

STRATHBOGIE SHIRE ROADSIDE MANAGEMENT PLAN



Adopted by Council November 8, 2011



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ACKNOWLEDGMENTS

The Strathbogie Shire Council's Roadside Management Plan (RMP) has been developed, based on similar documents from the former Shires of Euroa and Violet Town. Further, this plan has drawn on the RMP's of Indigo and Delatite Shires.

The Roadside Management Plan has also had valued input from members of Department of Sustainability and Environment (DSE) and Country Fire Authority (CFA).

Council thanks its Environmental Sustainability Committee that contributed their time, effort and expertise to finalise this document.

Special mention should be made of the 'Friends of the Grey Crown Babbler Group', affiliated with the former 'Euroa Environmental Group', for the work contributed in mapping and maintaining data on the Babbler populations, along with their work with the greater community to bring about positive outcomes.

Community understanding and support is the basis of a successful Roadside Management Plan and appreciation is given to community members that have offered assistance, advice and put forward submissions in the various stages in the development of this plan.

GLOSSARY OF TERMS

General Definitions

Conservation Values

- “Low”** Poor condition substantially disturbed and or modified, predominately non-native vegetation, little if any native vegetation on site or adjacent, low natural regenerative capacity and few habitat features. May have some potential for revegetation and habitat improvement however investment in these areas should only be undertaken if there is a clear biodiversity gain.
- “Medium”** Moderate disturbance and weed levels (levels could be high at times if annual grassy weeds dominate seasonally), native vegetation occurs mainly in patches, some capacity for natural regeneration few other habitat features, potential to improve conservation values by changes to management and or revegetation. Probably should be a higher priority for investment or enhancement works than “low” areas.
- “High”** May include some but not necessarily all of the following:
Relatively lower level of disturbance (may be subjected to disturbance historically but has since regenerated), various vegetation layers present although not necessarily all native vegetation occurs across much of the area, low weed levels (may be seasonally high due to annual weeds), support a range of habitats, may form a wildlife corridor, is linked to other native vegetation, the latter should only be considered if the activities do not adversely impact existing biodiversity values. Opportunities should be explored for vegetation and or habitat enhancement works to be conducted on adjacent land to increase biodiversity values.
- “Endemic vegetation”** Vegetation native to a particular locality, including grasses shrubs and trees.
- “Forest”** Vegetation community consisting of trees with between 30-100% foliage.
- “GIS”** Geographic Information System

- “Grassland (native)”** A vegetation community consisting primarily (about 80%) of grassland with only a few trees.
- “Grazing”** Placing livestock on road reserves for the purpose of grazing
- “Groundstorey / understorey”**
Everything growing beneath the tree canopy including shrubs, tree seedlings, low trees, grasses, other herbs, vines, ferns and mosses.
- “Habitat”** The natural home of a plant or animal.
- “Indigenous vegetation”** Native vegetation that occurs naturally in a particular district.
- “Natural regeneration”**
Is the regeneration of endemic species by setting seed or suckering.
- “Native vegetation”** Vegetation which occurs naturally in Australia.
- “Noxious weeds”** Weeds officially declared under the Catchment and Land Protection Act 1994.
- “Pest plants”** A plant that effects the integrity of indigenous vegetation and threatens conservation values in the area.
- “Rehabilitation”** The restoration of a disturbed area of ground and/or vegetation as close as possible to its original condition.
- “Remnant vegetation”** Natural vegetation remaining untouched by European settlement.
- “Revegetation”** Vegetation established by planting seedlings or seed.
- “Wildlife corridors”** Continuous or near continuous vegetation, linking blocks of vegetation, providing important passage and habitat to wildlife.

Road Definitions

- “Arterial Roads”** Formally known as main roads and managed by VicRoads.
- “Clearzone”** An area adjacent to the road surface that should be kept free from features potentially hazardous to errant motorists.
- For new construction projects and revegetation programs, the clearzone shall be as per VicRoads Road Design Guidelines.
- For maintenance purposes, the clearzone shall be as outlined in the Road Management Plan.
- “Municipal Roads”** Open roads that were formally known as local roads managed by Council.
- “Road Formation”** The portion of the road reserve along which vehicles travel. This includes the road pavement, shoulders and the area to the outermost side of the roadside drain, at least to where the drain batter meets the natural surface.
- “Road Reserve”** The total strip of land reserved for transportation purposes from fenceline to fenceline or property boundary to property boundary, (if unfenced).

- “Roadside”** The strip of land between the road formation and the property boundary adjoining the road reserve or where no formation exists, from the property boundary to the centre of the road reserve.
- “Unused Roads”** Closed unused roads.

ABBREVIATIONS

CFA	Country Fire Authority
DAS	Director, Asset Services, Strathbogie Shire Council
DPI	Department of Primary Industries
DSE	Department of Sustainability and Environment
GBCMA	Goulburn Broken Catchment Management Authority
GMSD	Group Manager Sustainable Development
High CS	High Conservation Significance
Moderate CS	Moderate Conservation Significance
Low CS	Low Conservation Significance
MFPS	Municipal Fire Prevention Strategy

1 **BACKGROUND**

1.1 **VISION STATEMENT**

Council's vision for the management of its roadsides is:

The roadsides within the Shire of Strathbogie are well maintained providing safety for the road users and community recognising the multiple values of the roadside and maximising the natural environmental features of the native flora, fauna and natural landscape.

This vision recognises the primacy of road safety for all road users in the management of our roadsides, and we will continue to seek creative and innovative solutions to preserve and/or improve our roadsides.

1.2 **INTRODUCTION**

The Shire of Strathbogie covers approximately 3,500 square kilometres of country ranging from the hilly Strathbogie Ranges in the south, to the flat plains of the Goulburn River Valley, north of the Hume Freeway.

There are almost 2,300kms of roads throughout the Shire of which 95% run through rural areas. The wide variety of roadside vegetation provides a diverse opportunity for roadside management techniques. Road reserves were initially established for transport and property access, but have since evolved to cover a range of other activities including acting as a conduit for services infrastructure. Roadsides are now also highly valued for their native flora (plants) and fauna (animals), as wildlife corridors and for providing catchment erosion and salinity benefits along with their visual appeal.

This roadside management plan provides strategic direction for roadside management within the municipality, linking with other relevant organisations and strategies.

The value and use of roadsides can be summarised into the following categories:

Functional value - safe and efficient services and utilities eg transport, property access, communication, power, gas, water.

Conservation value - preserving our natural resources for the use of present and future generations.

Landscape value - visual appeal (including screening).

Agricultural value - supports growing crops or animals as a shelter/wind break and associated activities eg stock movement, grazing and droving.

Fire Prevention value – management of roadside fire fuel loads reduces community risk from wild fire.

Heritage value - preserving areas of cultural or historical significance for present and future generations.

Recreational value - leisure pursuits e.g. horse riding.

The scope of this document is to provide guidelines and procedures for the protection and enhancement of roadsides, particularly those with conservation significance.

1.3 **EXTENT OF PLAN**

This plan covers all rural road reserves in the Strathbogie Shire, except those arterial roads, highways, or Freeways controlled by VicRoads, and Unused roads which have an agricultural license and are the responsibility of the Department of Sustainability and Environment.

This plan does not alter any responsibilities that Landowners and/or other organisations may have under other relevant legislation, including the Catchment and Land Protection Act (1994), Planning and Environment Act (1987) or Victoria's Native Vegetation Management – a Framework for Action (DSE 2002 and Goulburn Broken Catchment Management Authority Roadside Biodiversity Risk Mitigation Protocols.

The plan is considered an operational plan which sits under the Shire's Environmental Strategy and forms part of the Shire's Local Planning Provisions Framework. The Plan is thus linked directly to the Shire's and State Government's statutory framework.

1.4 REASONS FOR A ROADSIDE MANAGEMENT PLAN

A Roadside management plan is developed and implemented for a number of reasons including:

To Protect, Maintain and Enhance:

- the safe function of the road
- biodiversity values, including native vegetation and native wildlife
- rare or threatened plants and animals
- fauna habitats and wildlife corridors
- cultural and heritage sites
- visual amenity and landscape qualities while at the same time providing shade and shelter for live stock on adjoining land
- water quality
- recreational value
- sources of seed from endemic plants

To Minimise:

- land degradation (salinity, erosion)
- removal of native vegetation
- habitat loss
- habitat degradation
- the spread of weeds and vermin
- spread of soil borne pathogens
- risk and impact of wild fire on life and property
- the disturbance during installation and maintenance of road infrastructure and utility services
- maintenance costs
- conflict over roadside management issues

1.5 Historical background to the Roadside Management Plan

The development of the roadside management plan began in the early 1990s in the former Euroa and Violet Town Shires, with some funding and logistical support provided by the former Roadsides Conservation Advisory Committee. Following the establishment of Strathbogie Shire, a new Roadsides Management Committee was established in 1995 with representatives from Council, Council staff, environment groups, the CFA, landcare, VicRoads and DSE to develop management guidelines for Shire roadsides and help complete the Plan. This Plan builds on this earlier work but encompasses the many changes that have occurred in a planning and legislative sense since that time.

2 ROADSIDE MANAGEMENT OBJECTIVES, GUIDELINES AND ACTIONS

2.1 EDUCATION AND AWARENESS

Awareness and use of plan:

Made available to all Council staff and contractors, Service Authorities, the Country Fire Authority, the Goulburn Broken Catchment Management Authority, Department of Sustainability and Environment, the Department of Infrastructure and the Department of Primary Industries.

Plan to be included in all relevant contracts.

- Shire Staff will receive relevant training in the implementation of this plan.
- Shire to undertake community awareness campaign in conjunction with 3 year reviews.

Action	Responsibility	Timeframe
a) Plan to staff, maintenance contractors etc	DAS	December 2011
b) Plan in applicable contracts	DAS	December 2011
c) Staff training	DAS/GMSD	Ongoing
d) Community education	DAS	December 2011

2.2 INTEGRATION WITH OTHER ORGANISATIONS

Integrate at regional level with Goulburn Broken Regional Catchment Strategy and associated plans. Incorporate Landcare Local Area Plan issues into this plan where practical. To be effective the guidelines and principles underlying this roadside management plan need to be understood and supported by road users and managers, updated regularly and integrated into the plans and activities of other organisations.

Action	Responsibility	Timeframe
Local Area Plans integration	DAS	Ongoing

2.3 PLAN UPDATE

Council to develop an ongoing roadside information system, linked to GIS. Council to review and update all Shire roadsides status on an ongoing basis with available resources incorporating inputs from DSE provided GIS mapping vegetation overlays and in consideration of data provided by conservation groups surveys of flora and fauna.

Action	Responsibility	Timeframe
a) Plan linked to GIS	DAS/GMSD	Dec 2013
b) Triennial plan review	DAS	Dec 2014

3 FUNCTIONAL ISSUES

3.1 UNUSED ROADS

Unused road reserves can provide some of the best examples of remnant vegetation within the municipality. They can contain significant plants and have potential as wildlife corridors. DSE is responsible for declared unused roads which are subject to license. The remaining municipal roads may be declared by Council as public road, listed on Councils road register and managed by Council.

Management of unused road reserves

If licensed - DSE

If declared public road – Council

Otherwise, Council is the coordinating road authority responsible for care and management of municipal roads. However Council may take care and manage of them if it so chooses.

Responsibility for pest plant and animal control remains with the adjoining landowner

3.2 ROAD USERS

A number of impacts on roadsides can come from passing traffic

Littering

Strathbogie Shire Council Compliance Officers will enforce infringements of the Environment Protection Act on Littering, dumping and the containment of transported waste and or other materials.

Council to undertake a community awareness campaigns in conjunction with waste management groups about roadside litter and related issues concerning.

Action	Responsibility	Timeframe
a) Local Laws on Littering to be enforced	GMSD	Ongoing
b) Community awareness campaign in conjunction with GV Resource about roadside litter and covering loads	DAS/GMSD	Ongoing

3.3 ROAD CONSTRUCTION AND MAINTENANCE

Road Maintenance provides a safe and efficient road system, while protecting other roadside values. Primary considerations for road users using, entering or leaving a road the includes maintaining the following;

- Clear zones
- Site distances
- Drainage function

3.3.1 Vegetation removal for road maintenance and repair.

- a) Council to apply to DSE for permits as per DSE document, managing vegetation on roadsides for works not exempt under the Native Vegetation Management “a framework for action”.
- b) Council to consult with relevant conservation groups and DSE about native vegetation removal on High CS and Moderate CS roadsides.
- c) Vegetation felled in a manner that minimises damage to road assets and vegetation. Remaining stumps to be reduced to natural ground level.
- d) Larger felled vegetation containing hollows for habitat to be left unless they are a road safety hazard. Fine fuel is generally recognised as a greater fire hazard than larger felled timber.
- e) Where an excess of fallen material already exists large habitat type vegetation could be negotiated to be pushed into adjacent land as agreed. Therefore taking pressure off roadsides and enhancing offsets.

Action	Responsibility	Timeframe
Council to apply through the Shires planning scheme/DSE for Shire wide ‘clearzone’ maintenance pruning permit.	DAS	Annual
Explore proposal to relocate excess or storm damaged timber for use as habitat or firewood.	DAS/DSE	October 2012

- f) A Planning Permit is required for the removal of any mature native trees in accordance with the relevant legislation unless it is deemed an immediate danger to life or property.
- g) Minimise disturbance to regenerating native vegetation on all roadsides beyond the clearzone.
- h) On High CS and Moderate CS roadsides Council will consult DSE and interested groups about proposed works.
- i) Boundary of works to be clearly defined prior to commencing any work.
- j) Before works begin, plan and identify; vegetation to be retained, areas to be rehabilitated, the location of stockpile and dump sites, machinery and vehicle parking sites, access roads, erosion control and drainage features.
- k) Vegetation to be removed marked within the construction zone.
- l) To minimise root damage and soil compaction, the drip lines of trees to be included within protected vegetation zones, outside the construction zone.
Design drainage systems to minimise damage from water runoff and control erosion.

- m) Machinery and vehicles turned at designated sites. Machinery turn points located in areas that will not disturb native vegetation.

3.3.2 Works

- a) On High CS, and Moderate CS roadsides disturbance limited to the clearzone and cut – off (mitre) drains.
- b) Minimise the number of borrow pits used in construction works.
- c) Confine machinery to the existing road formation unless otherwise directed by the site supervisor.
- d) Spoil from drain clearance operations will be dealt with as follows:
 - Suitable gravel material will be spread over the road formation
 - Unsuitable material maybe spread over the roadside or removed to another location.
- e) The ground level around existing indigenous vegetation maintained.
- f) Sight distances are generally to be maintained according to the classification of the road within Council’s Road Hierarchy and Council’s Service Management Plan.
- g) Materials used for maintenance works to be selected so as to minimise spread of weed or introduce new weeds
- h) Existing clearance distances maintained as per Council’s Services Management Plan. In general, the area kept clear of vegetation is 5metres.
- i) Excess material not to be placed in areas of native vegetation or beneath the canopies of existing trees.
- j) Materials for construction works obtained from disease free and weed free areas.
- k) If suitable (disease and weed free), topsoil to be stored for rehabilitation.

Action	Responsibility	Timeframe
Develop purchasing or procurement protocol to minimize spread of weed through gravel purchase.	DAS	Prior to Contract Specification Preparation

3.3.3 Cleaning Up

- a) After working in weedy or disease affected areas vehicles and machinery to be cleaned of all soil and plant material.
- b) Before working on High CS and Moderate CS sites, machinery cleaned of all soil and plant material.
- c) Disturbed sites rehabilitated as soon as works are completed
- d) Clearance of matter to be as per Council’s Service Management Plan.

3.3.4 Stockpiles and Dumpsites

Director Asset Services or authorised person to designate and approve a set number of stockpile and dump sites at strategic locations.

- b) All statutory authorities and relevant contractors to be provided with a map of designated stockpile and dump sites.
- c) New sites to be located on Low CS roadsides where possible. Moderate CS roadsides may be used if no other sites are available.
- d) No new site on High CS drainage lines, floodways, roadsides adjoining public land, forests and culvert areas.
- e) New site locations selected with consideration to the visual amenity and landscape values.
- f) Monitor stockpiles and dumpsites for weeds taking action if necessary.
- g) Rehabilitate abandoned stockpiles and dumpsites to former condition.

Action	Responsibility	Timeframe
Designate sites at strategic locations	DAS	Prior to Contract Specification Preparation

3.3.5 Site Rehabilitation

- a) Disturbed areas to be restored as close as possible to their original condition. Consider whether it is possible to fell, chip and stockpile indigenous or endemic vegetation in a cleared area for spreading over the site at the completion of works.
- c) Topsoil removed prior to works and stockpiled in a cleared area to spread over the site at completion of works if it is weed and disease free.
- d) If the soil is compacted subsoil loosened prior to spreading topsoil over the site. Ripping to a minimum depth of 250 mm.
- e) Ground levels and natural contours maintained if practical.
- f) Revegetate with native vegetation including understorey, and where possible endemic vegetation. Refer Goulburn Broken Catchment Management Authorities' revegetation guidelines

3.3.6 Machinery storage

Vehicles or machinery to be parked overnight or for an extended period of time in an already cleared area, a designated wayside stop, or private land of Low CS.

3.4 SERVICE UTILITIES

Electricity

The Electrical Safety (Electric Line Clearance) Regulations 2010 sets out the requirements for clearing activities by relevant authorities.

Municipalities are responsible for powerline clearing in declared urban areas in compliance with the Electrical Safety Act 1998. Strathbogie Shire has two declared urban areas being the townships of Euroa and Avenel. The remaining non declared towns in the Shire are the responsibility of the electrical distribution companies.

Powerline clearances in rural areas are the responsibility of the electrical distribution companies unless delegated to another organisation.

An exception for this rule is for plantation trees on a Freeway or Arterial Roads which is the responsibility of VicRoads

Telecommunications

Schedule 3 of the Telecommunications Act 1997, outlines procedures and conditions for the installation and maintenance of communications infrastructure, including consideration for the protection of threatened flora and fauna species.

Gas

The Gas industry Act 2001 outlines the powers as to works subject to consideration of the Road Management Act 2004.

Road Opening Permits

Road Opening Permits are required for all "in ground" works within the road reserve where applicable.

Where possible plan works one year in advance to allow proper planning, consultation and collection of seed for vegetation rehabilitation.

Where conflict exists over the installation of services and conservation of roadside vegetation, Council may arrange a site inspection with interested parties. Inspections, where required, will be to be

arranged by the proponent and should occur at the appropriate time of the year to allow identification of vegetation.

Locate services, where appropriate, on low conservation value roadsides or cleared land adjacent to roadsides.

Consider all options to minimise vegetation loss when vegetation removal is proposed on high or medium conservation value roadsides.

Plan routes based on best available knowledge and take into consideration:

- (a) State or Council policies or agreements
- (b) Significant flora and fauna information
- (c) Sites of cultural or heritage significance
- (d) Maps and guidelines
- (e) Codes of practice of relevant agencies
- (f) Where existing indigenous vegetation is disturbed, rehabilitate the site (as close as practical) to the condition prior to commencement of works.
- (g) After working in weed or disease affected areas, clean vehicles and machinery of all soil and plant debris prior to working on high/moderate conservation value sites.
- (h) Remove all litter and rubbish away from the site after completion of works or burn on site if an appropriate cleared area is available.
- (i) Consider provision of replacement plants to compensate for any native vegetation removed during the works.
- (j) Following trenching works, reinstate roadsides by consolidating backfill and replacing topsoil. Stabilise with indigenous grass seed or sterile rye grass.
- (k) Ensure that staff and contractors involved in the installation or maintenance of services are instructed in vegetation management and rehabilitation techniques.
- (m) Ensure all works of construction and maintenance carried out following the policies and guidelines in this Roadside Management Plan under Road Maintenance and Construction.

3.5 FIRE PREVENTION

Whilst recognizing the need to maintain and enhance roadside conservation values, the protection of human life, built environment and other property is to be maximised where possible by the following means:

- (a) All fire prevention works on roadsides to be undertaken in accordance with Council's Municipal Fire Prevention Strategy and in consideration of the CFA Roadside Fire Management Guidelines.
- (b) On-site meeting of interested parties prior to any fire prevention works on High CS and Moderate CS roadsides.
- (c) Strategic and tactical firebreak roads, rail and river to be integrated across municipal boundaries.
- (d) Fuel loads will be assessed before undertaking fire prevention works, especially along strategic firebreak roads of High CS and Moderate CS. Where possible locate strategic and tactical firebreaks on roadsides or private land of Low CS.
- (e) Commitment to developing long term strategies to reduce roadside fuel loads with strategic and technical fire breaks. The introduction of pasture grasses like Phalaris from adjacent properties contributes largely to the accumulated standing woody dry matter on roadsides in summer. Initiatives need to be put in place to strive for elimination of Phalaris, and the establishment and promotion of shrub patches and native summer growing grasses.

Practices used to reduce fuel loads while enhancing native vegetation:

- (a) **Burning**
Consult with DSE for advice when using frequent fuel reduction burning (this is not always advisable for most species). Hit and miss burning is preferred.

Consider burning winter-cured grasses in late winter or early spring to reduce fuel loads in areas where summer growing grasses (such as kangaroo grass) exist.

Before burning native grasses, determine the affect on weeds present.

(b) **Slashing and mowing**

Burning considered as an alternative to slashing and mowing (in most cases this results in less damage to endemic vegetation).

Mow and slash at a time that retards the growth and prevents the seed set of exotic grasses, and allows for the seed set of endemic understorey.

If possible, slash endemic vegetation no lower than 100 mm above the ground to achieve both conservation and fire prevention objectives.

(c) **Herbicides**

Only use herbicides approved for use in aquatic and sensitive environmental areas and in the low risk groupings of herbicide resistance.

Only to be used by trained operators

Spot spraying preferred.

Endemic understorey avoided where possible.

(d) **Ploughing and grading for fire protection.**

Ploughing and grading roadsides to create firebreaks on roadsides is not permitted. Ploughing and grading disturbs the soil, destroys organic matter or remnant vegetation and encourages weeds.

3.6 FIREWOOD COLLECTION, AND TIMBER AND SEED HARVESTING

Collecting firewood and timber from roadsides has been a common practice, especially where sections of remnant vegetation include dead trees and fallen timber. Firewood collection on roadsides unchecked cannot be considered a sustainable or safe practice.

Conditional Collection is permitted on designated roadsides managed by Council;

Firewood collection on High CS and Moderate CS roadsides is prohibited, excepting for timber stockpiled first. Council will provide a list of roadsides where restrictions apply.

A fee is required to be paid in advance as part of the above licence.

Strict volume controls and other conditions apply for domestic licences.

Only fallen timber can be collected.

Safety considerations, including consideration of other road users must be observed.

Use of Chainsaws is not permitted on days of total fire ban.

Forms of consent, prohibited road listings, and a DSE information brochure, ‘Firewood Collection in Victoria’ can be obtained from Council’s Compliance Department. Council will publicise annually the conditions relating to firewood collection in the shire, police roadsides and undertake enforcement and promotional activities as appropriate. Council staff may be utilized in overseeing the program.

Freeways, Highways, and Arterial Roads (formally Main Roads), fall under the control of VicRoads. VicRoads policy recognizes that the removal of fallen timber from roadsides is environmentally unsustainable and that the collection of roadside timber by members of the public exposes VicRoads to unacceptable risk. For the above reasons VicRoads has a policy of minimizing roadside firewood removal but reserves the right to issue permits under special circumstances.

Harvesting of seed and native flowers/foilage from roadsides

Unrestricted collection will deplete stocks and threaten the survival of native vegetation. While harvesting is permitted under licence it must not compromise conservation values and must comply with DSE Flora Bank Guidelines.

4 CONSERVATION ISSUES

4.1 Protection of Rare, Threatened or Regionally Significant Species and Ecological Communities

The Shire of Strathbogie has many significant vegetation communities along its roadsides and species of plant and animal listed as Vulnerable, Rare, or Threatened. Many native species are almost entirely confined to roadsides and other linear reserves, particularly in areas of the Shire north of the Hume Freeway.

Rare or threatened fauna and ecological communities are protected under a range of state and federal legislation, most importantly the Victorian Flora and Fauna Guarantee Act 1988 and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999. Species and communities listed under the above legislation may have action plans and statements prepared, which guide the protection and recovery of the species or community.

Before commencement of design plans for roadworks etc. the Roadside Conservation Values Map and other information sources should be consulted to determine the known presence of threatened and significant flora and fauna species

Consultation with DSE should occur to determine best practice to prevent or limit impacts on threatened or significant species and communities.

All habitat components will be retained unless they pose a significant hazard as specified by the Municipal Fire Prevention Plan: including dead trees and limbs containing hollows; rocks; logs and leaf litter.

Limit the use of herbicides, ploughing, soil dumping or grading in the vicinity of threatened or significant species and communities.

Consult DSE to establish appropriate burning regimes when fuel reduction is required, as part of the Strathbogie Shire is home to an estimated one third of the State's population of the endangered Grey-Crowned Babbler. Strathbogie Shire also has large populations of other threatened species of animals like the Squirrel Glider, Brush-tailed Phascogale, Swift Parrot and the Tree Goanna.

The Goulburn Broken Catchment Management Authority has produced two field guides relevant to the Shire of Strathbogie. The Species were selected because they either have particular needs or are faced with particular threats. By managing and maintaining populations of those species this will also help to protect many other wildlife species in our region.

- A Wildlife Guide for Landholders in the foothills and upper regions of the Goulburn Broken Catchment.
- A Wildlife Guide for Landholders in the plains and box-ironbark regions of the Goulburn Broken Catchment.

The Grey-crowned Babbler

The Grey-crowned Babbler is listed as an endangered species under the Flora and Fauna Guarantee Act. Approximately one-third of the remaining population of this endangered bird in Victoria is found in Strathbogie Shire, principally along Shire-managed roadsides and on the adjacent land. The Shire therefore has a responsibility under the Act to manage its roadsides to ensure that this species survives. The habitat requirements for the Babbler are; open patches of woodland or box-ironbark forest with a mix of tree cover and open ground; abundant large trees (particularly box eucalypts or Buloke) clumps of mid-range understory and a short sparse ground cover or grass. Known threats include: habitat loss, habitat fragmentation, intensified land use and higher traffic volumes.

An information brochure, Grey-crowned Babbler, Managing an Endangered Species, produced in conjunction with other Shires, DSE, and Birds Australia, is available from the Strathbogie Shire Office.

4.2 BIODIVERSITY MANAGEMENT

Many specific threatening processes have been identified by DSE/DPI and GBCMA that pose a significant threat to the survival or abundance of native vegetation, native flora and fauna or habitat features. Major threats to roadside biodiversity values were identified by the GBCMA as part of its *Goulburn Broken Catchment Roadside Biodiversity Risk Management Protocols (2007)*. These are summarised below:

Potential Impact	Program						
	Road construction & maintenance	Fire prevention works	Livestock movement & grazing	Slashing & spraying	Fence & property access	Roadside rehabilitation	Firewood collection
Native vegetation removed/effected	9	9	9	8	8	8	8
Loss or damage to habitats	9	9	9	8	8	8	8
Accidental pest spread, weeds etc	8	8	8	9	7	7	6
Contamination run-off sediments dust	7	7	7	6	5	5	5
Altered water regimes, drainage etc	6	5	4	4	4	4	4

*Score range is 2-10. Scores of 2-4 indicate lowest risk, 5-7 moderate risk and 8-10 high risk.

In accordance with these risk protocols, management goals for roadside biodiversity conservation in the Shire will generally be as follows:

High Conservation value roadsides: Manage to maintain and improve the biodiversity values of the roadside; minimise impacts of roadside threats as much as possible'

Medium Conservation value roadsides: Manage to ensure that current biodiversity values are at least maintained. Target roadsides with threatened vegetation or threatened species for habitat improvement;

Low Conservation Value roadsides: Control significant weed species listed under the CALP Act, as and when funding becomes available; seek opportunities to enhance or revegetate strategic habitat links.

4.3 VEGETATION REMOVAL

The destruction of native vegetation is to be minimised and undertaken in accordance with State and Regional guidelines. Roadsides fall within the scope of the Victorian Native Vegetation Management, 'A Framework for Action', which sets out the policy framework for ensuring net gain in extent and quality of native vegetation where vegetation removal is permitted to occur.

A planning permit is required from the Council to remove, destroy or lop, native vegetation. Exceptions to the requirement for a permit; Section 52.17 of the Planning Scheme under emergency works where native vegetation presents an immediate risk of personal injury or damage to property. A permit may also be required under archaeological legislation

Considerations regards Vegetation Removal

- Identify live or dead trees for removal prior to works being undertaken
- Consult with interested groups on High CS and Moderate CS roads, prior to works being undertaken.
- Retain dead trees or limbs to provide habitat unless they are unsafe
- Fell vegetation in a direction that minimises damage to surrounding vegetation
- Where possible, contribute to maintaining native vegetation by replacing lost native vegetation with suitable native vegetation in a suitable area

4.4 REVEGETATION AND REHABILITATION

Only natural regeneration on High CS and Moderate CS roadsides.

Native grasslands and native grassy woodland should not be removed to plant trees.

Restoration or revegetation programs on roadsides must ensure that:

- motorist safety is not compromised by ensuring adequate sight distance and clearzone requirements.
- adequate spacing between planting allotments in accordance with CFA Roadside Fire Management Guidelines.
- appropriate vegetation is used.
- it will not interfere with current or future service provision.
- the long term maintenance and weed control of the site has been considered.

Community groups must submit a plan and seek approval from the Council to ensure that their revegetation plan is appropriate.

4.5 SIGNIFICANT ROADSIDE SIGNAGE

The Roadsides Conservation Advisory Committee developed and initiated a system of signing, recording and education to help protect special environmental areas.

The **significant roadside area** signage was adopted to provide an easily recognisable site identification method to be used consistently throughout Victoria.

The sign contains:

- (a) An illustration of Victoria's Floral Emblem (Pink Heath, *Epacris impressa*).
(An allowance for regional focus, led to the substitution of the Grey Crowned Babbler within the Strathbogie Shire).
- (b) Space for corporate logo.
- (c) Space for site identification code number.
- (d) Space for a contact phone number.

As a legacy of this initiative, Strathbogie Shire Council, in consultation with DSE and with the input of local conservation groups, continue with the practise of maintaining and establishing signage for significant sites.

Key advantages of maintaining an ongoing system of significant roadside signage;

- (a) To alert everyone to specific values;
- (b) To provide discrete marking for road crew, Service Utilities, CFA members and local landowners;
- (c) Provide the responsible authority and contact details.

Action	Responsibility	Timeframe
a) investigate an ongoing plan with DSE and other authorities for appropriate and uniform signage.	DAS/DSE	Dec 2012
b) develop networks for environmental initiatives and funding sources.	DAS/DSE	Annual
c) develop and maintain a significant roadside register jointly held between Council and DSE.	DAS/DSE	June 2012
d) Integrate data throughout the organizational plans, policies and as an overlay on the GIS database.	DAS	Annual

5. CULTURAL, HERITAGE AND RECREATION ISSUES

5.1 STATE FOREST PARKS & RESERVES

Responsibility for forest, parks and reserves often rests with other organisations. Shire to consult with the relevant organisation prior to undertaking works on roadsides that abut or cut through State Parks or reserves

5.2 WAYSIDE STOPS

Locate wayside stops on Low CS roadsides or cleared areas if possible.

Council or VicRoads should consult conservation groups and DSE about the location of proposed wayside stops.

5.3 VISUAL AMENITY AND LANDSCAPE

Objective: to maintain and enhance the visual and landscape quality of the road and roadside.

Maintaining and upgrading visual amenity and landscapes is an important aspect of ensuring that the municipality is attractive and pleasant to live in.

Guidelines:

- (a) Ensure that high conservation value roadsides are maintained and that moderate value roadsides are enhanced.
- (b) Consider opportunities to provide visual amenity in the design of restoration and revegetation projects, wayside stops and stockpile sites.
- (c) Record and preserve significant landscapes and significant trees. These can be nominated for inclusion in the register of classified and recorded landscapes and significant trees kept by the National Trust of Australia (Victoria)
- (d) Design and manage roads to blend in with the surrounding landscape.
- (e) Record and protect Avenues of Honour or planting of exotic species recognised as significant.

Action	Responsibility	Timeframe
a) Map the location of Avenues of Honour, and plantings of significant species and significant landscapes on GIS database	DAS	Dec 2012
b) Support the roadside clean up program as part of EcoRecycle and NevRwaste programs	DAS	Ongoing
c) Seek grants from EcoRecycle Victoria for litter control and education & promote Adopt-a-Highway scheme	DAS	Ongoing
d) Remove rubbish from roadsides when funding permits	DAS	Ongoing
e) Ensure Avenues of Honour are maintained to avoid becoming neglected and untidy		Ongoing
f) Support and plan projects for Clean Up Australia.		Ongoing
g) Support and promote initiatives like National Tree Day		Ongoing
h) Implement and maintain		Ongoing

5.4 CULTURAL AND HERITAGE

Important sites of Aboriginal and European heritage contribute to the conservation significance of many roadsides and are to be protected. Historical sites are protected under legislation.

Significant Sites

- a) Determine heritage status of historical sites, before works are undertaken.
- b) Contact Heritage Victoria if works involve any archaeological sites.
- c) Contact Heritage Victoria when any new archaeological sites are found or thought to be found on roadsides in the region.

A permit is required from Council.

5.5 RECREATION

Horse Riding

- a) Private horse riding is a legitimate activity on roadsides.
- b) For safety and conservation value reasons commercial and club operations will only be allowed on Low CS and Moderate CS roads that are safe for this activity.

A permit is required from Council for commercial and club horse riding activities.

6 LAND MANAGEMENT

6.1 LANDOWNER RESPONSIBILITY

The 'landowner' as defined under the Catchment and Land Protection Act 1994, must take all reasonable steps to prevent the spread of Regionally Controlled weeds and established Pest Animals (eg. foxes and rabbits) and on a roadside that adjoins the land owners land.

Roadside under the same act is defined as:

If a road is sealed, formed or graded, the area between the made surface of the road and the boundary of the land adjoining the road; or

In the case of an unmade road on land alienated in fee simple by the Crown or Crown land occupied under a lease or licence, is so alienated or occupied; or

In the case of an unmade road on Crown land not occupied under a lease or licence, the half width of the road.

With the ever increasing pressure on roadsides landowners are to be encouraged to adopt land management incentives currently offered by DSE and GBCMA on private land adjacent to roadsides. This enhances the wildlife corridor potential of stretches of road reserve along with providing an effective shelter belt for stock, a buffer for wind born contaminants to crops and takes pressure off the limited resource of the roadside.

Action: to encourage landholders adjacent to roadsides to take up incentives

6.2 CONTROL OF PEST PLANTS

Pest plants are a major threat to remnant vegetation on roadsides. The spread of pest plants along roadsides is exacerbated by; vehicles, water run-off, dumping of spoil, animal movements; and grading roadsides.

- (a) No ploughing or cultivating on any roadsides to control weeds, unless a part of the Municipal Fire Prevention Strategy or rehabilitation program.
- (b) Priority for weed control given to High CS and Moderate CS roadsides.
- (c) Slashing only on Moderate CS and Low CS roadsides, unless a part of the Municipal Fire Prevention Plan. Where possible, program slashing to enhance the growth of endemic understorey, and prior to the seed set of exotic pasture grasses and noxious weeds.
- (d) Consideration should be given to any new & emerging weed species that are identified, eg. Chilean needle grass, Prairie Ground Cherry (others to be included) .

- (e) Burning to be considered as an alternative to slashing.
- (f) Burning is not a viable option in areas of cumbungi, phalaris or other species that thrive after fire unless followed up with herbicide.
- (g) Herbicides used only when other control methods are not suitable such as; around road furniture, guide posts, and signs, in inaccessible areas and on and around dumpsites and stockpiles.
- (h) Only use of herbicides approved for use in aquatic and sensitive environmental areas and in the low risk groupings of herbicide resistance.
- (i) Spot spraying of chemicals preferred.
- (j) Any materials used on roads should be free of weed seeds.
- (k) Weed disposal – burn weeds on a cleared area (not a native grassland) or destroy weeds on site, if the weeds will not re-shoot.
- (l) Not to remove weeds in seed unless there is no alternative.
- (m) Any weeds being transported for disposal must be covered to prevent spreading seeds or weeds.

6.3 CONTROL OF PEST ANIMALS

Includes predators such as Foxes, Cats and competitors such as Rabbits, Hares.

The consequences of not controlling populations of pest animals:

- (a) Reduction in numbers of wildlife species through predation by foxes and cats.
- (b) Reduction in the amount of food and shelter available for native species through competition.
- (c) Degradation of the quality of remaining habitat particularly with rabbits removing native shrubs, herbs and grasses.

Actions:

- (a) The practice of raking and leaving debris piled up on the roadside for long periods of time to be avoided to minimise creating harbour for pest animals.
- (b) Managing blackberry infestations so as not to provide harbour for pest animals.
- (c) Laying of poison bait and shooting is not permitted on roadsides.
- (d) Ripping of burrows. Works within a road reserve must comply with the requirements of the conditions of a road opening permit to be obtained from the Council. Further consideration should be given to any consequential vegetation removal due to the works being carried out.

7 AGRICULTURAL ISSUES

To protect the municipality from the spread of weeds and disease and the effects of erosion and to protect native vegetation, the agricultural use of roadsides is generally discouraged and kept to a minimum.

7.1 STOCK MOVEMENT

Many farmers may need to move livestock along roads in order to move them from one paddock or property to another (stock relocation). This is different to droving that involves livestock moving through the municipality. Apart from the potential safety hazards the movement of stock on roads can also spread weeds and threaten agricultural land and conservation values. Landholders are encouraged to be aware of and preserve the conservation value of their local roads.

7.2 STOCK CROSSINGS and RELOCATION

The person controlling the stock in relation to crossings or relocations must take into consideration the safety of other road users and reduce the potential hazards that stock on roads present. In turn, regulations require drivers to give way to stock under control when they encounter them on roads.

VICROADS 'Guidelines for the selection of Stock Crossing Sites, and the Placement of Signs when Stock are on Roads' give specific instruction for the selection of and signing at stock crossing sites, and for the sign placement in situations where stock graze or are driven along roads. The guidelines cover 4 main areas:

- (a) Permanent stock crossing sites
- (b) Temporary stock crossing sites
- (c) Droving of stock
- (d) Stock grazing on the road reserve.

7.3 DROVING

Droving is generally not permitted on roads due to consideration of other road users and the hazards the practice can present.

A permit is required from Council.

7.4 GRAZING

- (a) Grazing will not be permitted on High or Moderate CS roadsides.
- (b) Grazing may be permitted only on low conservation value roadsides, when fodder is low or when exotic grass needs to be reduced.
- (c) Grazing on Low CS roadsides, where no indigenous vegetation is likely to be removed or destroyed is encouraged as a management tool.
- (d) Fencing of roadsides (including electric fences) for stock is not permitted, however fencing may be required to protect revegetation areas from stock damage and should be considered on a case by case basis.

A permit is required from Council.

7.4 FENCING

Fencing on a road reserve is only allowed where the adjoining landowner has a grazing licence for an unused road from DSE.

7.5 CLEARING ON ROADSIDES FOR AGRICULTURAL/FENCING PURPOSES

State Planning provisions require that a planning permit from Council (with referral to DSE) is required to remove, lop or destroy native vegetation on roadsides. Native vegetation includes grasses, understorey (shrubs) and trees. Exemptions that may apply for removal of native vegetation on private land along fencelines do not apply to roadsides as they are public land.

7.6 PLOUGHING

Ploughing, grading and cultivating is prohibited on all roads, except according to the Municipal Fire Prevention Strategy:

To maintain existing fuel breaks

As an ancillary measure on strategic firebreak roads prior to fuel reduction burning

As part of installation and maintenance procedures by service utilities

7.7 WATER MANAGEMENT

Discharge of Water onto Roadsides.

Whilst recognizing the need for the use and movement of water for agricultural purposes on private land, Strathbogie Shire Council, in the interests of all parties, maintains that roadside table drains and other related infrastructure are solely a function of a roads formation assisting in the natural precipitated runoff from the road surface.

Where private lands forming a single enterprise but separated into parcels and intersected by a road the landowner or manager must ensure that if a need for the movement of water between those parcels is required it must be constructed and controlled by piping under the road formation meeting the requirements of the conditions of a road opening permit to be obtained from the Council.

Irrigated water must be used and contained within the boundaries of the property for re-use on site, except with outfall under Goulburn Murray Water or Council approval.

The uncontrolled use of roadside table drains, culverts, and other related infrastructure for the transfer of water other than its designed purpose can have the following detrimental effects:

- (a) Undermining and damage to existing road structures.
- (b) Hazards to road users
- (c) Access issues for infrastructure of Utility services.
- (d) Spread of weed seed.
- (e) Leaching of Farm chemicals and nutrients into drainage system with eventual access to waterways.
- (f) Erosion of roadside
- (g) Potential significant impacts to Roadside vegetation due to all the above in various combinations.

7.8 BEE KEEPING

Bee keeping is permitted providing consideration is given to road safety and other roadside activities.

A permit is required from Council

8. ACTIONS SUMMARY

2.1 EDUCATION AND AWARENESS	Action	Responsibility	Timeframe
	a) Plan to staff, maintenance contractors etc	DAS	Dec 2011
	b) Plan in applicable contracts	DAS	Dec 2011
	c) Staff training	DAS	Ongoing
	d) Community training	DAS	Ongoing
2.2 INTERGRATION WITH OTHER ORGANISATIONS	Action	Responsibility	Timeframe
	Local Area Plans integration	DAS	Ongoing
2.3 PLAN UPDATE	Action	Responsibility	Timeframe
	a) Plan linked to GIS	DAS	Dec 2013
	b) Triennial plan review	DAS	Dec 2014
3.2 ROAD USERS	Action	Responsibility	Timeframe
	a) Local Laws on Littering to be enforced	GMSD	Ongoing
	b) Community awareness campaign in conjunction with EcoRecycle about roadside litter and covering loads	DAS/GMSD	Ongoing
3.3.1 Vegetation removal for road maintenance and repair.	Action	Responsibility	Timeframe
	Strathcon to apply through the Shires planning scheme/DSE for Shire wide 'clearzone' maintenance pruning permit.	DAS	Annual
	Explore proposal to deposit excess or storm damage timber into designated depots for use as firewood	DAS/DSE	Ongoing
3.3.2 Works	Action	Responsibility	Timeframe
	Designate sites at strategic locations	DAS	Prior to Contract specification preparation
3.3.4 Stockpiles and Dumpsites	Action	Responsibility	Timeframe
	Designate sites at strategic locations	DAS	Prior to Contract specification preparation

5.3	Action	Responsibility	Timeframe
VISUAL AMENITY AND LANDSCAPE	a) Map the location of Avenues of Honour, and plantings of significant species and significant landscapes on GIS database	DAS	Dec 2012
	b) Support the roadside clean up program as part of EcoRecycle and NevRwaste programs	DAS	Ongoing
	c) Seek grants from EcoRecycle Victoria for litter control and education & promote Adopt-a-Highway scheme	DAS	Ongoing
	d) Remove rubbish from roadsides when funding permits	DAS	Ongoing
	e) Ensure Avenues of Honour are maintained to avoid becoming neglected and untidy		Ongoing
	f) Support and plan projects for Clean Up Australia.		Ongoing
	g) Support and promote initiatives like National Tree Day		Ongoing

APPENDICES

APPENDIX 1 RELEVANT LEGISLATION AND GOVERNMENT POLICIES

Several Acts of Parliament Government Policies and guidelines have an impact on roadside management:

Agricultural and Veterinary Chemicals (Control of Use) Act 1992

Regulations relate to matters such as spray drift, commercial operators licences, agricultural chemical users, permit, registration requirements for chemicals and chemical control areas. Agriculture Victoria has produced a Code of Good Practice for Farm Chemical Spray Application.

Archaeological and Aboriginal Relics Preservation Act 1972

Aboriginal and archaeological sites are protected.

Catchment and Land Protection Act 1994

Identifies responsibility for the control of noxious weeds on roadsides. Adjacent landholders must control Pest Animals and Regionally Controlled weeds on municipal-controlled roadsides (excluding highways, declared Roads and Unleased Crown Land). The Department of Natural Resources and Environment is responsible for pest animals and weeds on public land. The Act also regulates the movement of machinery from land onto a road and removal of soil, sand gravel or stone in relation to the control of noxious weeds.

Conservation, Forests and Land Act 1987

Prior to works being undertaken which may disturb *critical* habitat (as defined under the Flora and Fauna Guarantee Act) a plan of works must be submitted to the Department of Natural Resources and Environment.

Country Fire Authority Act 1958

Shire is responsible for managing roadside vegetation to reduce the dire threat to life and property. Although most fire prevention works on roadside are exempt from the Native Vegetation Clearance Controls under the Planning and Environment Act, fire prevention planners must have due regard to *native vegetation values*.

The CFA now requires new Municipal Fire Prevention Plans to be developed along risk management guidelines and Fire Prevention Committees will be reviewing their current plans as part of this procedure.

The document 'Roadside Fire Management Guidelines' for Fire Prevention Planning (CFA 2001) provides background information for achieving the balance between fire prevention and native vegetation protection on roadsides.

Crown Land (Reserves) Act 1978

Gives Crown ownership rights over all vegetation on roadsides (except weeds).

Electrical Safety Act 1998

The Regulations Electrical Safety (Electrical Line Clearance) Regulations 2005 controls the clearance required between trees and powerlines for safety and powerline protection. Powerline companies and their contractors must comply with this code for tree clearing and pruning activities.

Environment Protection Act 1970

Provides for the control polluted runoff from disturbed roads.

Extractive Industries Development Act 1995

A licence/works authority is required to remove stone, gravel, sand etc from public land. There are exemptions that relate to roadworks. The Department of Sustainability and Environment administer the Act.

Flora and Fauna Guarantee Act 1988

Public authorities must have regard to flora and fauna conservation and management objectives that are:

To guarantee the Victoria's flora and fauna can survive, flourish and retain their potential for evolutionary development in the wild.

To conserve Victoria flora and fauna communities.

To manage potentially threatening processes.

Forests Act 1958

Give local Shire responsibility for management of undeclared roads. Gives Council power to create certain local laws relating to roadsides.

Gas Industry Act 2001

Permits servicing authorities to locate assets on roadsides and gives them rights of access for maintenance works.

Land Act 1958

Allows prosecution for unauthorised cutting or removal of timber from roadsides. Department of Sustainability and Environment issues permits for firewood collection.

Litter Act 1987

Controls the littering of public places including roadsides

Planning and Environment Act 1987

The Victorian Planning Provisions established under the Planning and Environment Act contain provision governing the removal of native vegetation from roadsides under the *Native Vegetation Retention Controls* and seeks to encourage the retention of native vegetation on private and public land.

Prior to removing, destroying or lopping native vegetation on any roadside a permit must be issued by the Responsible Authority. All applications for permits to remove native vegetation on roadsides must be referred to the Department of Sustainability and Environment. Local planning schemes under this Act may have vegetation-clearing limits that are more stringent than this in the State Section. If this is the case, then the more stringent application applies.

Exemptions apply to CFA and to Service Providers to undertake particular works on roadsides.

Road Management Act 2004

Sets out responsibilities for road management. VicRoads is responsible for management of freeways, highways, arterial roads, tourist roads and forests roads. Councils are responsible for works and maintenance of municipal roads, formally known as local roads.

Road Safety (Road Rules – Give Way to Stock) Regulations 1997

Requires drivers (who pass a *Give way to stock sign*) to travel at a safe speed and give way to stock, and/or stop at stock crossings where the stock graze or are driven along, or cross roads. The law also requires certain standard signs to be displayed by the person controlling the stock.

State Conservation Plan 1987

Seeks to integrate conservation with other activities and recognises the value of roadside vegetation. It commits the government to prepare roadside management plans.

The plan aims to:

Increase awareness of the need to conserve biodiversity;

Enable continued development of partnerships between the community, industry and government in the custodianship of our biodiversity;

Indicate the existing and proposed mechanisms for achieving the objectives of flora and fauna conservation and management in the context of ecological sustainability.

Detail strategic frameworks to prevent further loss of habitat and a focus for better management of existing habitats and the continuation of natural ecological processes;

Highlight the habitats and environments that require urgent attention; and

Highlight major threatening processes.

Summary Offences Act 1966

This law states that it is unlawful to obstruct droving, ie to mischievously interfere with stock movements. However, it is still possible for Council to pass local laws to regulate how droving shall be undertaken. Section 4 of the Act regulates the lighting of fires in public open spaces.

Telecommunication Act 1997

Telstra's Corporate Environmental Plan provides strategies for the planning, installation and maintenance of services, including those relating to environmental matters and community and government consultation. Schedule 3 of the Act relates to Carriers' powers and immunities and has special provisions for threatened species, environmental impact assessment and other environmental matters.

Victoria's Native Vegetation Management- A framework for Action

Sets out the principles of net gain in native vegetation retention.

Under the Code special arrangements that vary from the normal application of the Code can be made to protect areas of particular significance – areas of outstanding examples of vegetation, or which contain threatened flora and fauna or high conservation roadsides. An effective alternative management plan has to be agreed to which will not result in an appreciable increase in the risk of fire ignition in the area.

APPENDIX 2 NOXIOUS WEEDS

Category 1: Statewide Prohibited Weeds	
Alligator Weed	Lagarosiphon
Black Knapweed	Lobed Needle - grass
Branched Broomrape	Marijuana
Camel Thorn	Mesquite
Giant Knotweed	Mexican Feather - grass
Giraffe Thorn	Nodding thistle
Hawkweeds	Parthenium Weed
Horsetails	Perennial Ragweed
Ivy-Leafed Sida	Poverty Weed
Japanese Knotweed	Salvinia
Japanese Knotweed hybrid	Water Hyacinth
Karoo Thorn	

Category 2: Regionally Prohibited Weeds	
African Daisy	Serrated Tussock
Artichoke Thistle	Silverleaf Nightshade
Buffalo Burr	Soldier Thistle
Californian/Perennial Thistle	Spiny Emex
Cape Tulip (two-leaf)	St. Peter's Wort
Cape Tulip (one-leaf)	Thorn Apple (common)
Chilean Cestrum	Thorn Apple (long spine)
Devil's Claw (purple flower)	Thorn Apple (recurved)
Devil's Claw (yellow flower)	Topped Lavender
Golden Thistle	Tufted Honeyflower
Illyrian Thistle	Wild Garlic
Khaki Weed	Wild Teasel
Ragwort	

Category 3: Regionally Controlled Weeds	
African Lovegrass	Ox-eye Daisy
Amsinckia	Pampas Lily of the Valley
Bathurst Burr	Paterson's Curse
Blackberry	Prairie Ground Cherry
Boneseed/Bitou Bush	Saffron Thistle
Boxthorn	Scotch/Heraldic Thistle
Caltrop	Slender/Shire Thistle
Cape Broom	Spiny Burr Grass/Gentle Annie
Dodder	St. Barnaby's Thistle
English Broom	Stemless Thistle
Furze/Gorse	St John's Wort
Great Mullein	Sweet Briar
Hardheads/Russian Knapweed	Tutsan
Hoary Cress	Tree of Heaven
Horehound	Vipers Bugless
Noogoora Burr/Californian Burr	Variegated Thistle

APPENDIX 3 RESPONSIBILITY FOR WEED CONTROL

Weed Category (and level of control)	Roadside Type	Responsibility
Category 1: State Prohibited Weeds (Eradication)	All Land	DPI
Category 2: Regionally Prohibited Weeds (Eradication)	Freeway or Highway, Tourist Roads, Forests Roads	VicRoads
	Arterial Roads	VicRoads
	Municipal Roads	DPI
Category 3: Regionally Controlled Weeds (prevent growth and spread)	Freeway or Highway	VicRoads
	Arterial Roads	VicRoads
	Municipal Roads	Adjoining landowner or lessee

Reproduced from the information brochure 'Who is responsible for weeds on roadsides?'
For copies please enquire from the Land Management Program Officer or pick up a copy from the Euroa Shire offices.

APPENDIX 4 UNDECLARED WEEDS

These weeds are not classified under the Catchment and Land Protection Act 1994, but are recognised as a serious threat to agriculture and the environment in the Goulburn Broken catchment.

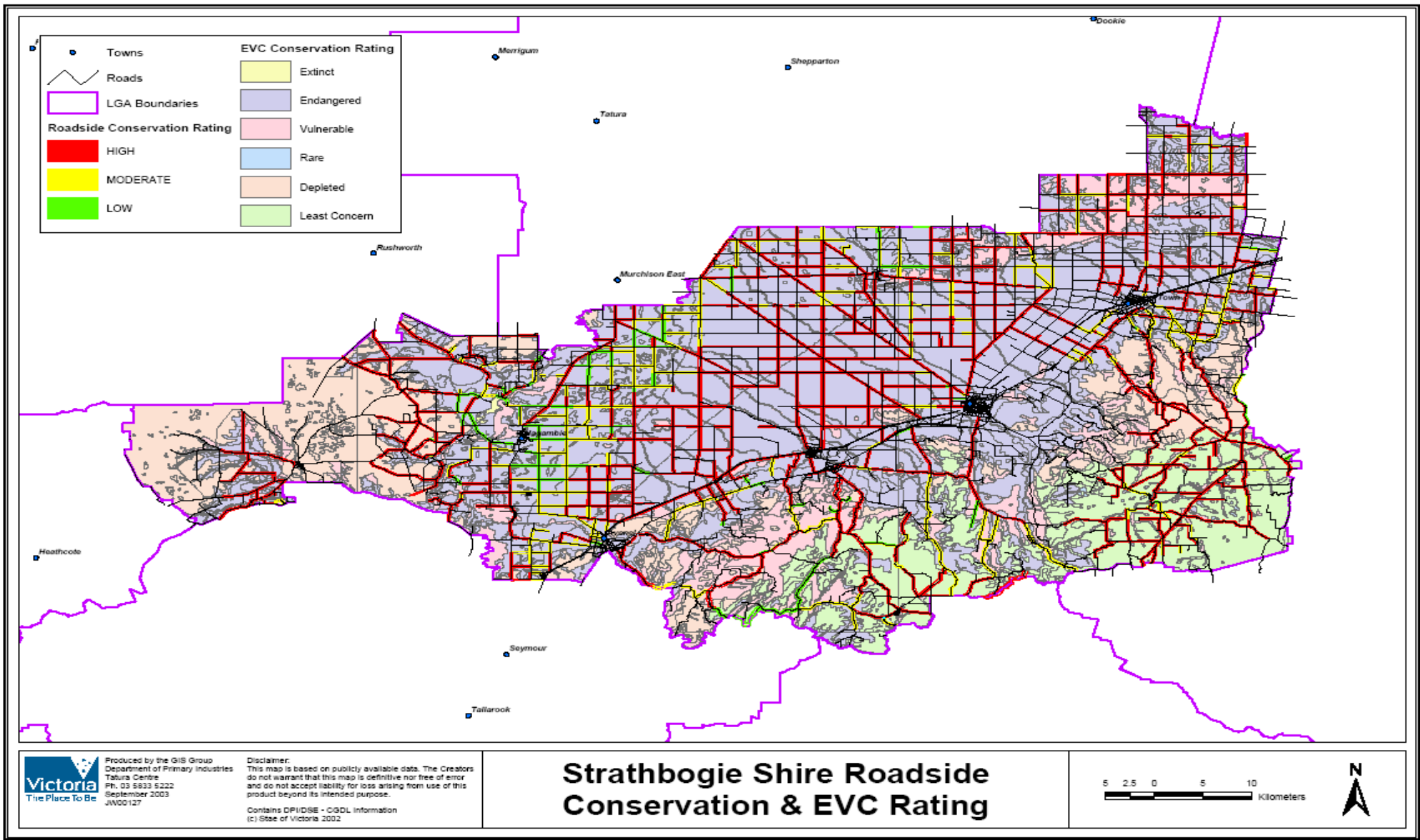
New and Emerging Weeds	
Chilean Needle Grass	Ragwort
Serrated Tussock	Silver nightshade

Potential threat to agriculture is considered extremely high. Action to minimise their impact is desirable.

Reproduced from the Goulburn Broken Action Plan. A plan to assist in the management and prioritization of weeds developed by DPI and GBCMA.

A field guide, 'Weeds of the Goulburn Broken', has also been developed to provide land managers with locally relevant information that will assist in the identification and control of the significant weeds in the Goulburn Broken Catchment.

Copies of the Goulburn Broken Action Plan and the field guide, 'Weeds of the Goulburn Broken' are available from the Goulburn Broken Catchment Authority or the Department of Primary Industries.



Strathbogie Shire Roadside Conservation & EVC Rating

