

## WALLAN TO HEATHCOTE RAIL TRAIL – FEASIBILITY STUDY AND CONSULTATIONS

ATTACHMENT: FORMAL WRITTEN SUBMISSIONS RECEIVED FROM DEC 2017 up to 6<sup>th</sup> MAR 2018

No:	Submitter details	Submission Summary	Officer Response
1	530 Arkells Lane, Bylands  Directly affected land owner	<p><b>Objection</b></p> <p>The submitter has previously spent substantial money on legal fees and surveyor costs to purchase the disused railway land from the rail authority. The disused land was purchased to ensure that the submitters had unrestricted access and continuous ownership through the entire property. This land purchase has enabled the submitter to consolidate farming operations and avoid extra maintenance costs and safety issues. The submitter objects to the proposed Wallan to Heathcote Rail Trail being located through their property.</p>	<p>The proposed Wallan to Heathcote Rail Trail is currently in the very early stages of planning. While the feasibility study found that the rail trail is feasible from a technical perspective, it also acknowledges that there is significant landholder concern and in some cases opposition to the rail trail traversing private land.</p> <p>The feasibility study has identified sections of the route for short term further investigation and action. These locations are shown within Figure 2 of the Council Report and are generally described as:</p> <ul style="list-style-type: none"> <li>▪ Heathcote to Tooborac</li> <li>▪ Kings Lane to Tooborac</li> <li>▪ McMasters Road to High Camp</li> <li>▪ Tootle Street to Bylands Station</li> <li>▪ Wallan-Wandong-Bylands Arkells Lane</li> </ul> <p>Gaining access to the above five sections of the trail is considered more likely. However, for further work to commence additional funding needs to be obtained.</p> <p>Currently there is no suggestion that Council will seek to apply the Public Acquisition Overlay on any of the proposed rail trail. The specific mechanism</p>

			for securing the land required for the rail trail will vary depending on specific land owner circumstances and needs, and will be the subject of further investigation and landholder consultation.
2	1040 Northern Highway, Bylands  Directly affected land owner	<p><b>Objection</b></p> <p>The proposed Wallan to Heathcote Rail Trail dissects the submitter's property. The submitter is concerned that the proposed trail would result in high crime rates by bringing strangers, drug abusers, thieves and paedophiles to the area.</p> <p>The submitter is concerned that they will need to install and pay for additional security measures on their property and would no longer be able to allow children to play without direct supervision.</p> <p>The submitter is also concerned that users of the rail trail will leave rubbish behind that cannot be digested by livestock therefore adding to environmental pollution. The submitter is also concerned that there will be conflict between livestock (e.g. provoking a bull or impacting on a nursing mother and calf), quadbikes, tractors and cyclists.</p>	<p>While the feasibility study found that the rail trail is feasible from a technical perspective, it also acknowledges that there is significant landholder concern and in some cases opposition to the rail trail traversing private land.</p> <p>The proposed rail trail needs to undergo further planning and design work, before access to the land can be determined and construction can commence.</p> <p>The majority of concerns raised by the submitter relate to operational matters that can be further discussed and problem solved if the proposed rail trail receives further funding for the next stage of planning and design. Community consultation will be a key component of the rail trail planning and development process.</p>
3	510 Arkells Lane, Bylands  Directly affected land owner	<p><b>Objection</b></p> <p>Land owner objects to the proposed Wallan to Heathcote Rail Trail and does not consent to any access to the property or acquisition of the property for the rail trail.</p>	Refer to officer response for submission 1.

4	Wandong Primary School	<b><i>Support</i></b>  The Wandong Primary School Principal supports any process that seeks to provide a Wallan to Heathcote Rail Trail. The submission states that happy and healthy families are vitally important. A Wallan to Heathcote Rail Trail would help families to be active in the outdoors while spending time together.  The submission also states that the Wandong Primary School would love to utilise a Wallan to Heathcote rail trail as part of their intensive bike education program for grade five and six students. A highlight of this program is the students riding their bikes to Wallan and back, a rail trail would significantly add to this program and experience.	Submission noted.
5	Regional bike rider	<b><i>Support</i></b>  Submitter supports the development of any new rail trails. Submitter lives on an existing rail trail at Eurobin (Bright to Wangaratta Rail Trail), the riders are great at keeping the trail clean and submittor has received no trouble from any riders. The trail is well used and is an attraction to the area.	Submission noted.
6	470 Arkells Lane, Bylands  Directly affected land owner	<b><i>Objection</i></b>  Land owner objects to the proposed Wallan to Heathcote Rail Trail and does not consent to any access to the property or property acquisition for the rail trail.	Refer to officer response for submission 1.
7	Common Ground	<b><i>Support</i></b>	Submission noted.

	Yellow Box Road, Seymour	Submitter supports the proposed Wallan to Heathcote Rail Trail. As a regular user of the Great Vic Trail the submitter highly recommends the development of more rail trails.	
8	12 Melrose Drive, Kilmore	<p><b><i>Support</i></b></p> <p>Submitter supports the proposed Wallan to Heathcote Rail Trail, particularly through Kilmore, for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ <i>There is community involvement in its development,</i></li> <li>▪ <i>Cycling is a healthy activity accessible to all groups including wheelchair bound people,</i></li> <li>▪ <i>It is practical use of the original rail trail where minimal preparation of the track and ongoing maintenance is needed.</i></li> <li>▪ <i>It will be another asset to Mitchell Shire, in conjunction with Kilmore Creek Heritage Art Walk.</i></li> <li>▪ <i>The cycle track will be another positive aspect of life and activity in Kilmore in which residents should be grateful and active participants.</i></li> </ul>	Submission noted.
9	Regional bike rider	<p><b><i>Support</i></b></p> <p>Submitter supports the development of further cycle trails through out Victoria. Submitter has previously cycled between Melbourne to Wandong and Wandong to Heathcote, however given the poor infrastructure they have not returned to this route for cycle trips. If the Wallan to Heathcote Rail Trail was built, the submitter would definitely use the trail to visit Heathcote.</p>	Submission noted.

10	Regional bike rider	<b>Support</b>  Submitter supports the Wallan to Heathcote Rail Trail and requests that Mitchell Shire Council seek/contribute to funding its construction. If the rail trail was built it would promote tourism and support healthy lifestyles with less emphasis on road transport.	Submission noted.
11	46 St Andrews Close, Wallan	<b>Support</b>  Submitter has been following the progress of the feasibility study and is keen to see the project come to fruition.  The project offers many benefits to local businesses and the general health of all Victorians. Importantly the proposed trail will provide the “missing link” between Melbourne and Heathcote. When built the trail would provide a continuous path all the way to central Victoria.	Submission noted.
12	Puckapunyal Primary School	<b>Support</b>  The Puckapunyal Primary School Principal supports any process that seeks to provide a Wallan to Heathcote Rail Trail. The submission states that the school promotes healthy and active lifestyles and that their bike-riding program is one aspect of that.  The submission also states that the Puckapunyal Primary School has held an annual multi-day bike ride and camping event for three decades and have utilised the Great Victorian Rail Trail between Tallarook and Mansfield since its opening for this event. They state that the construction of the rail trail would be	Submission noted.

		supported by and utilised by the school every second year for their annual bike ride event.	
13	Friends of the Bendigo to Kilmore Rail Trail (FBKRT) member and WHRT Feasibility Study Steering Committee member	<p><b><i>Support</i></b></p> <p>The submitter notes that there has been some opposition to the proposed rail trail and sets out responses to the issues that have been raised.</p> <p>In summary, the submitter notes that:</p> <ul style="list-style-type: none"> <li>• Rail trails have been shown to be beneficial to small towns and can help some small businesses to remain open by bringing in additional customers</li> <li>• Thefts have not increased anywhere and actually the reverse has occurred</li> <li>• Property values have been shown to increase following the building of a rail trail</li> <li>• Fire risk has not increased following the construction of rail trails elsewhere in Australia.</li> <li>• Other problems such as dogs harassing farm animals and littering have not been significant issues elsewhere in Australia</li> <li>• The submitter is not aware of any bio-security problems arising because of rail trails operating elsewhere in Australia</li> <li>• By working with management authorities, landholders along the trail can end up with improved facilities</li> <li>• Federal and State Governments, as well as organisations such as the Transport Accident</li> </ul>	Submission noted.

		<p>Commission, are investing significant funding in rail trails.</p> <ul style="list-style-type: none"> <li>The proposed WHRT will make Mitchell Shire a hub for cycle tourism, provide a large capital expenditure project in rural areas and provide a much-needed recreational facility for residents of the Shire's townships.</li> </ul> <p>The submitter concludes by asking Mitchell Shire Council to adopt the Feasibility Study and commence planning for the design and to secure funding.</p>	
14	Regional Bike Rider – Lives in Kilmore.	<p><b><i>Support</i></b></p> <p>Submitter supports the Wallan to Heathcote Rail Trail and notes that she and her husband have a hobby which involves travelling around Victoria to ride various rail trails, which includes regular rides along the Bendigo to Heathcote and Great Victorian Rail Trails. The submitter notes that the rail trail would enable them to ride to Kilmore without having to drive first to reach a trail. Also notes it would be great if children could ride to and from school via the bike trail linking Wallan and Kilmore, as presently they are reluctant to allow their children to ride in traffic.</p>	Submission noted.

15	Regional bike rider – Kilmore	<p><b>Support</b></p> <p>The submitter is a member of MBUG, and has been involved in supporting the rail trail feasibility study since its initiation.</p> <p>Submitter urges Council to vote to accept the feasibility study recommendations and outlines that the Wallan to Heathcote Rail Trail would be a wonderful asset to add to Mitchell Shire and the wider Victorian infrastructure. They argue that the Shire desperately needs safe off-road trails close to towns for cycling, walking and horse riding. The submitter rides twice weekly around Kilmore or the wider Shire, and highlights that the choice of routes is limited by the busy roads or no edge on the road. A vote in support of the recommendations is a vote for a safer, healthier future for our community.</p> <p>Submitter urges Council to support this vote at the March meeting.</p>	Submission noted
16	Friends of the Bendigo Kilmore Rail Trail	<p><b>Support</b></p> <p>The Friends of the Bendigo-Kilmore Rail Trail support the Wallan to Heathcote Rail Trail Feasibility Study's final report, and highlight the future benefits to the Mitchell Shire connected communities and businesses. The submitter points out that the creation of such a trail, in stages, would provide new recreational assets for local schools, community groups, and individuals, as well as providing the economic benefits that this study indicates are expected to flow from such an</p>	Submission noted

		<p>active tourist attraction.</p> <p>The submitter provided a link to the Friends of the Bendigo-Kilmore Rail Trail web page '<a href="#">News' posts</a>', for the trail related posts.</p> <p>The submitter notes that the group assisted Australian Cycle Holidays/Cycle Wayz reps to review the O'Keefe Rail Trail, which will then be added to their trail options. The reps were very impressed with both the trail, the related facilities/services, as well as the prospect of a connected Wallan to Heathcote Rail Trail linking Bendigo and the O'Keefe Rail Trail to the Melbourne trail network. The reps also commented on how they see huge benefits should these two rail trails link the Mitchell Shire area and the <a href="#">Great Victorian Rail Trail</a> with Ballarat, via Bendigo and the <a href="#">Goldfields Track (Victoria)</a>.</p>	
17	Axedale Primary School	<p><b><i>Support</i></b></p> <p>Submitter outlines the many benefits the O'Keefe Rail Trail (Bendigo to Heathcote) has brought to the rural community of Axedale. The school has developed a relationship with the Friends of the Kilmore Rail Trail which has led to many benefits for students including improved fitness, mental health, connectedness and partnerships between the school and parents. The submitter outlines many initiatives as a direct result of the O'Keefe Trail including Walk to School month, Ride 2 School Days, Bike Hike, tree planting and benefits to</p>	Submission noted

		<p>the town in terms of community engagement and its visitor economy.</p> <p>The submitter encourages Council to strongly support the opportunity to develop the Wallan to Heathcote Rail Trail to its full potential so that future generations can benefit as Axedale has done from the O'Keefe trail.</p>	
18	Seymour College	<p><b>Support</b></p> <p>Submitter offers support for the proposed rail trail and outlines how the college students use the Great Victorian Rail Trail starting at Tallarook. Benefits to students include healthy lifestyle, team work, understanding road rules and bike safety, and participation in local community events.</p>	Submission noted
19	Health practitioners - Kilmore Physiotherapy Centre	<p><b>Support</b></p> <p>Submitter offers support as health practitioners. Submitter wholeheartedly supports the proposed rail trail from Wallan to Heathcote. If residents can exercise outdoors more it will have enormous health benefits to our region in terms of improved physical fitness and mental wellbeing. In addition, the submitter believes it will bring economic benefit from attracting people from outside our region who are likely to spend money on restaurants, cafes and accommodation. New business may also open such as bicycle shops. Submitter urges council to support the project</p>	Submission noted

20	Rail trail user – Melbourne	<p><b>Support</b></p> <p>Submitter is a resident of suburban Melbourne, and comments that they really enjoy riding rail trails in country Victoria, when they are in good condition</p> <p>Submitter suggests they should be well-built and maintained (preferably a sealed surface), because then the surface will not be affected by heavy rain. All gravel surface trails become rutted and dangerous as the soft surface dries after rain, and the wheel tracks form deep ruts making the trail unpleasant at best and dangerous at its worst. Regular grading would help.</p>	Submission noted
21	Cycle Dindi Committee / Rotary Club of Yea	<p><b>Support</b></p> <p>Submitter writes on behalf of the Cycle Dindi Committee, which is made up of Rotarians from the Yea and Alexandra Rotary clubs to express their support for the proposed Wallan to Heathcote Rail Trail.</p> <p>In April this year the group is conducting the third annual Cycle Dindi event on the GVRT. This is a family friendly event which brings in close to 100 riders and their families, is a charity ride raising funds for a youth outdoor program for our local young people. They encourage our visitors to stay for the weekend in our rural towns which provides an economic boon with spin offs in food and wine, accommodation, nature based tourism and other sectors. Many of their cyclist will return with their families to enjoy the beauty of the trail and the attractions of the region.</p>	Submission noted

		Recreational cycling is a booming industry and rail trails provide for the novice rider, families and more experienced riders. Having the GVRT run directly through their communities is a wonderful addition for those who enjoy regular exercise, fresh air and the outdoors.	
22	Rail trail user – Kilmore	<p><b>Support</b></p> <p>Submitter offers support for the rail trail, stating they love using the existing trails and look forward to the extension through Kilmore</p>	Submission noted
23	Mal Ward – no location provided	<p><b>Support</b></p> <p><b>Submitter</b> urges Council to support the future development of the Rail Trail in the Kilmore-Wallan area and ultimately to Heathcote. Highlights the benefits of active lifestyles and points out that a Rail Trail is a resource that caters for so many different community groups, unlike most single purpose sports grounds and facilities.</p> <p>Submitter argues that families, school groups, senior citizens, those with a disability, are among those in the community that can exercise in a healthy and safe environment. Strolling with a pram, walking, jogging or bike riding can all be enjoyed. Longer Rail Trails, such as the Beechworth to Wangaratta Trail also bring economic benefits to the towns along the route, and when completed to Heathcote people from outside</p>	Submission noted

		<p>the region can be expected to bring these advantages.</p> <p>Highlights the unique opportunity at this point in time start the ball rolling to provide a visionary facility for which you will be thanked by current and future generations.</p>	
24	Wandong History Group Inc	<p><b>Objection</b></p> <p>The submitter raises concerns about the lack of engagement of the Wandong History Group and Wandong Community Group in the consultation about the Feasibility Study.</p> <p>Submitter also has concerns about the absence of consideration of the Heritage Gap Study 2016 and the lack of inclusion of the proposed route in the Wandong/Heathcote Junction Structure Plan currently awaiting approval by the Minister for Planning.</p>	

### 7.3 MITCHELL SHIRE MUNICIPAL EMERGENCY MANAGEMENT PLAN 2018-2021

**Author:** Bryan McCarthy - Emergency Management and Recovery Coordinator

**File No:** EM/09/01

- Attachments:**
1. Mitchell Shire Municipal Emergency Management Plan 2018-2021 [Download](#)
  2. MEMP Explanatory Note [Download](#)
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### SUMMARY

In accordance with the *Emergency Management Act 1986 Part 4 Section 20*, Council is required to develop and maintain a Municipal Emergency Management Plan (MEMP).

The Mitchell Shire MEMP 2018-2021 has been revised and updated to meet current legislative requirements and 'best practice'.

The revised Mitchell Shire MEMP 2018-2021 has been endorsed by the Municipal Emergency Management Planning Committee (MEMPC) 21 February 2018 and is presented to Council for adoption.

Council's current plan was audited 2 July 2015 and is now due for its three (3) yearly audit, which is scheduled for 23 April 2018. The audit is conducted on the latest Council endorsed MEMP.

It is proposed that this revised version of the MEMP be submitted for audit as the most recent MEMP.

### RECOMMENDATION

**THAT** Council adopt the revised and updated Mitchell Shire Municipal Emergency Management Plan 2018-2021.

### BACKGROUND

The Mitchell Shire MEMP 2018-2021 is prepared for and with the authority of Mitchell Shire Council in accordance with the *Emergency Management Act 1986 Part 4 Section 20*.

The MEMP is a multi-agency plan managed by Council. Council is required to establish a multi-agency Municipal Emergency Management Planning Committee, who's primary function is to prepare and endorse the MEMP for consideration by Council.

The MEMP addresses the prevention of, preparedness for, response to and recovery from emergencies within Mitchell Shire and is the result of the cooperative efforts of the members of the Municipal Emergency Management Planning Committee (MEMPC), agencies and organisations in the Hume Region.

The *Emergency Management Act 1986 Part 4 Section 21A* requires the Chief Officer, VicSES to audit the most recently adopted MEMP by Council to assess its compliance with guidelines issued by the Minister. The guidelines ensure that the MEMP is

MITCHELL SHIRE MUNICIPAL EMERGENCY MANAGEMENT PLAN 2018-2021 (CONT.)

compliant with both the *Emergency Management Act 1986*, Emergency Management Guidelines Victoria (EMMV) and other associated emergency management legislation.

VicSES has scheduled the MEMP audit for 23 April 2018.

## ISSUES AND DISCUSSION

The revised and updated MEMP has been developed in conjunction with members of the MEMPC and was endorsed by the committee at its meeting 21 February 2018.

At this point in time, the revised MEMP complies with current legislation and best practice, however it is recognised that the emergency management environment is continually evolving which will require monitoring and updating the MEMP when necessary.

The MEMP reflects the multi-agency nature of emergency management planning at municipal level and clarifies the roles and responsibilities for people and organisations involved in developing and implementing the plan.

## CONSULTATION

The development of the revised and updated MEMP has been undertaken in consultation with the MEMPC committee and its members. Further consultation has occurred with other response, relief and recovery agencies throughout the Hume region.

Other municipalities who have recently or are in the process of reviewing or participating in audits of their MEMP's have also been consulted for advice.

## FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

There is an ongoing requirement for all MEMPC members and their organisations to commit resources to the planning and preparedness for emergencies events.

## POLICY AND LEGISLATIVE IMPLICATIONS

The *Emergency Management Act 1986* and the *Local Government Act 1989*, identifies Council's critical role in Victoria's emergency management arrangements and systems.

The overarching framework for the management of all types of emergencies in Victoria is provided by the *Emergency Management Act 1986* and the State Emergency

MITCHELL SHIRE MUNICIPAL EMERGENCY MANAGEMENT PLAN 2018-2021 (CONT.)

Response and Recovery Planning arrangements contained within the Emergency Management Manual Victoria.

Council adopted its Emergency Management Policy on 20 November 2017 which states that Council will comply with relevant provisions of the *Emergency Management Act 1986*.

Presenting the updated MEMP to VicSES for audit will ensure that Mitchell Shire has a MEMP that does meet the requirements of the *Emergency Management Act 1986 Part 4 Section 20(2)*.

### **SUSTAINABILITY IMPLICATIONS (SOCIAL AND ENVIRONMENTAL)**

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

### **CHARTER OF HUMAN RIGHTS IMPLICATIONS**

The rights protected in the *Charter of Human Rights and Responsibilities Act 2006* were considered in preparing this report and it's determined that the subject matter does not raise any human rights issues.

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

### **CONCLUSION**

The MEMPC recognises that the MEMP needs ongoing monitoring and updating as the emergency management environment changes. Changes and/or amendments to the MEMP are reviewed and considered by the MEMPC at its quarterly meetings before being adopted and included in the MEMP.

The MEMP is fully reviewed, updated and audited every 3 years.

The MEMP is presented to Council for adoption and readiness for the VicSES audit.

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MITCHELL SHIRE MUNICIPAL EMERGENCY MANAGEMENT PLAN 2018-2021 (CONT.)

# **MITCHELL SHIRE COUNCIL**

## **Council Meeting Attachment**

### **ADVOCACY AND COMMUNITY SERVICES**

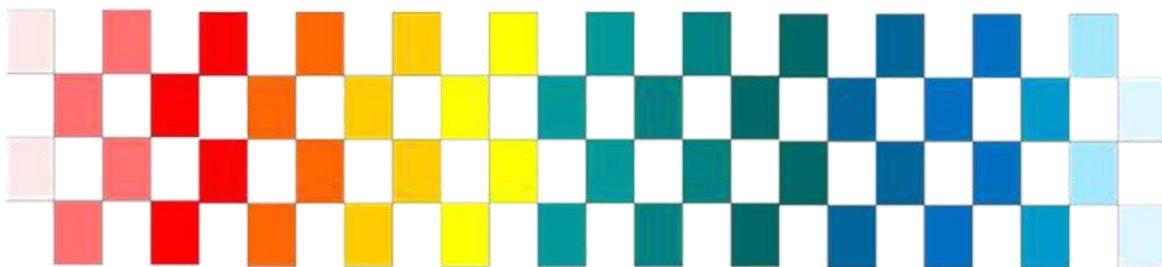
**19 MARCH 2018**

**7.3**

#### **MITCHELL SHIRE MUNICIPAL EMERGENCY MANAGEMENT PLAN 2018-2021**

**Attachment No: 1**

**Mitchell Shire Municipal Emergency  
Management Plan 2018-2021**



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**FOREWORD**

The economic and social effects of emergencies including loss of life, destruction of property, and dislocation of communities are inevitable.

Coping with hazards gives our reason and focus for planning. Hazards exist within all communities whether they are recognised or not.

The Mitchell Shire Municipal Emergency Management Plan (MEMP) has been produced pursuant to the *Emergency Management Act 1986* s20(1) and the *Emergency Management Act 2013*.

This plan addresses the prevention of, response to and recovery from emergencies within Mitchell Shire and is the result of the co-operative efforts of the Municipal Emergency Management Planning Committee (MEMPC) and assistance from Victoria State Emergency Service North East Regional Headquarters, and recognises the previous planning activities of the municipal area.

This plan is a controlled document and should not be reproduced or distributed due to the need for constant updating. Person(s) or Agencies who copy this document do so at the risk of having an out of date version. Application should be made to the MEMPC for inclusion on the distribution list if new or additional copies are required. This plan should be read in conjunction with the Emergency Management Manual Victoria Located on the Emergency Management Victoria website: [Emergency Management Manual Victoria](#)

**Disclaimer:**

No reader should act on the basis of any matter contained in this publication without appreciating that it may be the subject of amendment or revocation from time to time without notice.

The Councillors of Mitchell Shire Council expressly disclaim all and any liability (including liability in negligence) to any person or body in respect of anything and of the consequences of anything done or omitted to be done by any such person or body in reliance, whether total or partial, upon the whole or any part of this publication.

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**Mitchell Shire Municipal Emergency Management Plan**

**Part 1: Introduction**

**1.0 Municipal Statement of Endorsement**

This Plan has been produced by and with the authority of Mitchell Shire Council pursuant to the *Emergency Management Act 1986* Part 4 s20(2) and *Emergency Management Act 2013*.

Mitchell Shire Council understands and accepts its roles and responsibilities as described in the *Emergency Management Act 1986* Part 4.

Mitchell Shire Council and the member agencies of the Municipal Emergency Management Planning Committee (MEMPC) understand that they are the custodian of this Plan on behalf of the community of Mitchell Shire. Responsibility for prevention and preparedness, planning, response and recovery from an emergency lies with each member of the community and the organisations existing or working within the municipality.

The Plan is a result of the co-operative efforts of the MEMPC after consultation with the representatives of those agencies and organisations identified therein.

Endorsed by the MEMPC 21<sup>st</sup> February 2018:

Signed: \_\_\_\_\_ Date: 21<sup>st</sup> February 2018  
Cr Bill Chisholm  
Chair Municipal Emergency Management Planning Committee

Adopted by Mitchell Shire Council 19<sup>th</sup> March 2018 and signed on behalf of Council:

Signed: \_\_\_\_\_ Date: 19<sup>th</sup> March 2018  
David Turnbull  
Chief Executive Officer  
Mitchell Shire Council

**Mitchell Shire Municipal Emergency Management Plan**

**2.0 Certificate of Audit**

Certificate of Audit signed by the Chief Officer VicSES, demonstrates that the Mitchell Shire MEMP was audited in accordance with the MEMP Audit Guidelines 23<sup>rd</sup> April 2018.

The date on the certificate is to be used to ascertain the latest date (required every three years from certification) that the next Municipal Emergency Management Plan Audit is to take place, unless otherwise stated by the Director Operations – Victoria State Emergency Service.

DRAFT

**Mitchell Shire Municipal Emergency Management Plan****3.0 Aim**

The aim of this Plan is to detail the agreed arrangements for the prevention of, preparedness for, the response to, and the recovery from, emergencies that could potentially occur in the municipal district of Mitchell Shire.

**4.0 Objectives**

The broad objectives of this Plan are to:

- a. Identify hazards and risks that may impact on the municipality
- b. Implement measures to prevent or reduce the causes or effects of emergencies
- c. Outline manage arrangements for the utilisation and implementation of municipal resources in response to emergencies
- d. Outline the support arrangements that may be provided to or from adjoining municipalities
- e. Describe the supportive arrangements to assist the affected community to recover following an emergency
- f. Work in accordance with and complement other local, regional and state planning arrangements

**5.0 Authority**

This Plan is developed by the Municipal Emergency Management Planning Committee (MEMPC) pursuant to the requirements of the *Emergency Management Act 1986* Part 4 s20.

This Plan is administered by Mitchell Shire Council, address all enquiries, amendments or comments to:

Municipal Emergency Response Officer  
Mitchell Shire Council  
113 High Street  
Broadford VIC 3658

Ph: (03) 5734 6200

Email: [mero@mitchellshire.vic.gov.au](mailto:mero@mitchellshire.vic.gov.au)

**6.0 Audit Requirements**

Under the *Emergency Management Act 1986*, this Plan is audited by the Chief Officer Operations, Victoria State Emergency Service in accordance the guidelines provided by the Emergency Management Manual Victoria (EMMV).

The purpose of the audit is to assess whether the Plan complies with the guidelines issued by the Coordinator in Chief

The Plan will be submitted for audit at least once every three years.