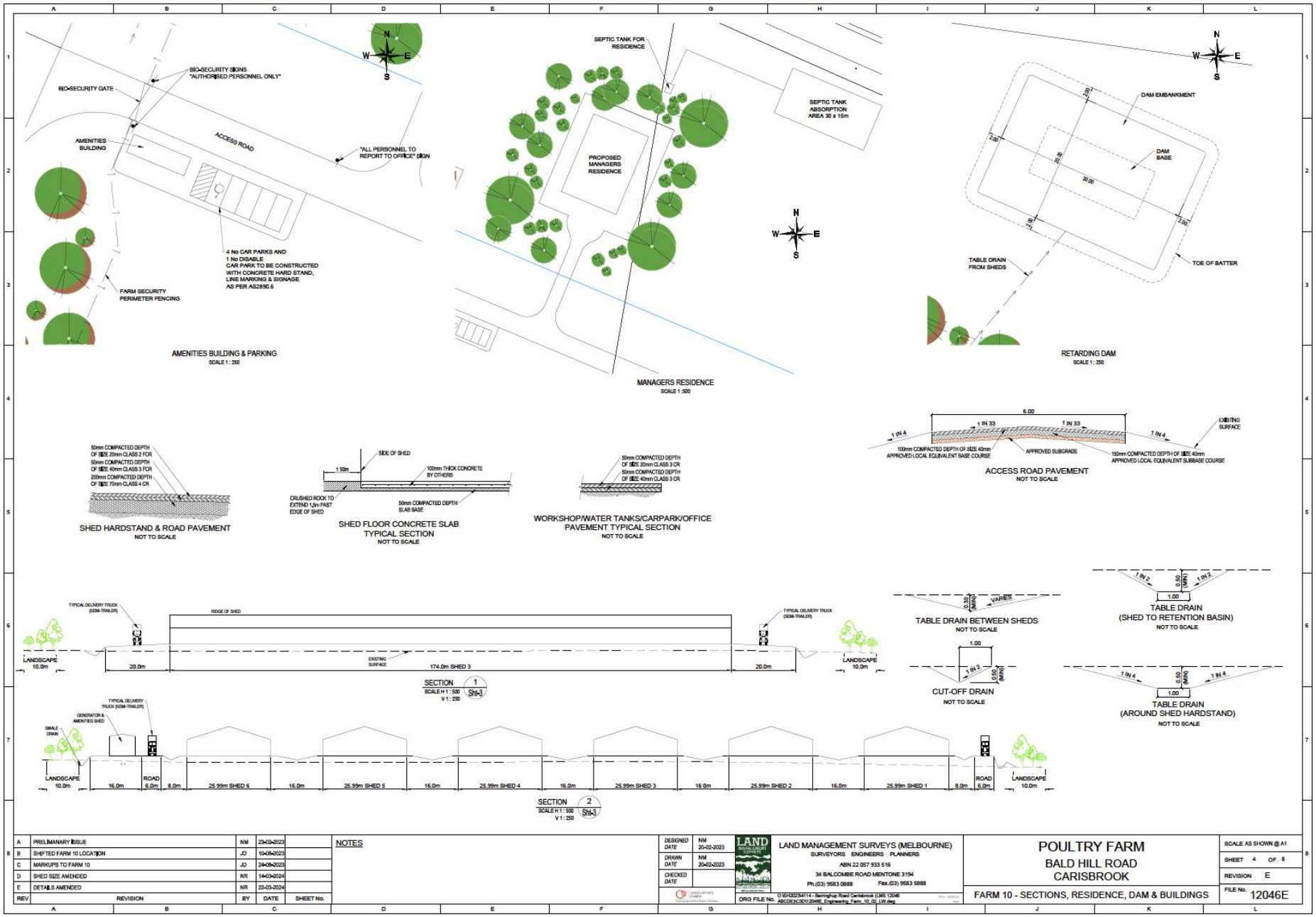
LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888
POULTRY FARM
BALD HILL ROAD
CARISBROOK
FARM 10 - DETAIL PLAN
SCALE 1 : 500 @ A1
SHEET 3 OF 8
REVISION J
FILE No. 12046E



REV	REVISION	BY	DATE	SHEET No.
A	PRELIMINARY ISSUE	NM	23-02-2023	
B	SHIFTED FARM 10 LOCATION	JD	10-05-2023	
C	MARKUPS TO FARM 10	JD	24-05-2023	
D	SHED SIZE AMENDED	NR	14-03-2024	
E	DETAILS AMENDED	NR	22-03-2024	

NOTES

DESIGNED DATE NM 20-02-2023
DRAWN DATE NM 20-02-2023
CHECKED DATE

LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888

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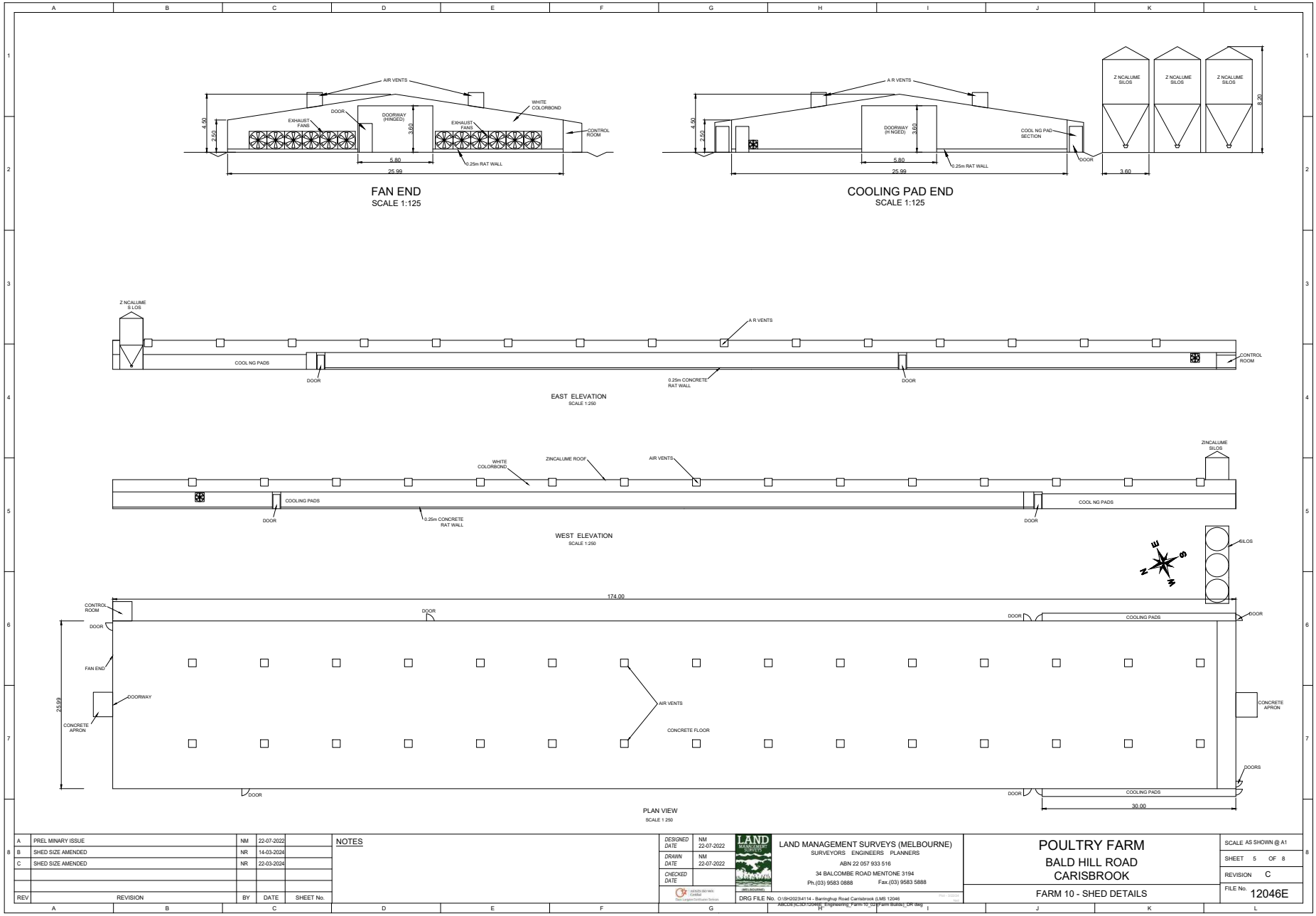
POULTRY FARM
BALD HILL ROAD
CARISBROOK
FARM 10 - SECTIONS, RESIDENCE, DAM & BUILDINGS

SCALE AS SHOWN @ A1
SHEET 4 OF 8
REVISION E
FILE No. 12046E



REV	REVISION	BY	DATE	SHEET No.
A	PREL MINARY ISSUE	NM	22-07-2022	
B	SHED SIZE AMENDED	NR	14-03-2024	
C	SHED SIZE AMENDED	NR	22-03-2024	

NOTES

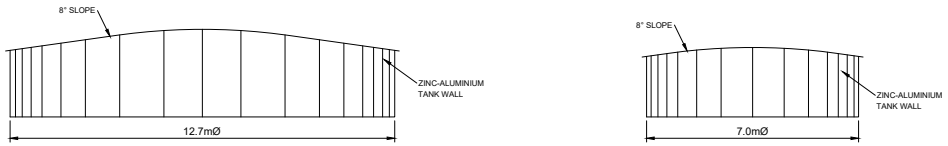
DESIGNED DATE NM 22-07-2022
DRAWN DATE NM 22-07-2022
CHECKED DATE

LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888

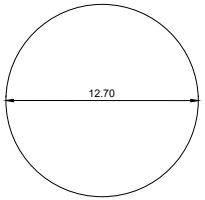
DRG FILE No. O:\SH2023\4114 - Baringhup Road Carisbrook (LMS 12046 ABCDE)\C3D\12046E_Engineering_Farm-10_02\Farm Builds_DR.dwg

POULTRY FARM
BALD HILL ROAD
CARISBROOK
FARM 10 - SHED DETAILS

SCALE AS SHOWN @ A1
SHEET 5 OF 8
REVISION C
FILE No. 12046E



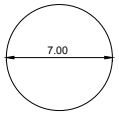
ELEVATION (2x SCALE)
SCALE 1 : 75



PLAN
SCALE 1 : 150

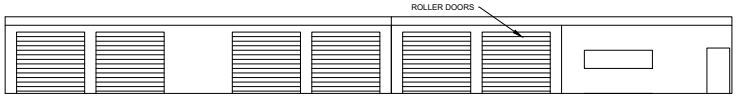
WATER TANK
250,000 LITRES

ELEVATION (2x SCALE)
SCALE 1 : 75

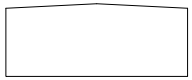


PLAN
SCALE 1 : 150

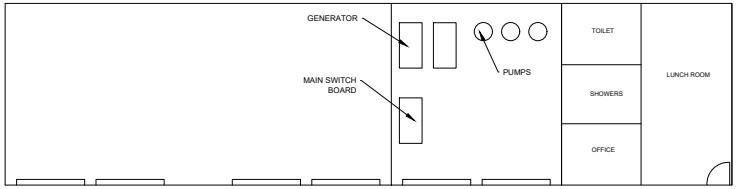
FIRE TANK
72,000 LITRES



FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



PLAN
SCALE 1:100

GENERATOR / AMENITIES ROOM

REV	REVISION	BY	DATE	SHEET No.
A	PREL MINARY ISSUE	NM	23-02-2023	

NOTES

DESIGNED DATE	NM 20-02-2023	
DRAWN DATE	NM 20-02-2023	
CHECKED DATE		

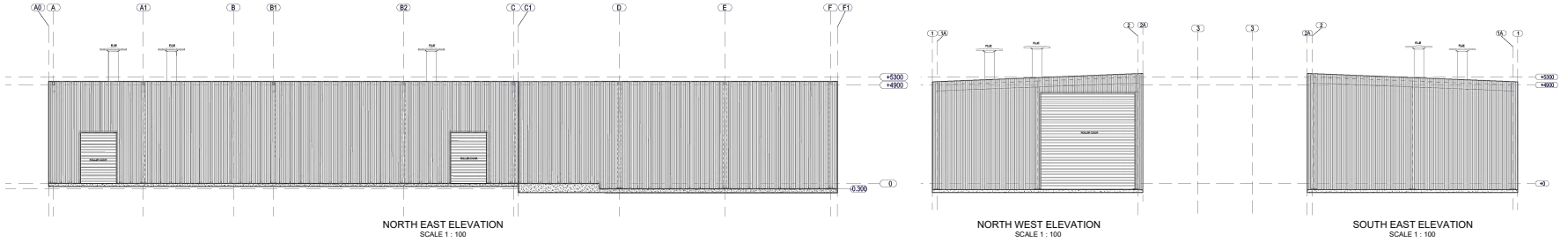
LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888

DRG FILE No. O:\SH2023\4114 - Barinhup Road Carisbrook (LMS 12046 ABCDE)\C3D\12046E_Engineering_Farm-10_02\Farm Bldgs_DR.dwg

POULTRY FARM
BALD HILL ROAD
CARISBROOK

FARM 10 - BUILDING DETAILS

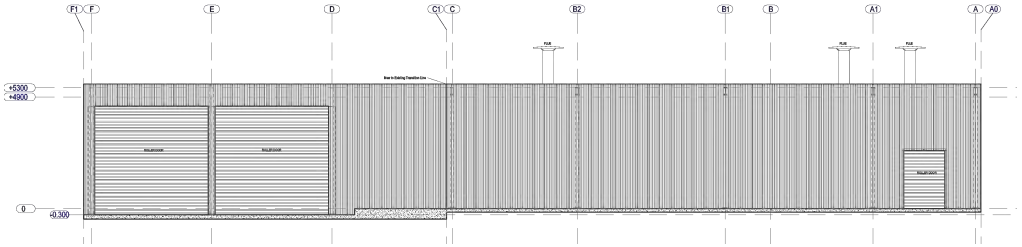
SCALE	AS SHOWN @ A1
SHEET	6 OF 8
REVISION	A
FILE No.	12046E



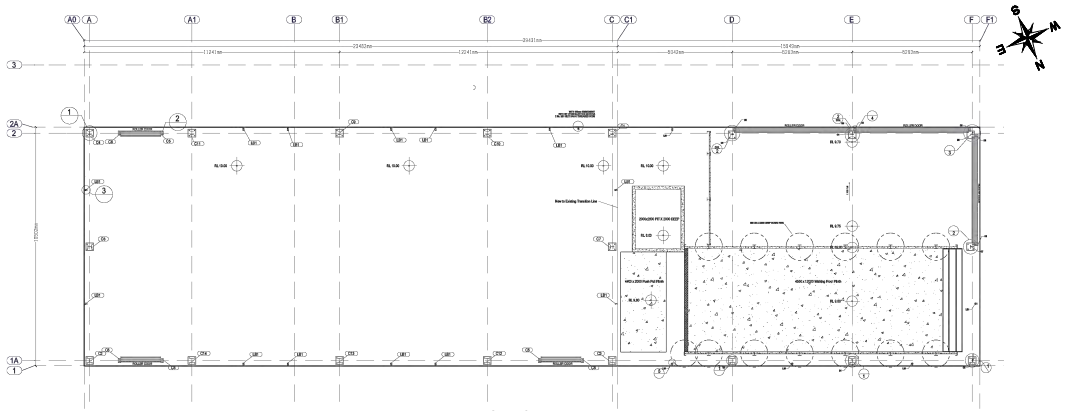
NORTH EAST ELEVATION
SCALE 1 : 100

NORTH WEST ELEVATION
SCALE 1 : 100

SOUTH EAST ELEVATION
SCALE 1 : 100



SOUTH WEST ELEVATION
SCALE 1 : 100



ENERGY FACILITY PLAN
SCALE 1 :100

REV	REVISION	BY	DATE	SHEET No.
A	PREL MINARY ISSUE	NM	23-02-2023	

NOTES

DESIGNED	NM	
DATE	20-202-2023	
DRAWN	NM	
DATE	23-02-2023	
CHECKED		
DATE		

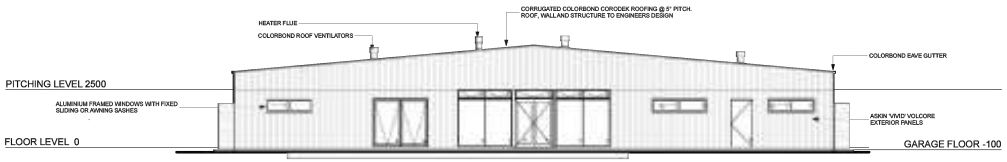
LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888

DRG FILE No. O:\SH2023\4114 - Barinhup Road Carisbrook (LMS 12046 ABCDE)\C3D\12046E_Engineering_Farm-10_02\Farm Bldgs_DR.dwg

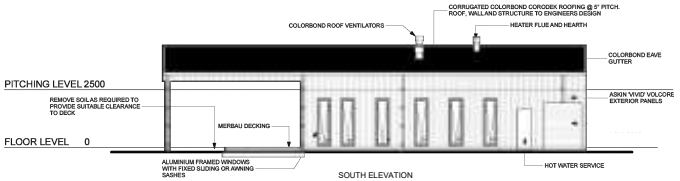
POULTRY FARM
BALD HILL ROAD
CARISBROOK

FARM 10 - ENERGY FACILITY DETAILS

SCALE	AS SHOWN @ A1
SHEET	7 OF 8
REVISION	A
FILE No.	12046E



EAST ELEVATION
SCALE 1 : 100



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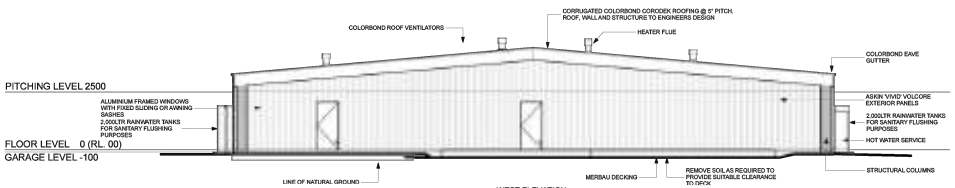
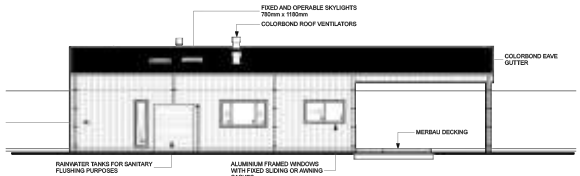
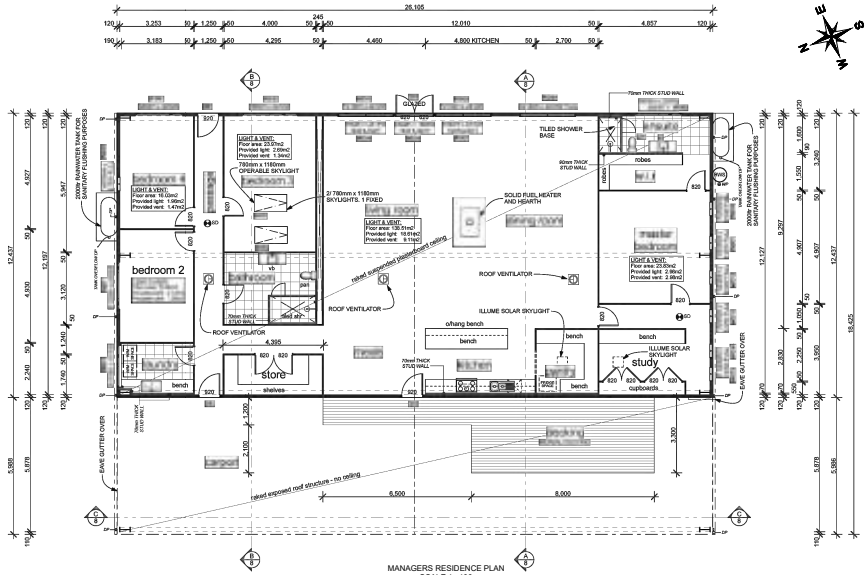
SCALE 1 : 100



WEST ELEVATION
SCALE 1 : 100



NORTH ELEVATION
SCALE 1 : 100



MANAGERS RESIDENCE PLAN
SCALE 1 : 100

REV	REVISION	BY	DATE	SHEET No.
A	HOUSE LAYOUT	NM	23-02-2023	
B	HOUSE LAYOUT AMENDED	DR	15-05-2023	

NOTES

DESIGNED	NM	20-02-2023
DRAWN	NM	20-02-2023
CHECKED		
DATE		

LAND MANAGEMENT SURVEYS (MELBOURNE)
SURVEYORS ENGINEERS PLANNERS
ABN 22 057 933 516
34 BALCOMBE ROAD MENTONE 3194
Ph.(03) 9583 0888 Fax.(03) 9583 5888

DRG FILE No. O:\SH2023\4114 - Baringhup Road Carisbrook (LMS 12046 ABCDE)\C3D\12046E_Engineering_Farm-10_02\Farm Bldgs_DR.dwg

POULTRY FARM
BALD HILL ROAD
CARISBROOK

FARM 10 -MANAGERS RESIDENCE DETAILS

SCALE	AS SHOWN @ A1
SHEET	8 OF 8
REVISION	B
FILE No.	12046E

8 General and other Urgent Business

9 Notices of Motion

Nil

10 Confidential Business

10.0.1 Move into Confidential

RECOMMENDATION

That Council;

1. close the meeting to the public in accordance with the Local Government Act 2020 to consider confidential information and;
2. The Ordinary Council meeting will conclude at the completion of the confidential items.

10.1 Confidential Report

10.0.2 Move out of Confidential

RECOMMENDATION

That Council reopen the meeting to the public.

11 Meeting Closure