Agenda

Wodonga Council

Ordinary meeting of the council

January 21, 2019

Tabled papers
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1.0 Foreword by Mayor

This Waste Management Strategy details the council’s vision for sustainable waste management in the City of Wodonga.

Waste represents one of the first examples of communities taking environmental action on a large scale. Victorians started to embrace household recycling more than two decades ago, well before greenhouse emissions captured the community’s attention to the extent we see today. Wodonga residents were one of the first in the state to move to mobile garbage bins (wheeled bins) over 25 years ago.

These days, recycling is a firm habit within most households, giving thousands of tonnes of waste a second life and reducing the amount of landfill.

Households are only one part of the story. Most of the waste in Wodonga in fact comes from businesses. This business waste comes from many different areas including cafes, restaurants and hotels, as well as manufacturing, construction and demolition, retailers, hospitals, education campuses, and offices.

With the progress being made by households in recycling, one would expect a strong decline in waste to landfill; however, we are not seeing this. Apart from the decrease with household organics being diverted, the overall amount of waste we produce continues to grow as our society consumes more and more.

This Strategy is Wodonga Council’s framework to address the various waste challenges over the next four years.

As well as continuing to improve resource recovery through recycling, the important task ahead is to ‘do more with less’, that is, avoiding the creation of waste in the first place.

With increasing community expectations, more progressive approaches by industry and governments, and advances in technology, the Strategy identifies the issues the council will focus on, acknowledging the wide range of activities currently occurring within the municipality. It presents a focus on the aspirations of our community to achieve better outcomes in recycling and sustainable consumption.

The council will engage with the community, both to promote and support more sustainable waste activities, with residents and businesses, and further, responding accordingly to any community feedback received. The council will continue to work with the community to provide efficient and effective waste services to protect and improve the natural and urban environments in a sustainable manner.

I look forward to the continued involvement and support of the community as we work together on providing a more sustainable and less wasteful City of Wodonga.

Sincerely,
Anna Speedie
Mayor

2018 - 2023
2.0 Introduction

Sustainable waste management is a key part of economic and community development. The council should reduce the environmental impacts of waste by assisting our community to minimise waste generation, increase recycling and organic waste diversion rates, find alternatives to landfill disposal, and meet statutory requirements.

Actions to reduce waste, either by more efficient use of resources or by enabling recovery and reuse of discarded material, are critical elements. They are becoming more apparent at the State Government level with the Department of Environment, Land, Water and Planning (DELWP) recently releasing various policies and plans. They include a new waste policy, Getting Full Value: the Victorian Waste and Resource Recovery Policy; a new strategy, Victorian Waste Education Strategy; and a new implementation plan, Statewide Waste Resource Recovery Implementation Plan.

This Waste Management Strategy has been developed to provide environmentally sustainable solutions to the collection, disposal and resource recovery from waste generated within the community. Its key aim is to guide the development and improvement of current waste management practices. Sustainable approaches to waste management need to be integrated into all future policies, strategies and planning decisions made by the council. This strategy describes ways forward and measurable actions to be undertaken by the council over the next four years.

3.0 Executive Summary

This strategy provides the foundation for service improvements, and guides future waste, recycling, organic and litter services to benefit the whole community. It aims to provide more efficient and effective waste services, and further reduce waste sent to landfill. There are a number of issues to be addressed over the life of the strategy, including:

- Enhanced consumer awareness resulting in better purchasing selections;
- Reducing the amount of contamination in all three kerb-side waste bins;
- Reducing the amount of waste being deposited into landfill;
- Increasing recycling rates, with an emphasis on building and construction; and,
- Increasing the efficiency of the waste transfer station.

These actions and others are detailed in the implementation plan and will be reported to the council as necessary. While most items can be incorporated into daily activities, a number of items have been documented to allow for future budget deliberations.

Some of the more critical issues that deserve higher levels of attention are:

- The need to undertake and promote waste initiatives as a region, particularly linked with Albury/City via the halve waste program;
- Increase the uptake of organic waste processing amongst the commercial sector;
- Plan for a future waste to energy facility in Wodonga;
- Maintain suited areas (with buffer zones) for the development of waste facilities;
- Develop a response to container deposit legislation implications either from New South Wales (NSW) or Victoria (possible);
- Develop the waste transfer station into a regional hub, servicing nearby councils;
- Work with industry and businesses to increase recycling options and decrease waste to landfill; and,
- Work with the Environment Protection Authority (EPA) and developers to reduce waste streams from building and development activity.
The tables below demonstrate that the waste services provided by the council in Wodonga are at industry best practice and fees are also below those of similar regional centres.

A good example was the introduction of the food and garden organics waste system for all households in 2015, which brought significant benefits to the community and the environment. The program met all the key elements as intended as detailed below.

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>RESULT</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bin contamination rate</td>
<td>1.14% average</td>
<td>Very low, setting a benchmark for the state</td>
</tr>
<tr>
<td>Recycling rate</td>
<td>7% increase</td>
<td>Due to the increased focus on using the correct bin for all wastes</td>
</tr>
<tr>
<td>Disposal costs</td>
<td>9% reduction</td>
<td>Composting costs are now approximately 9% cheaper than traditional landfill costs</td>
</tr>
<tr>
<td>Carbon emission reduction</td>
<td>4,054 tonnes of CO2e</td>
<td>Equates to 1,013 domestic cars being taken off the road per year</td>
</tr>
<tr>
<td>Refuse disposal to landfill</td>
<td>44% decrease</td>
<td>The major aim of this project being realised</td>
</tr>
</tbody>
</table>

Table – 1 – Annual review of organics introduction, Council Report 2017

Service levels meet or exceed similar councils and the charging rates for admission to the waste transfer station are below average.

<table>
<thead>
<tr>
<th>WASTE SERVICES DELIVERED</th>
<th>WODONGA</th>
<th>WANGARATTA</th>
<th>SHEPPARTON</th>
<th>BENIDAN</th>
<th>SURF COAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pensioner Hard waste collections</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Street litter</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Reuse shop on site</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Number of customers annually</td>
<td>45,000</td>
<td>38,000</td>
<td>60,000</td>
<td>74,000*</td>
<td>52,000*</td>
</tr>
<tr>
<td>Recovery rate - inward V’s landfilled</td>
<td>78%</td>
<td>60%</td>
<td>75%</td>
<td>80%</td>
<td>70%</td>
</tr>
<tr>
<td>1m$ General waste</td>
<td>$45</td>
<td>$64</td>
<td>$50</td>
<td>$50</td>
<td>$82</td>
</tr>
<tr>
<td>1m$ Green waste</td>
<td>$23</td>
<td>$10</td>
<td>$40</td>
<td>$10</td>
<td>$29</td>
</tr>
</tbody>
</table>

* operate a landfill on the same site as the transfer station

Table – 2 – Fee and service comparisons with four other councils
These two tables, and others throughout the strategy, indicate the value of maintaining a dynamic and progressive waste strategy.

All issues within this strategy are linked to the council plan and will, over time, ensure Wodonga has the infrastructure and waste processes in place to maintain a clean, safe and vibrant city.
4.0 Purpose

The purpose and future directions of waste management within the municipality need to be consistent and work towards those of the region and Victoria as a whole. Key drivers for this strategy include:

- Appropriately dealing with waste materials and aiming for outcomes at the top of the waste management hierarchy;
- Dealing with litter and Public Place Recycling (PPR) in response to community expectations;
- Government policies and commitments relating to the Victorian Waste and Resource Recovery Policy and targets;
- The management of waste including kerbside pickup, resource recovery facility operation, collection and disposal of litter and street litter bin pickups, and;
- The expectation of commercial and business properties for the pending extension to the Food Organics and Green Organics (FOGO) service.

A breakdown of current waste sources highlights that municipal waste is only 20 per cent of the total waste volumes generated within the municipality.

<table>
<thead>
<tr>
<th>Waste Source</th>
<th>Approximate % of Total Waste Stream</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic municipal</td>
<td>20</td>
</tr>
<tr>
<td>Construction and demolition</td>
<td>50</td>
</tr>
<tr>
<td>Commercial and industrial</td>
<td>30</td>
</tr>
</tbody>
</table>

Table 3 – Waste sources within Victoria, DELWP, 2017

As noted, 80 per cent of waste comes from businesses who generally contract one of the larger national waste companies to collect and dispose or process their waste. The remaining 20% comes from households. As the council tenders out this function and also operates the waste transfer station, there is scope and opportunity to introduce changes. It is anticipated that, over time, a number of these changes will be adopted by businesses.
5.0 What is waste?

5.1 Definition

The term ‘waste’ has many definitions, from items that are no longer required, to the misuse or squandering of resources. From a local government perspective, waste has traditionally been understood as something to be cleaned up and removed, or something to be ‘managed’. This strategy moves beyond that understanding and looks at waste in terms of resources. How can we reduce the amount of waste we, as a community, generate? What other uses can we find for what we have traditionally understood as waste? How can we rethink the waste we generate in terms of resources that must be valued and preserved? What actions do we as a community need to take to avoid the production of waste in the first place?

This strategy goes into those issues in detail in the action and implementation plan.

5.2 Waste management hierarchy

The key principle underpinning waste legislation is the waste management hierarchy. The waste hierarchy is an order of preference that waste should be managed, with avoidance being the most preferred option and disposal being the least. All policies developed by all levels of government relating to waste should be based on this hierarchy.

![Waste Management Hierarchy Diagram]

Table – 4. Waste management hierarchy as depicted in Sustainable Wodonga 2014-2020
Avoidance of waste is at the top of the hierarchy and can be influenced as it relates very much to personal choices by the consumer. Personal choices stem from needs but also aspirations, both of which can be influenced by suited education and other persuasive methods. Reuse of wastes is followed by recycling, which includes composting of organic wastes. Using products again instead of discarding them and creating new materials from old without the energy expense or environmental damage from mining for raw materials is the next preferred option. The recovery of energy from waste is an option if the other more preferable options are not possible. The treatment of waste involves energy use and is a relatively poor environmental outcome for dealing with waste. The last approach is disposal which refers to landfill or incineration without energy recovery, which is the least preferred option.

The structural and behavioral change that has occurred in the past 15 years has resulted in Victoria recovering for reuse, recycling and energy generation, 68 per cent of the municipal solid waste (MSW) it generates.

The traditional three terms of ‘reduce, reuse and recycle’ have been expanded to place greater emphasis on household applications such as re-gifting, repair and re-purposing.

Table – 5 – Expanded waste hierarchy to depict increased diversion options (as developed by council team)
6.0 City of Wodonga – Profile and overview

6.1 Demographics

The City of Wodonga is located in North East Victoria and the main urban centre is surrounded by rural communities of the shires of Towong and Indigo. The city comprises 43,300 hectares covering 12 localities and has a current population of 39,844. Based on the Australian Bureau of Statistics, the population of the city is increasing by a growth rate of 2.02 per cent, which is expected to remain in place for the duration of this strategy and beyond.

<table>
<thead>
<tr>
<th>AREA SQ KM</th>
<th>2017 POPULATION</th>
<th>2021 FORECAST</th>
<th>2026 FORECAST</th>
<th>2036 FORECAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>433</td>
<td>39,844</td>
<td>44,717</td>
<td>49,024</td>
<td>57,634</td>
</tr>
</tbody>
</table>

Table – 6 – Population forecast

Dwelling type is an important determinant for domestic waste services. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households, often renting. Larger, detached or separate dwellings are more likely to attract families and prospective families.

With the gradual change to medium density such as Elmwood Estate and the Future Junction Place development, waste collection systems in those areas will be required to adapt to accommodate the higher density of waste bins, narrow streets and laneways, and smaller or non-existent gardens.

<table>
<thead>
<tr>
<th>CITY OF WODONGA – DWELLINGS</th>
<th>2016 (NEW)</th>
<th>2011</th>
<th>2016 (NEW)</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>DWELLING TYPE</td>
<td>Number</td>
<td>%</td>
<td>Regional VIC</td>
<td>Number</td>
</tr>
<tr>
<td>Separate house</td>
<td>13,984</td>
<td>84.8</td>
<td>87.9</td>
<td>12,023</td>
</tr>
<tr>
<td>Medium density</td>
<td>2,304</td>
<td>14.0</td>
<td>9.9</td>
<td>2,584</td>
</tr>
<tr>
<td>High density</td>
<td>0</td>
<td>0.0</td>
<td>0.4</td>
<td>0</td>
</tr>
<tr>
<td>Caravans, cabins, houseboat</td>
<td>106</td>
<td>0.6</td>
<td>1.1</td>
<td>77</td>
</tr>
<tr>
<td>Other</td>
<td>24</td>
<td>0.1</td>
<td>0.3</td>
<td>34</td>
</tr>
<tr>
<td>Not stated</td>
<td>79</td>
<td>0.5</td>
<td>0.5</td>
<td>3</td>
</tr>
<tr>
<td>Total private dwellings</td>
<td>16,497</td>
<td>100.0</td>
<td>100.0</td>
<td>14,721</td>
</tr>
</tbody>
</table>

Table – 7 – Dwelling type ID profile
This increase in the total number of medium density dwellings will require some structural changes to the household collection service. Whilst smaller bins are an option, the current waste policy sets a minimum charge per allotment regardless of bin size. This is designed to cover the supply cost of the service, regardless of volume and usage. As the city develops, it is likely that more inner city and increased density housing options will follow.

As the table indicates, there is an overall increase in the total number of new detached dwellings. The significant increase in medium density dwellings has been dwarfed by the large number of new detached dwellings, resulting in a total decrease of medium density dwellings of three per cent.

From a waste collection servicing perspective, detached dwellings are the easiest to service, and from an educational perspective, the individual householder can be held accountable for poor practices such as contamination.

Apart from dwelling type, the visitor type also influences waste behaviors. Visitors to the region enjoy access to Victorian snowfields and nearby wineries, fishing, and other water activities. These visitors are often from metropolitan areas. With the high visitation rates to the area, it is important that waste infrastructure match that of other large regional cities and capital cities.

### 6.2 Economic Profile

The City of Wodonga performs several important economic and social roles for Victoria and the surrounding north-east region.

Servicing and supporting a broader regional catchment of approximately 180,000 people, the city’s liveability and strategic location is evidenced by the presence of many national and multi-national businesses, from a variety of industry sectors, some of which have established head offices in the city. Supplying these large businesses is a key component of micro, small and medium-sized businesses, many of whom perform highly specialised services.

Existing Wodonga businesses continue to contend with their own waste challenges, noting many have capitalised on opportunities to reduce operational costs as well as supporting the sustainability of the environment that hosts them.

Due to the landfill being located in Albury, most residual wastes that cannot be processed in Wodonga are transported to Albury. This includes residual waste from the operation of the council’s waste transfer station. Due to load limits and other factors of design at the waste transfer station, any vehicle exceeding three tonnes is directed to Albury landfill. To avoid transport and disposal costs, there is some separation and reclamation of products by various local businesses.
7.0 Legislative context

DELWP is responsible for legislation, policy development and the coordination of the environment portfolio. The EPA is responsible for enforcement of the Environment Protection Act 1970, while Sustainability Victoria (SV) is responsible for implementing State Government policies on resource recovery and waste management.

The North East Waste and Resource Recovery Group (NEWRRG) is a State Government agency that works with local government, industry and community to co-ordinate strategic waste and resource recovery planning needs across the region. NEWRRG works as the link between state and local government and, where there are benefits, assists with co-ordination between local councils and alpine resorts within the region.

NEWRRG delivers projects on behalf of local government and alpine resorts with a regional focus (to three or more local government or alpine resort areas for a single project).

7.1 Federal Government

The National Waste Policy, Less Waste, More Resources, was developed in 2009 by the Federal Government. The policy, agreed by all Australian environment ministers in November 2009, sets Australia’s waste management and resource recovery direction to 2020.

This is the overarching policy for waste management and resource recovery in Australia, and it complements other government actions to deliver greenhouse gas emission reductions, reduce energy and water use, support jobs, and invest in future long term economic growth. The policy sets directions in six key areas:

1.0 Shared responsibility for reducing the environmental, health and safety footprint of products and materials across the manufacture-supply-consumption chain and at end-of-life;

2.0 Efficient and effective Australian markets operate for waste and recovered resources, with local technology and innovation being sought after internationally;

3.0 Less waste and improved use of waste to achieve broader environmental, social and economic benefits;

4.0 Reduction of potentially hazardous content of wastes with consistent, safe and accountable waste recovery, handling and disposal;

5.0 Increased capacity in regional, remote and Indigenous communities to manage waste and recover and re-use resources; and,

6.0 Access by decision makers to meaningful, accurate and current national waste and resource recovery data and information to measure progress and educate and inform the behaviour and the choices of the community.

The Federal Government also established National Environment Protection Measures (NEPMs). These set the basis for agreed national objectives for protecting or managing aspects of the environment (and are enforced through State legislation). Waste related NEPMs currently in place address used packaging materials and the movement of hazardous waste between states and territories.

National product stewardship arrangements (between government and industry) are in place for televisions and computers, end-of-life tyres, waste oil, mobile phones and other products.

Future arrangements for other materials are likely to be established.

7.2 Australian Packaging Covenant

The Australian Packaging Covenant is the voluntary component of a co-regulatory arrangement designed to reduce the environmental impacts of consumer packaging, and is underpinned by regulation, the National Environmental Protection (Used Packaging Materials) Measure 2011. The Covenant is an agreement entered into by governments and industry participants in the packaging chain by imposing a shared responsibility for a product over its lifecycle. The covenant covers consumer packaging.

7.3 State Government

The Environment Protection Act 1970 is the key legislative mechanism for environmental protection in Victoria. Amongst other things, it outlines the Victorian waste and resource recovery planning framework.
8 - Officers reports for determination

Scope for the development of state and regional waste plans;
Establishment of landfill levies;
Industrial waste policies; and;
Regulations for waste and recycling facilities.

Under this Act, councils are required to perform waste management functions that are consistent with Regional Waste and Resource Recovery Implementation Plans (such as the north east waste and resource recovery implementation plan). It is also the overarching environmental legislation in Victoria and deals with the compliance issues related to landfill, littering etc.

Getting Full Value: The Victorian Waste and Resource Recovery Policy (2013) - this policy aims to set objectives and priorities for the next 10 years with regards to waste management in Victoria.

Landfill Levy - The EPA collects levy fees on waste disposed at landfills. The levies raised are used for environmental protection and fostering environmentally sustainable use of resources and best practice in waste management. They fund the activities of the RWMGSC, SV and the EPA to help establish waste management infrastructure, industry waste reduction programs, education programs, regulatory controls and enforcement regimes. They also provide incentives to minimise the generation of waste; sending a signal to industry that the government supports efforts to develop alternatives to disposal to landfills.

7.4 Environment Protection Authority (EPA)

EPA is responsible for enforcing the legislation relating to all aspects of waste management. The current legal framework provides for management of solid wastes, such as municipal, commercial, industrial and prescribed wastes. The framework helps to drive resource efficiency, sustainable waste management and the prevention of pollution in Victoria through mechanisms including:

- Laws that place restrictions on disposal of waste;
- Landfill licenses which set out environmental performance requirements for landfills;
- Statutory tools;

Best Practice Environmental Management Guidelines for landfills;
EPA’s business sustainability program which encourages industry to pursue waste minimisation and cleaner production programs;
Partnerships with Victorian communities, including businesses, government, individuals and groups; and,
Enforcement of the landfill levy, which imposes a cost on waste taken to licensed landfills.

The EPA works with other government bodies such as DELWP, Sustainability Victoria, the Regional and Metropolitan Waste Management Groups and local government on waste policy development, regulation and program delivery.

7.5 Waste and Resource Recovery Framework

In August 2014, the Environment Protection Act 1970 (EP Act) was amended to establish the Victorian Waste and Resource Recovery Infrastructure Planning Framework (the Framework). This Act provides the legislative underpinning for the regional implementation plans.

The Framework, and the regional implementation plans, are primarily governed by the EP Act, but regard has also been given to other relevant legislation in the preparation of this document, as appropriate, including the Planning and Environment Act 1987 (Vic) and the Transport Integration Act 2009 (Vic).

The Framework provides the structure for strategic planning for waste and resource recovery that integrates state, regional and local planning.

The objectives of the Framework are to:

- Ensure long-term strategic planning for waste and resource recovery infrastructure at state and regional level;
- Facilitate the integration of state-wide directions for the management of waste and resource recovery infrastructure and regional infrastructure needs;
- Enable waste and resource recovery planning to be effectively integrated with land use and development planning and policy.
and effectively integrated with transport planning and policy.

- Ensure Sustainability Victoria and the Waste and Resource Recovery Groups work together to integrate the Statewide Waste and Resource Recovery Infrastructure Plan and Regional Implementation Plans; and,
- Enable waste and resource recovery infrastructure planning decisions at the appropriate level of the Framework.

The Framework provides for the preparation, integration and implementation of the Statewide Waste and Resource Recovery Infrastructure Plan by Sustainability Victoria and seven regional implementation plans.

7.6 Statewide Waste and Resource Recovery Infrastructure Plan

Sustainability Victoria has developed the Statewide Waste and Resource Recovery Infrastructure Plan 2015-44. This plan provides strategic directions for improving waste and resource recovery infrastructure to achieve the long-term vision of an integrated waste system throughout all of Victoria. Strategic directions outlined in the statewide infrastructure plan are to:

- Maximise the diversion of recoverable materials from landfills;
- Support increased resource recovery;
- Achieve workable quantities for reprocessing;
- Manage waste and material streams;
- Maximise economic outcomes;
- Provide cost effective service delivery;
- Reduce community, environment and public health impacts; and,
- Facilitate a cost effective statewide network of waste and resource recovery infrastructure.

Sustainability Victoria has also developed a range of other strategies related to waste such as the:

- Victorian Market Development Strategy for Recovered Resources (Sustainability Victoria 2015) which aims to stimulate markets for recovered resources by reducing barriers and supporting the right conditions for material and product markets to grow and mature;
- Victorian Organics Resource Recovery Strategy (Sustainability Victoria 2015) which outlines the goals, directions, outcomes and actions for improving the management and recovery of organic waste; and,
- Victorian Waste Education Framework (Sustainability Victoria 2016) which provides a coordinated approach to waste and resource recovery education in Victoria.

7.7 North East Waste and Resource Recovery Group (NEWRRG)

NEWRRG is one of six regional waste and resource recovery groups in Victoria. The functions of these groups are defined in the Environment Protection Act 1970. The functions of NEWRRG are set out in the Act as follows:

- Facilitation of joint procurement of infrastructure and services in partnership with local governments to enable realisation of economies of scale and potential cost savings;
- Development of Waste and Resource Recovery Infrastructure Plans for Regions;
- Education in accordance with the state’s education approach; and,
- Projects as funded by Sustainability Victoria, councils and other organisations.

These functions are achieved through a partnership consisting of the seven councils and three Alpine Resort Management Boards. They include representatives from the shires of Indigo, Towong, Mansfield, and Alpine; the rural cities of Wangaratta and Benalla; the resort management boards of Falls Creek, Mt Hotham and Mt Buller; and the City of Wodonga.

These members nominate four local government representatives and four others are skilled based, government appointed members to form the Board that governs NEWRRG.
7.8 Regional plans

The North East Waste and Resource Recovery Implementation Plan was developed by the North East WRGG in 2016 and gazetted by the minister in July 2017. The plan identifies the infrastructure capacity needs and priorities of the region and shares the strategic directions of the statewide infrastructure plan.

The North East implementation plan is a 10 year strategy to ensure the region has a practical and effective waste and resource recovery (recycling) network and outlines the vision and strategy for managing the North East region’s waste. The plan focuses on identifying the region’s waste and resource recovery infrastructure needs and how these will be met over the next 10 years.

While the North East implementation plan is very detailed, it has five main strategic objectives for the region. These are:

- Improving recycling;
- Increasing the efficiencies and cost effectiveness of recycling;
- Increasing the performance and safety of waste and recycling infrastructure;
- Developing a long term strategy for landfill options; and,
- Improving data collection so better decisions can be made.

The North East implementation plan will be reviewed every five years. The infrastructure schedule (which lists both the existing or proposed waste and resource facilities, as well as identifying the landfill airspace needs of the region) will be reviewed every three years.

Regional Waste and Resource Recovery Groups are responsible for planning municipal solid waste management in rural and regional Victoria. The groups work in partnership with member municipal councils to develop plans to implement statewide policies, strategies and programs across the region. The groups also play a key role in educating the community about waste and environmental issues, and facilitate and foster best practice in waste management within the region.

![North East Victorian Waste Management Region Diagram]
7.9 Local government

Local governments have the broad responsibility for providing the collection and transport of kerbside waste streams. They encourage or operate local waste treatment options, such as resource recovery facilities, waste transfer stations or landfills for their communities.

The Local Government Act 1989 permits councils to charge for the provision of waste services within the municipality. This is provided as a single charge on the rates notice, being the aggregate of a number of discrete functions.

Firstly, a charge is applied to all residential properties for the direct costs associated with the collection and emptying of waste bins from each dwelling on a weekly and fortnightly basis. A charge is then applied for all other waste programs, including the operation of the waste transfer station, street sweeping programs, public street bin infrastructure and emptying, and numerous other allied waste and litter programs.

It is important that Wodonga Council operates co-operatively with neighbouring local governments. There are economies of scale with regard to purchasing goods or services, and all benefit from the availability of regional educational programs, through various media outlets. As the council needs to operate in a co-operative system, strong links with Albury City Council, albeit interstate, are in place. Similarly, the alliance with the larger cross border council landfill user group – which includes Albury, Federation, Greater Hume, Indigo, Towong and Wodonga – is important to all six councils.

Councils are required to develop and implement a four-year council plan, which at its highest level commits council to pursuing various actions. The current council plan focusses on extensions to the organics processing program, enhanced recycling options in public places, and increased take up of waste diversion systems for commerce and industry.

7.10 Community

There are four discrete waste sectors in the community, being individual households, community groups, and businesses – both in the waste industries and others.

A number of community groups and aligned groups have been formed locally that promote good waste practices and at times, advocate for change. They include:

- The Sustainable Activity centre (SAC);
- Plasticwise Wodonga;
- Repair Café;
- Library of Things;
- Aware industries;
- Numerous charters with recycling bins;
- Food share;
- Neighbourhood houses; and
- Community centres.

As most waste programs are directed at behavior change, they have to be adapted to suit the local demographics. Businesses generate waste as a consequence of providing goods and services. Council provides collection services to 90 smaller commercial businesses but directs larger businesses to any one of the four local waste collection companies.

As a large regional city, Albury-Wodonga is fortunate to have at least four multinational waste industries present. They provide collection services, transport systems, and recycling services. Their proximity helps reduce greenhouse gas emissions, support economic development, and increases work force options.
8.0 Waste Trends

8.1 General trends

With the introduction of mobile garbage bins for all three household waste streams, various recycling programs, and waste transfer stations that offer a range of services, it is generally accepted that the waste infrastructure required to ensure efficient management of wastes is now in place. To improve waste management further and gain greater alignment with the waste management hierarchy, a greater focus on behavioral change programs is necessary. The council’s direct involvement in the Halve Waste program conducted with the five other local councils, being Albury, Federation, Greater Hume, Indigo, and Towong, provides the benefits of consistent messaging, and economies of scale with collaborative procurement and educational activities.

There are other important trends occurring within the state; most notably a major reduction in the number of landfills, an increase in the number of transfer stations, increasing complexity and treatment options at waste transfer stations, cross border regulations restricting the movement of waste, inter-state, aggregating products to reduce transport costs, regionalization of services, larger or combined contracts, and new or alternate waste treatment options such as gasification and anaerobic digestion.

At the household level, refuse bin sizes are being reduced in some local government areas as data reflects the volume of waste in a refuse bin is directly proportional to the bin size. A similar trend also occurs with recycling bins.

8.2 Waste generation in Victoria

The graphs below detail the volumes of waste within Victoria going to landfill from EPA data.

Table 9 - Volumes resource recovery rates of solid waste, Victoria 2007-2016
With the introduction of recycling programs in Victoria, recycling averages for the state have increased on average by two per cent every year since 2002. The infrastructure is in place and, because of this, behaviour has changed. Good recycling habits are most obvious at the home where the infrastructure and education is available for residents, with recovery figures dropping for ‘away from home’ recycling. This issue will require greater effort into the future, so that habits learned at home can be replicated both at work and also during leisure times.

Recovery rate %

![Graph showing recovery rates from 2007-08 to 2016-17]

Table 10 – Percentage resource recovery rate of solid waste, Victoria 2007-2016

8.3 Waste generation in Wodonga

The following sections detail how the waste generated within Wodonga is processed. As noted previously, the bulk of commercial, industrial, construction and demolition waste (up to 80 per cent as noted in Table 1) is automatically diverted to Albury Landfill or private processors.

A major change to the focus of the regional waste management groups (and councils) by the State Government is to ensure a holistic approach is being undertaken. Thus the council will be further involved with the business community to help drive recovery rates. This may include amendments to the local law, enhanced planning conditions and new codes of conduct for those sectors.

The remaining 20 per cent is generally handled by the council who, as the ‘custodian’ of that product, is able to ensure good practices are implemented.
8.4 Municipal solid waste (MSW)

Municipal solid waste refers to the waste generated at the household level, for which the council is directly responsible for managing. In most instances, this includes overseeing the collection of household waste, providing resource recovery options, and providing landfill options for residual wastes.

Being directly at the household level provides very good opportunities for education, driving innovation and changed personal behaviours. It also provides opportunities to address issues on the higher end of the waste hierarchy by introducing separation of wastes at the source, prior to contamination.

Long-term arrangements are in place with the City of Albury for access to the Albury Landfill at commercial rates with a five year rolling notification period. This enabled the closure of the Wodonga Landfill in 2005, thereby reducing the risk of any type of environmental pollution as has occurred in other council areas.

The current kerbside waste collection company is Cleanaway, who are contracted to provide for the collection service of all three household bins until 2024. In Wodonga, Cleanaway empty up to 35,000 bins weekly, and handle approximately 13,000 tonnes of product annually, of which approximately 4,000 tonnes is deposited into landfill. Separately, the waste transfer station processes approximately 8,000 tonnes annually, with 2,500 tonnes eventually being deposited into landfill.

Listed below is the data for the past three years of MSW collected in Wodonga from households.

<table>
<thead>
<tr>
<th></th>
<th>2014/15</th>
<th>2015/16</th>
<th>2016/17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recycling</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Organics</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table – 11 – Kerbside waste collection in tonnes, Wodonga 2014-2017

The above table clearly highlights the merits of introducing the FOGO service with a 47 per cent reduction in refuse going to landfill and a 400 per cent increase in organic material being diverted from landfill. Recycling rates also increased, indicating the awareness raised during the promotional period regarding the new system improved waste behaviours over all three waste streams.
This success has been attributed to the intensive educational focus through community-based social marketing (CBM), social media and the regular news outlets. This educational focus is likely to have raised the profile of waste, increased the desire of large sections of the community to do the right thing and also remind them to reduce their environmental footprint as a society.

8.5 Kerbside household collection audits

Kerbside audits are conducted on a yearly basis, alternating between NEWREC and Cleanaway. These audits include waste, recycling, and organic streams, and are conducted at different times of the year to capture varying data over different seasons.

The results for four bin audits for urban properties is summarized below. The amount of refuse continues to decrease while there is a corresponding increase in organic waste volumes. This was expected for a FOGO system that encompasses both food and garden waste, with an ultimate aim being a large reduction in the generation of greenhouse gases. The continued total bin yield per household per week continues to rise, but may have peaked in 2015. The rates of recycling for soft drink and beverage containers is likely to fall in coming years as the impacts of changes occur in NSW regarding the introduction of container deposit legislation in that state.

Container deposit legislation was introduced in NSW in early 2018 and put a $0.10 value on drink containers, generally between 250ml and three litres. With this increased value on containers, it is likely that more people will start collecting those containers (perhaps removing from roadside recycling bins) and take them into NSW for redemption. At some point this will impact on the cost and recycling rates at the household level.

![Average Bin Yields Kg/HH/WK](image)

**Table 12 – Average weekly household bin yields, Wodonga 2013-2016**
8.6 Kerbside bin options

The default service in Wodonga is three bins, with various options for larger families, the elderly, those in medium density areas and people with specific medical needs.

The default sizes and frequency are:
- General refuse - 140 litre bin - fortnightly;
- Recycling - 240 litre bin - fortnightly, and,
- Food and garden organics - 240 litre bin - weekly.

In 2015, the council introduced a 360 litre recycling bin which has proved to be popular with households that have more than four members in their family and also with avid recyclers.

More than 300 households have opted for the larger recycling bin for an extra $20 per year. The purpose of this offer is to divert more recyclables from the refuse stream by providing additional storage space. This has resulted in an increased diversion of 33 per cent for those 300 households, which is even more pronounced in peak consumption periods like Christmas and Easter.
9.0 Council activities

9.1 Wodonga Waste Transfer Station and Resource Recovery Centre

For the past 13 years, the council has operated a Waste Transfer Station after the closure of the former landfill on Beechworth Road in 2005. The Waste Transfer Station recovers a range of materials and has a recovery rate average of 80 per cent across all waste streams. On site there is a re-use shop, which helps divert 200 tonnes per year from landfill by reclaiming and reselling while at the same time providing community benefits through a social enterprise that employs disadvantaged persons. A recent community survey indicated that 93 per cent of the population were aware of the re-use shop.

According to a review conducted in December 2013, the Waste Transfer Station facility meets best practice – as assessed by a consultant auditor, Blue Environment – out of all council operated resource recovery infrastructure in North East Victoria.

9.2 Litter

Local government is a major driver in controlling, cleaning up and preventing litter in public places. In 2006, the Victoria Litter Action Alliance survey found that 76 per cent of councils reported that they had conducted a litter prevention program. These reduction programs conducted by councils have shown to be effective in altering littering behavior.

The most effective litter prevention education and behavioural change programs include a mix of approaches across the three critical areas of education, infrastructure and enforcement. The mix of these elements needs to be adapted to the local conditions and include incentives, communications and evaluation. These are elements that characterise Victoria’s approach to litter prevention.

The council has a variety of active litter prevention and Friends of groups that do excellent work throughout the year in cleaning up litter that is deposited in parks and public areas.

The council’s local laws unit has also been actively pursuing illegal dumping in recent years, where the source of the material is able to be identified. The recent introduction and use of security cameras has assisted in the identification of illegal dumpers.

9.3 Street litter bins

Public litter bins (including those at sporting grounds) are an important component of litter management infrastructure. Many of the bins surrounds within the municipality don’t have a facility for separating waste and recycling. Infrastructure will be continually upgraded, at times being reliant on successful grant applications. The messages for encouraging recycling away from home are still strong when the street litter bin surrounds have no facility for recycling. This sends inconsistent and inappropriate messages to the community about the importance of separating waste and recycling materials.

The council has increased its public placed recycling bin infrastructure from five per cent to 25 per cent over the past six years through various competitive public place recycling grants offered from Sustainability Victoria. The bulk of these have been placed in sporting fields and council parks. The current street bin waste and recycling collections are conducted by council staff.

9.4 Event litter management

There is a need for event planners to have a waste management plan including the appropriate disposal of waste and increasing the amount of recycling. Most events now have recycling bins, but more recently, there has been an emphasis on also providing a third bin for food and organic materials. Audits indicate the messaging for organic separation away from home isn’t well understood. This will be addressed as part of a regional promotional campaign.
Events provide an opportunity to address waste from further up the waste hierarchy. For example, conditions could be placed on vendors to ensure less packaging and less waste is produced, together with avoiding water bottles by providing fill up stations or bubblers, and other innovative ideas.

9.5 Hard waste collection

Hard waste is largely the non-putrescible waste material that is too cumbersome to fit into the household kerbside waste bins. It can consist of old appliances, furniture and tree branches.

The former hard waste collection service, where refuse was placed out on the roadside, was ceased eight years ago due to the:

- High likelihood of occupational health and safety risks for contractors or council staff to pick up waste and the potential injury to the public from waste left on the nature strip was high;
- Unsightly nature, as some members of the public tended to commence storage of hard waste on nature strips well before the actual collection day;
- Service not encouraging waste separation and resource recovery;
- Orphaned materials (often banned items like tyres) tending to accumulate into oversized stockpiles;
- Ready availability of waste skip services to residents from a number of private contractors;
- Cost of the collection exceeding $300,000 per year;
- Service being only accessed by 34 per cent of the population;
- Transportation of hard waste to the waste transfer station not being onerous for the majority of residents; and,
- At the time of cessation, there were 39 other Victorian councils with hard waste collections; however, with the local change, over 50 per cent of councils had now discontinued this approach.

Wodonga households are now provided with two ‘free tipping’ vouchers per year with their rate notices to dispose of one cubic metre of waste at the Waste Transfer Station. To assist pension card holders or those with no other means to dispose of their waste, a household visit and collection is provided free of charge.

With some 35 per cent of vouchers being presented at the Waste Transfer Station, the public receive a community benefit valued at over $400,000 per year. This change is popular, as it empowers the public to dispose of their waste at a time convenient to them.

The changed system has not led to an increase in illegal dumping, as some suggested may occur at the time of implementation.
9.6 Waste education

Waste education is focused on behavioral change and this common theme has links to all aspects of waste management and the contents of this strategy. Community waste education is currently undertaken through a variety of methods including a major media campaign, followed up by a personal visit to households when necessary.

The current education and behavioural change program focuses on:

- Avoiding, reducing, reusing and recycling waste in the community, schools and businesses;
- Providing programs related to green waste and organics and options for preventing these from entering the waste stream;
- Providing sustainable shopping and consumption programs to reduce food wastage and packaging;
- Improving education relating to council waste services, including kerbside services, resource recovery facilities and green waste;
- Improving resource recovery for all works and new developments under the control of the council; and,
- Supporting litter prevention and clean-up programs.

9.7 Organics collection and recycling

The Victorian Organics Resource Recovery Strategy has a 30-year vision and a comprehensive five-year action plan to ensure the state’s organic waste is managed safely and sustainably.

This statewide Organics Strategy provides the strategic direction. The diversion of food organics and green organics from MSW bins is best achieved through separation at the source by providing a third bin for household organics.

The current contractor conducts a bulk up and pre-sort decontamination at the Albury Waste Management Centre, and then transports this material to various licensed composting facilities.

Staff will work with local waste contractors to pursue the option of collecting organics from commercial businesses. This will greatly reduce the volume of methane production in the landfill and should also provide a cheaper alternative to the business sector.

From the audits completed in 2015 and 2017, approximately 47 per cent of waste generated from a household is organic material, and is now being diverted from landfill. The benefits from introducing the organic waste collection are cost savings from processing, reduction of waste material going into the landfill, reduced greenhouse gas production in the landfill, and the generation of a potentially resalable product; either compost or soil improver.
10.0 Objectives and themes

The council will continue to work with the community to provide efficient and effective waste services to protect and improve the natural and urban environments in a sustainable manner. This strategy identifies the following five objectives and related themes. The specific relevant action is detailed in the implementation plan attached in appendix A.

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>THEMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Delivering outstanding and accessible waste collection services</td>
<td>Collect and analyse data to assist in delivering services</td>
</tr>
<tr>
<td></td>
<td>Reduce costs and emissions associated with waste disposal</td>
</tr>
<tr>
<td></td>
<td>Continue to eliminate organics from landfill</td>
</tr>
<tr>
<td></td>
<td>Continue to innovate to improve waste management</td>
</tr>
<tr>
<td></td>
<td>Adjust waste systems for medium density housing and commercial properties</td>
</tr>
<tr>
<td>2. Creating civic pride through clean and litter free public places</td>
<td>Reduce the amount of dumped garbage and litter in Wodonga, creating a clean, welcoming and safe place</td>
</tr>
<tr>
<td></td>
<td>Provide consistent, high quality public place infrastructure</td>
</tr>
<tr>
<td></td>
<td>Support reduction in litter loads to waterways through business and community action</td>
</tr>
<tr>
<td>3. Ensuring Wodonga has the right waste infrastructure and technology to meet its targets</td>
<td>Develop and implement programs to bring all infrastructure to an acceptable and consistent standard</td>
</tr>
<tr>
<td></td>
<td>Investigate and implement the most appropriate technology for processing waste in Wodonga</td>
</tr>
<tr>
<td>4. Rethinking our 'waste' as resources</td>
<td>Develop a sustainable consumption program to influence the culture of how the community buys and uses products</td>
</tr>
<tr>
<td></td>
<td>Support community groups that are already advocating for change and implementing change</td>
</tr>
<tr>
<td></td>
<td>Explore the refurbishment of hard waste for reuse</td>
</tr>
<tr>
<td></td>
<td>Investigate various funding streams for waste related capital projects</td>
</tr>
<tr>
<td>5. Collaborate and advocate for better waste outcomes</td>
<td>Lobby for a better distribution of the EPA waste levy to local government</td>
</tr>
<tr>
<td></td>
<td>Lobby various stakeholders to achieve reduced resource consumption and decrease waste production</td>
</tr>
<tr>
<td></td>
<td>Explore opportunities to receive funding to deliver programs</td>
</tr>
<tr>
<td></td>
<td>Explore options of using incentives and disincentives to encourage rethinking consumption behaviour</td>
</tr>
<tr>
<td></td>
<td>Investigate options for food waste avoidance, collection and management systems for commercial businesses</td>
</tr>
</tbody>
</table>

Table - 13 - Objectives and themes 2017-2021
11.0 Measures and Targets

11.1 Measures

The council reports to the State Government on an annual basis and this data then becomes available for comparison amongst all councils in the state. Wodonga Council is ranked in the top 10 councils for diversion of kerbside collections to landfill for the financial year 2016/17 with a diversion rate of 71.43 per cent.

11.2 Targets

It is important that localised targets be set and then reported on. Some targets are already detailed in the Sustainability Strategy 2014-2020 and others have been selected to encourage sustained focus on continuous improvement. They are tabulated below.

<table>
<thead>
<tr>
<th>INDICATOR</th>
<th>MEASUREMENT PARAMETER</th>
<th>BASELINE 2017</th>
<th>TARGET 2021</th>
<th>IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kerbside refuse to landfill</td>
<td>Tonnes/annum</td>
<td>4580</td>
<td>4397</td>
<td>4% reduction</td>
</tr>
<tr>
<td>Kerbside recycling rate</td>
<td>kg/household/pa</td>
<td>247</td>
<td>257</td>
<td>4% increase</td>
</tr>
<tr>
<td>Volume of kerbside organics</td>
<td>kg/household/pa</td>
<td>488</td>
<td>508</td>
<td>4% increase</td>
</tr>
<tr>
<td>Refuse to landfill from Council WTS operations</td>
<td>Tonnes/annum</td>
<td>2500</td>
<td>2250</td>
<td>10% reduction</td>
</tr>
<tr>
<td>Recovery rate at WTS</td>
<td>%age</td>
<td>70</td>
<td>77</td>
<td>10% increase</td>
</tr>
</tbody>
</table>

Table 14 - Indicator and targets, Wodonga 2017-2021

The first three targets have been set at a generalised one per cent increase per year over the coming four years. The remaining two targets have been set at 10 per cent to strive for a step-change. Waste audits will continue to be undertaken every year to measure progress against the set targets.

The recommendations in the implementation plan will be reviewed and reported to the council in an aggregated format annually.
12.0 Waste management issues into the future

There are additional waste issues currently under consideration which may affect waste management options in the region in the future. These are discussed in further detail below and include:

- Banning electronic waste from landfills;
- Container deposit legislation;
- Regional hub to aggregate products to reduce transportation costs;
- Record keeping via a weighbridge;
- Albury Waste Management Centre;
- Waste levy in either NSW or Victoria, and,
- Waste to energy and similar new technology.

12.1 Electronic waste

The State Government is committed to banning electronic waste (e-waste) from landfills and is currently exploring the impact of enabling legislation. Most equipment with electronic components are considered as e-waste, typically phones, computers, televisions, including those larger items such as refrigerators with electronic sensors. It is hoped the State Government will introduce controls to avoid rogue traders stockpiling the materials, as has occurred with tyres. In the interim, those products will be segregated and separately disposed.

12.2 Container deposit legislation

Victoria is currently the only state in Australia without (or pending) container deposit legislation for small beverage containers. There will be pressure on the State Government to join a national scheme to enact this.

There is a move by the Federal Government and some sectors of the waste management industry to implement a Container Deposit Scheme within Victoria. Although this would decrease the amount of visible litter, being mainly beverage containers, it’s also possible that it will increase the cost to local government as household recycling bins will not have the higher value containers such as aluminum cans. It is possible that processing costs at the local recycling facility in Laverton may change to incorporate these changes.

There are currently a number of unknowns which make it difficult to have an informed judgment at this stage. Further work needs to be undertaken in this area.

The current Victorian state waste policy does not support a container deposit scheme; instead it upports free public place recycling. As a member of the state-funded regional waste group, the status quo is currently supported.

12.3 Regional hub

Development of the Waste Transfer Station site to become a hub for smaller nearby councils is likely to gain momentum as part of the regionalisation of services occurs. This will permit the aggregation of waste prior to separation, such as packaging, bulk up and ultimate transportation. This also provides a solution to a major issue identified in the risk profile for this service that has made media attention, namely the banning of the transport of waste interstate. Should the border be closed for the transport of waste due to legislative changes, a local or regional solution will be required.

A recent review of waste infrastructure in North East Victoria undertaken by consultants for NEWRRG, detail there is a need to establish a bulk up facility at the Waste Transfer Station to reduce transport costs across the region. Should the Benalla Landfill become the regional landfill, or if entry to NSW is denied, waste would be required to be aggregated and compacted into larger vehicles for delivery to Benalla.

Some waste products currently being collected from smaller sites, not just from other councils, would attain better incomes if aggregated at the one site, such as tyres, polystyrene and treated timber. Similarly green waste, such as plants, garden prunings and larger branches, would also benefit from a bulk up facility. The report proposes that this facility would service at least three councils and has been estimated at $1.5 million.

This type of development should attract some state funding. While a lead time exceeding one year is likely, a future budget allocation in the long term capital budget is deemed worthy of inclusion.
12.4 Weighbridge

It’s anticipated that eventually weighing products will become either mandatory or necessary for annual reporting. As the site operates on a one-way direction of travelling (best practice), a weighbridge would be required to access weights for both entry and exit; hence two weighbridges. The supply and installation of a weighbridge often exceeds $150,000 and should be listed in the long term capital budget for future funding. Grant opportunities are likely and will be aggressively sought.

12.5 Albury Waste Management Centre

The Albury Waste Management Centre has recently undergone a number of improvements and enhancements. These include increased recycling options via a second hand shop and increased product being recovered prior to disposal to landfill.

As the current refuse from Wodonga for landfill disposal goes to Albury, it’s important that close co-operation occurs between both councils as has been the case with the introduction of FOGO. It is important that the Wodonga Waste Transfer Station continues to develop in harmony with activity in Albury, including joint procurement and educational promotions.

12.6 Waste levy

There is a risk to the council should either State Government in NSW or Victoria introduce a waste levy that impacts on Wodonga. Recent media articles regarding the lack of a waste levy in Queensland have prompted community angst, with an eventual change to legislation restricting acceptance of interstate waste. It’s possible this will also affect any interstate transport of waste between NSW and Victoria.

The current waste levy for Victorian non-metropolitan councils is $32 per tonne. If this is applied to Wodonga, the council would be required to pay approximately $208,000 per annum to the EPA for the current 6500 tonnes it deposits into landfill.

The current waste levy for NSW non metropolitan councils is $80 per tonne. If this is applied to Wodonga, the council would be required to pay approximately $520,000 per annum to the EPA for the current 6500 tonnes it deposits into landfill.

12.7 Waste to energy

‘Waste to energy’ is a term commonly used to describe the process of generating energy – such as electricity, heat or fuels – from waste.

The State Government currently has a discussion paper open for comment. It covers all processes and technologies that recover energy from fuel through the thermal, mechanical or biological processing of solid and liquid waste. There are only a few waste to energy facilities currently in operation in Victoria, and only four per cent is diverted to energy recovery. Most of these use organic feedstocks to generate energy they use on site.

Benefits of recovering energy from waste include:

- Net reduction of greenhouse gas emissions by reducing methane from waste in landfills;
- Reducing carbon dioxide from fossil fuels used in electricity generation;
- Broadens our energy mix, with the potential to add a small amount of reliable renewable electricity;
- Reduced reliance on landfill, thereby increased public amenity with reduced noise and odour emissions;
- Opportunities for economic development in regional areas; and,
- Opportunities for regional employment.

In line with the above, the first auction for up to 650MW of renewable energy capacity will provide enough electricity to power 369,000 households. This is expected to bring forward up to $1.3 billion of investment, and create 1250 construction jobs over two years and 50 ongoing jobs. This will also deliver a low carbon future for the state – the VRET scheme is expected to drive a 16 per cent reduction in Victoria’s electricity sector greenhouse gas emissions between 2019/20 and 2034/35. The successful applications have been advised, with the project in Wodonga at Logic not being successful.

The following table describes the various technologies, any or all of which may become a
Table – 15 – Summary of waste to energy technologies, DEWLP discussion paper 2017

Council staff will continue to actively pursue proposed businesses that show an interest in any of the above. On a near monthly basis, various companies attend council with various offers and options, usually to access feedstocks.

These feedstocks are often include green organics or the residual waste in the red lidded bin and will become a valuable commodity. It is recommended that the council consider providing formal notice to Albury City that within five years, access to their landfill will not be required on a formal agreement basis and that we wish to revert to a casual business arrangement.

<table>
<thead>
<tr>
<th>TECHNOLOGY</th>
<th>FEEDSTOCKS</th>
<th>OUTPUTS</th>
<th>RESIDUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combustion</td>
<td>Mixed residual MSW, mixed C&amp;I and C&amp;D wastes, refuse derived fuels (eg. Pellets manufactured from residual materials)</td>
<td>Heat, electricity, (Bottom ash residues may in some circumstances have value as road base or as an additive in building blocks)</td>
<td>Bottom ash, fly ash, air pollution control residues, metals</td>
</tr>
<tr>
<td>Gasification</td>
<td>Typically refuse derived fuel (RDF) prepared from mixed residual MSW, mixed C&amp;I and C&amp;D wastes, organic waste</td>
<td>Heat, electricity, syngas, (see above re Bottom ash)</td>
<td>Bottom ash, air pollution control residues</td>
</tr>
<tr>
<td>Pyrolysis</td>
<td>Homogenous feedstocks from sorted C&amp;I and C&amp;D waste (eg. wood, tyres), sorted residual MSW (eg. plastics), organic waste</td>
<td>Syngas, biochar (when biomass used as feedstock), pyrolysis oil to make liquid fuels</td>
<td>Air pollution control residues</td>
</tr>
<tr>
<td>Mechanical Biological Treatment</td>
<td>Residual MSW, C&amp;I waste, organic waste</td>
<td>Biogas, electricity, refuse derived fuels, separated recyclables (eg. plastics, paper, glass, metals), compost-like material - depending on technology configuration that is adopted</td>
<td>Process water, air pollution control residues, inert materials and residual materials that have no economic value</td>
</tr>
<tr>
<td>Anaerobic Digestion</td>
<td>Biosolids, food waste, green waste, crop residues</td>
<td>Digestate, compost, heat, electricity, biogas</td>
<td>Liquid residues, wastewater, inert and non-compostable material, contaminants (e.g. plastics)</td>
</tr>
<tr>
<td>Fermentation</td>
<td>Organic waste high in sugar (eg. com, beetroot, sugarcane crop waste)</td>
<td>Alcohols (eg. ethanol for fuel), digestate</td>
<td>Liquid residues, wastewater</td>
</tr>
</tbody>
</table>

Table 15 – Summary of waste to energy technologies, DEWLP discussion paper 2017
### 13.0 Action and Implementation Plan

The following section outlines the proposed actions and outcomes of advancing this work. High priority actions are proposed to be commenced within the next 1-2 years, medium priority in three years and low priority in 4-5 years. All actions shall be reported on by the Team Leader Waste Management, even though some issues will ultimately become the responsibility of others, such as the economic development team for new waste industries.

**OBJECTIVE 1**

We will continue to deliver waste services in a manner that is sustainable, accessible and innovative. We will monitor these services and respond to new trends and opportunities.

To achieve this, we will:

<table>
<thead>
<tr>
<th>ACTION</th>
<th>PRIORITY</th>
<th>OUTCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Complete a study into best practices data systems and implement to assist in future planning</td>
<td>High</td>
<td>Credible data provided for good decision making</td>
</tr>
<tr>
<td>1.2 Attract a waste to energy or waste to fuel operator that utilises the feedstocks generated via the kerbside the bin system</td>
<td>High</td>
<td>Reduced reliance on access to Albury Landfill. Future proofing against legislative changes for cross border waste movement</td>
</tr>
<tr>
<td>1.3 Review bin installations and replace with suited infrastructure. This may include solar bins where practical.</td>
<td>Medium</td>
<td>Reduced collection costs</td>
</tr>
<tr>
<td>1.4 Explore the development of and implement an incentive program to encourage reduced waste generation behaviour</td>
<td>High</td>
<td>Decreased waste to landfill</td>
</tr>
<tr>
<td>1.5 Develop program to work with real estate agents and body corporates to engage with tenants to reduce waste</td>
<td>Medium</td>
<td>Reduced contamination in the various bins</td>
</tr>
<tr>
<td>1.6 Explore and implement a program which encourages reuse of materials and goods before they become hard waste. This could include support for Repair Café, ‘Library of Things’ and other reuse or sharing programs.</td>
<td>Low</td>
<td>Increased reuse and repurposing options</td>
</tr>
<tr>
<td>1.7 Complete a review of opportunities to inform contract specifications and ensure they are responsive to industry innovation and technology</td>
<td>High</td>
<td>Best practice options incorporated into specifications</td>
</tr>
<tr>
<td>ACTION</td>
<td>PRIORITY</td>
<td>OUTCOME</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>---------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Promote council innovation around waste minimisation and recycling</td>
<td>Low</td>
<td>Possible savings realised</td>
</tr>
<tr>
<td>Conduct waste audits annually to assist in evaluating the effectiveness of initiatives and report on targets under this Waste Strategy</td>
<td>High</td>
<td>Credible data provided for good decision making</td>
</tr>
<tr>
<td>Develop a process and program that ensures all public events have appropriate waste management plans, addressing waste avoidance where practical</td>
<td>Medium</td>
<td>Increased recycling options Clear leadership</td>
</tr>
<tr>
<td>Expand organics waste collection to commercial businesses</td>
<td>High</td>
<td>Decreased greenhouse emissions by avoiding waste to landfill</td>
</tr>
<tr>
<td>Adjust waste systems for medium and high density housing and commercial properties</td>
<td>Medium</td>
<td>More readily adopted practices by consumers</td>
</tr>
<tr>
<td>Develop a program to work with charity bin operators to reduce waste</td>
<td>High</td>
<td>Reduced waste to landfill Reusable goods made available for reuse</td>
</tr>
<tr>
<td>Work with commercial businesses to increase diversion of waste from their premises</td>
<td>Low</td>
<td>Reduced waste to landfill</td>
</tr>
</tbody>
</table>

## 8 - Officers reports for determination

### Item 8.3 - Document B
OBJECTIVE 2

Wodonga’s public places including parks, streets and laneways are valued by our community. We will work in partnership with the community to ensure these places provide a clean, welcoming and safe environment for a range of uses.

To achieve this, we will:

<table>
<thead>
<tr>
<th>ACTION</th>
<th>PRIORITY</th>
<th>OUTCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Review and replace signage in parks and streets to ensure information is consistent and correct</td>
<td>Low</td>
<td>Consistent messaging</td>
</tr>
<tr>
<td>2.2 Review and update bin infrastructure and community engagement to meet the needs of residents and visitors</td>
<td>Medium</td>
<td>Consistent messaging and practices</td>
</tr>
<tr>
<td>2.3 Participate in the Keep Australia Beautiful and Clean up Australia Day programs</td>
<td>High</td>
<td>Good community involvement and increased awareness</td>
</tr>
<tr>
<td>2.4 Introduce more public place recycling options, particularly at sport events and sports facilities</td>
<td>Medium</td>
<td>Good community involvement and increased awareness</td>
</tr>
<tr>
<td>2.5 Develop a ‘Dumped Rubbish and Litter’ education program, integrating infrastructure, education and enforcement</td>
<td>Medium</td>
<td>Reduced collection costs</td>
</tr>
<tr>
<td>2.6 Develop and deliver targeted waste stream education and engagement programs to focus on problem materials, such as cigarette butts and syringe litter in open spaces</td>
<td>High</td>
<td>Increased safety in parks and reserves</td>
</tr>
<tr>
<td>2.7 Develop and implement a robust engagement program with businesses and their local communities to reduce the oils and litter load entering storm water drains</td>
<td>Medium</td>
<td>Reduced pollution</td>
</tr>
<tr>
<td>2.8 Review the council’s development and construction management plans to ensure waste minimisation and litter management is included and reported on</td>
<td>Medium</td>
<td>Enhanced visual appearance of new estates</td>
</tr>
</tbody>
</table>

WASTE MANAGEMENT STRATEGY
<table>
<thead>
<tr>
<th>ACTION</th>
<th>PRIORITY</th>
<th>OUTCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.9</td>
<td>Low</td>
<td>Cleaner parks and gardens, Increased responsible pet ownership</td>
</tr>
<tr>
<td>2.10</td>
<td>Low</td>
<td>Provide a suited legislative mechanism to deal with the issue</td>
</tr>
<tr>
<td>2.11</td>
<td>Medium</td>
<td>Better collaboration, Good flow of ideas between agencies</td>
</tr>
<tr>
<td>2.12</td>
<td>Medium</td>
<td>Increased recycling and less cost of disposal to clubs</td>
</tr>
<tr>
<td>2.13</td>
<td>High</td>
<td>Reduced pollution and increase education</td>
</tr>
</tbody>
</table>
OBJECTIVE 3

Wodonga requires contemporary, adaptable waste infrastructure to service the changing needs of our community. We will seek opportunities for technological and infrastructure innovation in order to improve our services to the community.

To achieve this, we will:

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>PRIORITY</th>
<th>OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 Review the existing waste reduction and promotion of waste minimisation programs at festivals and events</td>
<td>Medium</td>
<td>Leading by example&lt;br&gt;Reduce cost of waste disposal at events</td>
</tr>
<tr>
<td>3.2 Develop and implement a staged program to bring all bin infrastructure to a standard</td>
<td>Medium</td>
<td>Consistent messaging</td>
</tr>
<tr>
<td>3.3 Increase the amount of materials that are recycled at the Waste Transfer Station, such as polystyrene, tyres, e-waste and mattresses</td>
<td>High</td>
<td>Reduced volume of materials into landfill</td>
</tr>
<tr>
<td>3.4 Investigate and trial an option for diverting food waste from restaurants</td>
<td>High</td>
<td>Reduced volume of materials into landfill&lt;br&gt;Reduced business cost.</td>
</tr>
<tr>
<td>3.5 Investigate and pilot technology to process food waste from the commercial sector.</td>
<td>High</td>
<td>Reduced volume of materials into landfill&lt;br&gt;Reduced business cost.</td>
</tr>
<tr>
<td>3.6 Investigate and trial an option for diverting food and garden waste at the Waste Transfer Station.</td>
<td>High</td>
<td>Reduced volume of materials into landfill&lt;br&gt;Reduced business cost.</td>
</tr>
<tr>
<td>3.7 Ensure town planning provisions provide suited buffers for future waste businesses</td>
<td>High</td>
<td>Suitied land available for waste industries</td>
</tr>
</tbody>
</table>
OBJECTIVE 4

We will engage the Wodonga community through targeted and tailored education programs to be mindful of their consumption and rethink how they manage resources and generate waste.

To achieve this, we will:

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>PRIORITY</th>
<th>OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 Rename the Waste Transfer Station to a resource recovery facility</td>
<td>High</td>
<td>Alignment with state naming</td>
</tr>
<tr>
<td>4.2 Work with and assist schools to develop and deliver the School Environment Education Directory (SEED) program</td>
<td>High</td>
<td>Consistent messaging</td>
</tr>
<tr>
<td>4.3 Develop a ‘Sustainable Consumption’ program to influence the culture of how the community buys and uses products</td>
<td>Low</td>
<td>Consistent messaging</td>
</tr>
<tr>
<td>4.4 Develop an innovative approach to communications and engagement relating to waste minimisation and resource recovery</td>
<td>Medium</td>
<td>Consistent messaging</td>
</tr>
<tr>
<td>4.5 Develop and implement a pilot program to recycle soft plastics</td>
<td>High</td>
<td>Reduced waste to landfill</td>
</tr>
<tr>
<td>4.6 Partner with Men’s Shed, Repair Café, the SAC and others to deliver a program taking up opportunities to reuse repairable waste materials</td>
<td>Low</td>
<td>Reduced waste to landfill</td>
</tr>
<tr>
<td>4.7 Work with cafes and restaurants to promote the use of re-useable, takeaway coffee cups</td>
<td>High</td>
<td>Decreased waste to landfill</td>
</tr>
<tr>
<td>4.8 Develop and promote a plastic bag minimisation program</td>
<td>High</td>
<td>Decreased waste to landfill</td>
</tr>
<tr>
<td>4.9 Develop a network of businesses that displace consumption of new goods, such as second hand, op shops, repairs, recycled timber, freecycle and Gumtree, and promote them wherever possible</td>
<td>High</td>
<td>Decreased waste to landfill</td>
</tr>
<tr>
<td>4.10 Investigate expanding the recycling drop-off services for items such as household batteries, fluorescent globes and electronic waste to more locations</td>
<td>Low</td>
<td>Increased recycling options</td>
</tr>
<tr>
<td>4.11 Review purchasing practices at the council to promote improved waste management outcomes</td>
<td>Medium</td>
<td>Decrease waste to landfill Less packaging produced</td>
</tr>
<tr>
<td>4.12 Adopt a green procurement approach, buying environmentally preferred products in line with the procurement policy</td>
<td>Medium</td>
<td>Decrease waste to landfill Less environmental impact</td>
</tr>
</tbody>
</table>
**OBJECTIVE 5**

We will collaborate with a range of partners to advocate for improved opportunities to rethink consumption behaviour and the production and management of our waste.

To achieve this, we will:

<table>
<thead>
<tr>
<th>DELIVERABLE</th>
<th>PRIORITY</th>
<th>OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1 Advocate for the development of the Waste Transfer Station into a bulk up facility to service surrounding local government areas</td>
<td>High</td>
<td>Reduced transport costs</td>
</tr>
<tr>
<td>5.2 Advocate for national solutions to problematic wastes (such as packaging and hazardous wastes)</td>
<td>High</td>
<td>Consistent systems both sides of the border</td>
</tr>
<tr>
<td>5.3 Encourage builders and developers to source separate wastes onsite</td>
<td>High</td>
<td>Less litter on sites and less pollution escapes</td>
</tr>
<tr>
<td>5.4 Apply for suited funding to progress these various priorities</td>
<td>High</td>
<td>Reduce cost to community</td>
</tr>
<tr>
<td>5.5 Advocate and develop a policy to deal with the introduction of container deposit legislation in NSW.</td>
<td>High</td>
<td>Consistent systems both sides of the border</td>
</tr>
<tr>
<td>5.6 Lobby business to achieve reduced resource consumption and decrease waste production locally</td>
<td>Medium</td>
<td>Consistent systems both sides of the border</td>
</tr>
<tr>
<td>5.7 Partner with Friends of’ groups and ‘Our native garden’ to engage residents in caring for areas and ownership of litter</td>
<td>Medium</td>
<td>Good collaboration Increased relationships</td>
</tr>
<tr>
<td>5.8 Advocate for a statewide approach on plastic bag minimisation programs.</td>
<td>High</td>
<td>Consistent messaging and practices across the state</td>
</tr>
<tr>
<td>5.9 Implement a local plan to reduce the volume of soft plastic waste</td>
<td>High</td>
<td>Consistent systems both sides of the border</td>
</tr>
<tr>
<td>5.10 Implement increased waste actions with AlburyCity under the Two cities/One community action plan</td>
<td>High</td>
<td>Consistent and complimentary systems both sides of the border</td>
</tr>
<tr>
<td>5.11 Investigate the possibility of using the Local Law to make it illegal to dispose of paint, building materials and green waste in domestic bins</td>
<td>Low</td>
<td>Reduced pollution Legal and appropriate disposal of all waste products</td>
</tr>
</tbody>
</table>
14.0 References and acknowledgements

DELWP (2017) – Turning waste into energy, discussion paper
Waste Minimisation and Recycling Strategy 2017, Boorondara City Council
Waste Management Strategy 2016, Berralla Rural City Council.
PUBLIC NOTICE

WODONGA CITY COUNCIL

NOTICE OF INTENTION TO SELL LAND AND TO GRANT AN OPTION TO SELL LAND

Wodonga City Council (Council) gives notice under Section 189 of the Local Government Act 1989 (Act) that it intends to sell two parcels of land and grant three options to sell other land, and sell that land, as described below (Proposal).

The land which is the subject of the Proposal is the lots shown on the plan below (Plan), each being part of the land contained in certificate of title volume 11607 folio 545.

Sale of Lot 6 on the Plan (Lot 6)

The Proposal is that Lot 6 be sold by private treaty to Jessica Wild (Purchaser).

The contract of sale for Lot 6 (Lot 6 Contract) will provide as follows:-

1. a purchase price of not less than market value determined by a valuation obtained by Council;

2. payment of a deposit equal to 10% of the price;

3. settlement will be due on the later of:

   3.1 30 days after the day of sale;
3.2 14 days after Council gives to the Purchaser written notice of registration of plan of subdivision no. PS823624V (Subdivision Plan); and

3.3 14 days after the Purchaser obtains a planning permit to use and develop the land in the Plan for agricultural silage and manufacturing, within 6 months after the day of sale (Planning Approval);

4. the sale will be conditional on:

4.1 Council procuring registration of the Subdivision Plan; and

4.2 the Purchaser procuring the Planning Approval; and

5. the Purchaser will be granted a right of first refusal to purchase Lot 1 on the Plan (Lot 1), for a period of 5 years from the day of sale of the Lot 6 Contract (provided that the Purchaser has settled the purchase of Lots 2 to 6 (inclusive) on the Plan), for a price which is not less than the market value of Lot 1 on the date that the right of first refusal is exercised.

Sale of Lot 5 on the Plan (Lot 5)

The Proposal is that Lot 5 be sold by private treaty to the Purchaser.

The contract of sale for Lot 5 (Lot 5 Contract) will provide as follows:-

1. a purchase price of not less than market value determined by a valuation obtained by Council;

2. payment of a deposit equal to 10% of the price;

3. settlement will be due on the later of:

3.1 24 months after the day of sale;

3.2 14 days after Council gives to the Purchaser written notice that the Subdivision Plan has been registered; and

3.3 14 days after the Purchaser obtains the Planning Approval; and

4. the sale will be conditional on:

4.1 Council procuring registration of the Subdivision Plan; and

4.2 the Purchaser procuring the Planning Approval.

Option to sell Lot 4 on the Plan (Lot 4)

The Proposal is that Council grant an option to sell Lot 4 to the Purchaser (Lot 4 Option) on the following terms:-

1. the Lot 4 Option will be exercisable for a period of one year after the date of settlement of the Lot 5 Contract;

2. a purchase price of not less than market value determined by a valuation obtained by Council;

3. payment of a deposit of 10% of the price on exchange of the contract of sale for Lot 4 (Lot 4 Contract); and

4. settlement is 30 days after exchange of the Lot 4 Contract.
Option to sell Lot 3 on the Plan (Lot 3)

The Proposal is that Council grant an option to sell Lot 3 to the Purchaser (Lot 3 Option) on the following terms:-

1. the Lot 3 Option will be exercisable only if the Lot 4 Option is exercised by the Purchaser. It will then be exercisable for a period of one year after the date of settlement of the Lot 4 Contract;

2. a purchase price of not less than market value determined by a valuation obtained by Council;

3. payment of a deposit of 10% of the price on exchange of the Lot 3 Contract; and

4. settlement is 30 days after exchange of the Lot 3 Contract.

Option to sell Lot 2 on the Plan (Lot 2)

The Proposal is that the Council grant an option to sell Lot 2 to the Purchaser on the same terms as the Lot 3 Option (varied to relate to Lot 2) (Lot 2 Option), provided that the Lot 2 Option will only be exercisable if the Lot 3 Option is exercised by the Purchaser.

A person may make a submission on the Proposal.

Any person proposing to make a submission under section 223 of the Act must do so by 5pm on 16 January 2019.

All submissions will be considered in accordance with section 223 of the Act.

Submissions should be addressed to the Chief Executive Officer, and can be hand delivered to Council's Office at 104 Hovell Street, Wodonga or posted to the following address:

    Chief Executive Officer
    Wodonga City Council
    PO Box 923
    WODONGA VIC 3689

Any person requesting to be heard in support of his or her submission is entitled to be heard before Council (or a Committee established by Council for this purpose) or be represented by a person acting on his or her behalf, and will be notified of the time and date of the hearing.

Patience Harrington
Chief Executive Officer
Wodonga City Council
Chapples Road access to the Kiewa River

Purpose of report

The purpose of this report is to provide a response to the petition received by council on November 12, 2013.

The petition tabled at the council meeting dated Monday November 18, 2013 reads:

"The residents and ratepayers of the Wodonga City Council draw to the attention of the Council:

Object to the unmade road reserve, Chapples Road being opened for public pedestrian access to the Kiewa River.

We therefore request that this unmade road reserve remain closed to pedestrians. Instead utilise the existing public pedestrian access to the river 3km north along Whytes Road – at no cost to council."

Background

Chapples Road, Baranduda extends from the Kiewa Valley Highway to the Kiewa River. The road is constructed as a gravel road between the Kiewa Valley Highway and Whytes Road, and from Whytes Road heading east, the road is sealed for a length of approximately 330m to service the Camorton Park Estate subdivision (the Estate). The section of Chapples Road that is subject of this report is the section east of the sealed portion of Chapples Road. The entire length of Chapples Road is a Crown road.

See Attachment 1 for a general locality plan and Attachment 2 for a detailed view of the subject road.

Prior to the construction of Stage 1 of the estate, Chapples Road east of Whytes Road was an unmade government road. There was however a private driveway constructed within the road reserve to enable access to the property on the north side of the Chapples Road.

Camorton Park Estate – Stage 1

The planning permit for Stage 1 of the Estate (Planning Permit 2009/170) was issued on October 7, 2010 and the Statement of Compliance (issue of titles, works completed) was granted on June 16, 2011.

Stage 1 of the permit was for the construction of Chapples Road from Whytes Road to the intersection of the new subdivision road, being Bullington Way, and the construction of Bullington Way. Chapples Road in this section was partly constructed within the subdivision land to avoid the removal of the significant vegetation within the government road reserve. This road reserve still exists as an unmade road in this location.

A condition within this permit read:

"Detailed Construction Plans

3(b) Provision must be made for pedestrian/cycle access to the Kiewa River via Chapples Road."
### Chapples Road access to the Kiewa River (cont’d)

This condition was not acted upon as part of the Stage 1 works as it was considered more appropriate to be included in the Stage 2 permit. Officers’ view at this stage was that a better access point to the Kiewa River would be to provide access off the end of Bullington Way.

This condition was placed on the Stage 2 permit of the Camorton Park Estate.

#### 221 Chapples Road

In March 2011, council approved a planning permit (Planning Permit 2011/2) for the construction of a dwelling and shed on the land at 221 Chapples Road. The only legal and practical access to this parcel of land is from Chapples Road, however at the time of issuing this permit, this section was an unused and unmade road.

To enable access to the land, council applied the following condition on the permit:

**“Vehicular Access**

6. The permit holder will construct a sealed vehicle crossover within the road reserve at the end of Chapples Road. The vehicular crossing must be constructed to the Council’s standard and satisfaction. The vehicle crossover will be maintained by the land owner on an ongoing basis at their expense.

7. A driveway from the end of the vehicular crossing to be constructed to Council’s standard and satisfaction. The driveway will be constructed to the property boundary and within the subject site to the shed, parking area and dwelling. The driveway will be maintained by the land owner of the property on an ongoing basis at their expense.

(a) Any tree removal or modification required to obtain minimum CFA clearance requirements outside of the permit holder’s property must, prior to any works occurring, have written approval from Council, who will advise a suitably qualified arborist to undertake such works. All works required will be at the permit holder’s expense. This condition will only apply to that part of the driveway pertaining to this application east of Chapples Road and Whytes Road intersection.”

The driveway access to 221 Chapples Road is the section of government road that is the subject of this petition.

See Attachment 3 for details of the Estate (Stage 1 and 2) and 221 Chapples Road vehicle crossing and driveway extent.

At the time of approving the permit for 221 Chapples Road, officers did not consider that this section of Chapples Road would be required to provide access to the Kiewa River for the general public. Officers were of the view that a more practical access to the river for the local residents would be to provide access through the second stage of the Estate.

Following the approval of the planning permit for 221 Chapples Road, the owner constructed the vehicular access as per conditions 6 and 7 of the permit. The owner also constructed a gate that is locked, across the road reserve, installed a small cattle yard and has dumped a large volume of broken concrete roofing tiles within the road reserve. Council did not provide consent for any of these works to occur.
Chapples Road access to the Kiewa River (cont’d)

Camorton Park Estate – Stage 2
A planning application for Stage 2 of the Estate was lodged on July 14 2011, and a permit granted on October 19, 2011.

Condition 3(b) of the planning permit read:

“3(b) Provision must be made for pedestrian/cycle access to the Kiewa River Reserve from the end of Bullington Way, with an associated link to the Chapples Road road reserve.”

This condition was included to enhance amenity by improving walkability throughout the estate and connectivity to the Kiewa River. One of the strategic actions of the Planning Scheme at Clause 15.01-3 reads:

“Create a range of open spaces to meet a variety of needs with links to open space networks and regional parks where possible.”

It was considered that the Kiewa River reserve (being Crown Land and zoned Public Conservation and Recreation) is a valuable asset adjoining the estate and should be given maximum value by improving access from the estate, and conversely acknowledged for its potential to contribute to the amenity of the estate.

On December 23, 2011, council received notification from the Victorian Civil and Administrative Tribunal (VCAT) that a third party was seeking a review of council’s decision to grant a planning permit. The appellant sought a review of three (3) conditions, one of which being condition 3(b) relating to access to the Kiewa River Reserve.

The appellant’s justification for requesting a review of condition 3(b) was:

“Condition 3(b) is unreasonable and unnecessary in respect of the requirement to provide access to the Kiewa River Reserve with an associated link to Chapples Road road reserve from the end of Bullington Way.”

Council officers met with the appellant’s representatives on April 12, 2012 to discuss matters relating to the VCAT application review. At the meeting it was resolved to remove condition 3(b) of the permit on the basis that access to the Kiewa River could be achieved via Chapples Road which would adequately address the policy objectives of the Wodonga Planning Scheme as per the original Stage 1 permit condition for the estate.

No condition was added to the permit requiring the developer to undertake any construction works on Chapples Road to connect to the Kiewa River.

The amended planning permit for Stage 2 of the Camorton Park Estate subdivision (Planning Permit 2011/86) was issued on May 22, 2012 and the Statement of Compliance (issue of titles, works completed) granted on February 28, 2013.

Request for access
In May 2013, council received a request from a resident of the Estate, for pedestrian and cycle access to the Kiewa River reserve to be provided.

In the letter, the resident stated that at the time of purchase of the block of land within the estate, they were provided with details of the associated planning permit (being the Stage 1 permit). The planning permit clearly indicated that pedestrian and cycle access would be
Chapples Road access to the Kiewa River (cont’d)

provided via Chapples Road, and that this access was not possible due to the locked gate blocking access.

Council officers inspected the site and found that there was a gate blocking access to the government road reserve.

Council subsequently wrote to the owner of 221 Chapples Road, on June 13, 2013, informing him that a pedestrian access gate was to be installed adjacent to the existing gate to enable pedestrian and cyclist access to the Kiewa River via the government road reserve. The provision of this gate would meet council’s obligations in providing public access to the river.

Following receipt of this letter, a meeting was held with the owner of 221 Chapples Road to discuss the provision of the pedestrian gate. The owner strongly objected to the installation of this gate to enable access for the public, and following the meeting, wrote to council detailing his concerns.

A summary of the concerns are as follows:

- Significant cost to ratepayers to establish and maintaining the track.

- Track would be 800m long, passing through 2 fences requiring additional gates to be installed.

- The track would pass over approximately 400m of flood plain with 200m being subject to inundation. For 9 months of the year this area is very boggy and impassable.

- The track crosses two waterways. The only way to currently access the river is to cross these two waterways via existing crossing points on the freehold land.

- There is significant vegetation across the width of the unmade road reserve that would need to be removed to enable the installation of the track.

- Any works within the floodplain would require a permit from the North East Catchment Management Authority. The construction of this track would have a detrimental effect on the environment and on the extensive revegetation and environmental works undertaken by the landowner.

- Parking would need to be constructed as a result of the access to the river. This would be a further cost to ratepayers.

- When constructing the driveway access to the property, council planning and engineering staff advised this would be a private access road only with ongoing maintenance being the responsibility of the owner. How would the public be stopped from utilising this driveway?

- Vandalism could be an issue with increased public access to the river in this location.

- Littering from increased use.

The owner spoke to a number of local residents of Camorton Park Estate, offering a key for the locked gate to enable access through to the river via the existing creek crossings on the freehold land. It was also indicated in the letter that the residents that had been spoken to, opposed the public access to the river via Chapples Road.
Chapples Road access to the Kiewa River (cont’d)

Following receipt of this letter, officers met with the resident requesting access to the Kiewa River via Chapples Road, to discuss the concerns raised by the owner of 221 Chapples Road. The key points of concern raised by this resident are as follows:

- The planning permit provided to them at the time of their purchase of the block stated that access would be available to the Kiewa River via Chapples Road.

- There are very few public access points to the Kiewa River.

- The issuing of a key to access the government road reserve through the locked gate doesn’t deal with the issue of delineating public land from private land. Residents may feel like they are trespassing as the landholder appears to have adopted “assumed ownership” of the roadway and land to the river.

- The planning permit for Camorton Park Estate was in place at the time of issuing the permit for the driveway access to 221 Chapples Road. The owner should have been aware that access was to be provided along Chapples Road.

- The pedestrian access gate should be located where the government road becomes unfenced at the boundary of 221 Chapples Road. Parking for vehicles could be established at this point.

- Given that the owner has constructed the driveway at his expense, council could now pick up the ongoing maintenance.

Officers, taking into consideration the views of both residents, prepared a plan to address the concerns of both parties. The proposed actions to resolve the access issues were:

Short Term

- Install a pedestrian access gate at the intersection of Bullington Way and Chapples Road to enable access to the Kiewa River for pedestrians and cyclists. (This gate has since been installed by the developer of Camorton Park Estate).

- The owner of 221 Chapples Road was instructed to remove the stockpiles of broken concrete roofing tiles.

Officers would prepare a budget submission for the 2014/15 financial year to undertake the following works:

- Formalise creek crossing points to enable all weather access to the river for the public.

- Construct gravel walking tracks commencing from the end of the gravel driveway to the river.

- Take over the ongoing maintenance of the gravel driveway.

During October/November 2013, council officers sought formal quotations for the construction of a pedestrian/cycle path along Chapples Road to the Kiewa River (Quotation W147-13 Construction of a pedestrian cycle path along Chapples Road). The likely costs to undertake these works is $75,000, including costs associated with preparing a Cultural Heritage Management Plan.
Chapples Road access to the Kiewa River (cont’d)

Both parties were informed of this decision and neither party was satisfied by the proposal, leading to the submission of the petition against opening this access point to the river.

The petition read:

“The residents and ratepayers of the Wodonga City Council draw to the attention of the Council:

Object to the unmade road reserve, Chapples Road being opened for public pedestrian access to the Kiewa River.

We therefore request that this unmade road reserve remain closed to pedestrians. Instead utilise the existing public pedestrian access to the river 3km north along Whytes Road – at no cost to council.”

Officers have undertaken a review of Victorian Government Acts to determine the legal aspects of access rights to unused government road reserves. Following is a summary of relevant sections of various Acts of Parliament.

The Land Act 1958

The Land Act 1958 is an Act to consolidate the law relating to the sale and occupation of Crown Lands.

Following are sections from the Land Act relevant to this case.

Under Division 8, Part 1, Section 130 of the Land Act 1958, the Minister may grant a licence for agricultural purposes over Crown Land. A licence granted under this Act may be granted for a period of up to 99 years.

Section 402 of the Land Act 1958 states;

402. Right to enter and use an unused road

(1) Where the land on one side only of an unused road is fenced off from such road the occupier of any unfenced private land on the opposite side of such road shall obtain a licence under Division 8 of Part I or section 138 of this Act to enter and use the whole of such road to the extent to which his land abuts thereon. The occupier of such unfenced private land while he is the licensee of such unused road shall when any dividing fence between such road and any private land on the other side of the road is out of repair or becomes insufficient be liable for one-half the cost of repairing such fence as if he were an occupier within the meaning of the Fences Act 1968.

Section 407(1) of the Land Act 1958 states;

If a municipal council considers that it is desirable in the public interest that a licence under Division 8 of Part I or Section 138 of this Act in respect of any unused road in the municipal district of that municipal council should be cancelled it shall so inform the Minister or any person authorised to grant licences and the Minister or that person, may, after three months’ notice has been given to the licensee, cancel the licence. Section 407(3) of the Land Act 1958 states;

Where a licence under Division 8 of Part I or section 138 of this Act for an unused road has been cancelled under sub-section (1) of this section the council of the municipality in whose municipal district the unused road is situated—
Chapples Road access to the Kiewa River (cont’d)

(a) shall keep the unused road open for public use and free from obstruction; and

(b) may cause any building hedge ditch fence hole heap drain or obstruction which has been made on across or in the unused road to be taken down or filled up or removed or otherwise made good at the expense of any person by whom the same was made or to whom it belongs and may in default of payment of such expense recover the amount thereof in the Magistrates’ Court.

All roads under the Land Act 1958, are considered to be public highways.

In this instance the adjoining owner of 221 Chapples Road does not have a licence on the section of Chapples Road that is currently being used for agricultural purposes, nor is the private land fenced off from the unused road.

Road Management Act 2004
Under the Road Management Act 2004, “unused” or “unmade” roads are not roads within the meaning of the Act. Although they are not roads for the purposes of this Act, they are still roads for the purposes of the Land Act 1958, and public highways at common law. They may be trafficked by the general public.

This applies to Chapples Road. Council, at common law, cannot deny access to the public from this section of government road.

Should the road be opened to use by the general public the road will become a road under the meaning of the Road Management Act 2004.

Local Government Act 1989
Council has the power under the Local Government Act 1989 to discontinue a road by a notice publish in the Government Gazette and in the case of Crown land, transfer the land to the Crown. The Crown is then able to sell the land following required exhibition and submissions from the public.

The Local Government Act in Schedule 10 states:

3 Power to discontinue roads

A Council may, in addition to any power given to it by sections 43 and 44 of the Planning and Environment Act 1987—

(a) discontinue a road, or part of a road, by a notice published in the Government Gazette; and

(b) sell the land from that road (if it is not Crown land), transfer the land to the Crown or itself or retain the land.

Council can resolve to discontinue a road where it is deemed that the road reserve is not required for public access.
Chapples Road access to the Kiewa River (cont’d)

Council plan

<table>
<thead>
<tr>
<th>Strategic objective</th>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Our people will enjoy an excellent quality of life</td>
<td>Offer diverse and accessible recreation, leisure and sporting opportunities.</td>
</tr>
<tr>
<td>We are innovative, responsive and responsible in the way we conduct business.</td>
<td>Deliver council services with a strong customer focus.</td>
</tr>
</tbody>
</table>

Council policy / strategy implications

There are no known council strategy or policy implications.

Risk and opportunity management implications

<table>
<thead>
<tr>
<th>Risk description</th>
<th>C’quence</th>
<th>L’hood</th>
<th>Final Risk Rating</th>
<th>Controls &amp; Treatments</th>
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<tbody>
<tr>
<td>Community dissatisfaction for access to the Kiewa River being formalised in this location.</td>
<td>3</td>
<td>A</td>
<td>H</td>
<td>Inform the community of requirements within the Land Act 1958</td>
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<tr>
<td>Community dissatisfaction for access to the Kiewa River being denied in this location.</td>
<td>3</td>
<td>A</td>
<td>H</td>
<td>Inform the community of requirements within the Land Act 1958</td>
</tr>
<tr>
<td>Increased traffic due to access being opened to the river.</td>
<td>4</td>
<td>B</td>
<td>M</td>
<td>Council to monitor usage</td>
</tr>
<tr>
<td>Increased requirement for maintenance on the access road and pedestrian paths.</td>
<td>4</td>
<td>B</td>
<td>H</td>
<td>Council to monitor and increase maintenance activities as required</td>
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</tbody>
</table>

Opportunity description

<table>
<thead>
<tr>
<th>Opportunity description</th>
<th>C’quence</th>
<th>L’hood</th>
<th>Final Risk Rating</th>
<th>Controls &amp; Treatments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improves access to a significant community asset.</td>
<td>4</td>
<td>A</td>
<td>S</td>
<td>Construct all weather access to the river.</td>
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</table>

Financial implications

<table>
<thead>
<tr>
<th></th>
<th>2013/14 Approved Budget</th>
<th>This Proposal</th>
<th>Variance to Approved Budget</th>
<th>Comments</th>
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<tr>
<td>Revenue</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
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<tr>
<td>Expense</td>
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<td>$75,000</td>
<td>($75,000)</td>
<td>Should the work be undertaken this financial year.</td>
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<tr>
<td>Net Result</td>
<td>$0</td>
<td>($75,000)</td>
<td>($75,000)</td>
<td></td>
</tr>
</tbody>
</table>
Chapples Road access to the Kiewa River (cont’d)

Environmental implications

Should it be resolved to proceed with the construction of the pedestrian access to the Kiewa River, council will be required to undertake a vegetation assessment. An initial inspection of the site has been undertaken and it is unlikely that any significant vegetation will be impacted. Officers will liaise with the Department of Environment and Primary Industries should tree removal be required.

Officers will also apply to the North East Catchment Management Authority for a Works on Waterways Permit for the construction of two culvert crossings.

As the works are within the Kiewa River floodplain, council will be required to undertake a Cultural Heritage Assessment prior to any works being undertaken.

Social / cultural implications

The report background details the positive and negative impacts of the proposal to open Chapples Road for public access to the Kiewa River.

Legislative implications

The Acts that cover the use of public land, road reserves and Crown Land that is most relevant to this situation is the Road Management Act 2004 and the Land Act 1958.

Consultation proposed / undertaken

No community consultation has been undertaken to date. The community will be consulted following a formal decision by council.

<table>
<thead>
<tr>
<th>Level of public participation</th>
<th>Select</th>
<th>Promises to the public/stakeholders</th>
<th>Example of techniques to use</th>
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</thead>
<tbody>
<tr>
<td>Consult</td>
<td>✓</td>
<td>Informed, listen, acknowledge</td>
<td>• Request community feedback</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• City Life</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Request public submission</td>
</tr>
</tbody>
</table>

Options for consideration

Option 1 - Do nothing.
Permit the owner to keep the locked gate across the government road reserve and restrict access to the public.

This option is not considered to be lawful as the general public have common law rights to access unused road reserves.

Option 2 – Open up access to Chapples Road for the general public
Notify the owner that he is required to remove the stockpiles of broken concrete roofing tiles, cattle yards and fence and locked gate blocking Chapples Road.
Chapples Road access to the Kiewa River (cont’d)

Obtain cultural heritage, works on waterway and tree removal (if required) permits.

Make budget allocation in the 2014/15 financial year to complete the necessary works to formalise pedestrian and cyclist access to the Kiewa River.

**Option 3 – Discontinuance of road**

Council could resolve to discontinue the road under the Local Government Act 1989. This would then enable the Crown to sell the land to the abutting owner following the required public exhibition and submission requirements.

The land would then become freehold land with no public access rights.

**Option 4 – Undertake further consultation with the community**

Consult with the local Baranduda and Wodonga community to determine the desire of the public to have this access to the Kiewa River in this location.

To date, only the local residents are aware of this access and officers are not aware of the general community’s desire to have this location available for general access.

The obstructions that are currently in place in Chapples Road would need to be removed immediately as they obstruct access and deny safe access to public land. This is the preferred option.

**Conclusion**

The Kiewa River is not for the exclusive use of residents of Camorton Park Estate and all members of the community are entitled to safe and unhindered access to this amenity in this location. It would seem unreasonable to expect residents or any other member of the community to have to traverse an additional 3km to an access point described in the petition.

It has been council’s desire to provide access to the Kiewa River in this location, as evidenced by the conditions placed on development permits in this location, as access is considered to be of great community benefit. Council attempted to provide this access through the subdivision process, however this did not eventuate, leaving only the access via Chapples Road as the only option.

Access by the public to public land is a right at common law, and should not be denied.

The Baranduda and Wodonga community have a right to comment on the proposal to provide access to a significant environmental feature, being the Kiewa River and surrounds.

Following this consultation, council will be better informed and able to make the appropriate decision relating to future access.

**Attachments**

The following documents are attached with the appendices:

- **Attachment 1** – General Locality Plan
- **Attachment 2** – Chapples Road
- **Attachment 3** – Camorton Park Estate & 221 Chapples Road Access Plan
Chapples Road access to the Kiewa River (cont’d)

Declaration of conflict of interests

Under section 80C of the Local Government Act 1989 officers providing advice to the council must disclose any interests, including the type of interest.

Director Planning and Infrastructure - Leon Schultz
In providing this advice as director, I have no interests to disclose in this report.

Manager infrastructure and works - Theo Panagopoulos
In providing this advice as the report author, I have no interests to disclose in this report.

Recommendation

That:

1. petitioners be advised that the option to close Chapples Road for public pedestrian access will be subject to further consultation with the wider community during January / February 2014, and that the outcome of this consultation will be submitted to a future council meeting;

2. petitioners be advised that until such time that council formally adopts a position following (1) above, safe access to the public cannot be denied along Chapples Road to the Kiewa River; and

3. the owner of 221 Chapples Road be notified of the requirement to immediately remove all obstructions from Chapples Road to enable immediate public access and that this be done to the satisfaction of the council.

Motion

Crs. Mark Byatt / Lisa Mahood

That the petitioners be advised that Chapples Road will not be considered by this council as a formal public / pedestrian access road to the Kiewa River.

(Carried)
27 August 2018

Re: environmental license for two closed road reserves

Dear Patience,

Parklands Albury Wodonga writes to strongly support the City of Wodonga’s efforts to facilitate river access for the fast growing Baranduda and Wodonga communities by issuing environmental licenses to Parklands Albury Wodonga (PAW) for two closed road reserves; Chappells Road, Baranduda and Goyanes Road, West Wodonga.

River access a community priority:

PAW is a community managed, community driven organisation. The organisation has mobilised the community for 20 years, with over $20 million worth of time invested by volunteers and 107 community, business and government partner organisations in restoring and enhancing the regional parklands.

As a community driven organisation, our efforts to improve river access are a result of continued conversations and feedback from anglers, walkers and the general public. PAW has received a number of phone calls from new residents of Camerican Estate in Baranduda who purchased land in the expectation of being able to access the nearby Kiewa River via Chappells closed road reserve. There is strong community support and pressure to deliver on this expectation.

PAW is the public land manager (Committee of Management) for the lower 25km of Kiewa River riparian Crown land. This degraded landscape has been transformed through the efforts of many and is now recognized in Victorian publications for its biodiversity values. This natural bush park is highly patronized by the Wodonga community. Walkers and Anglers are able to access both sides of the Kiewa River between Killara (Wodonga) through to near Kiewa Township, thanks to a Fisheries Victoria grant to install pedestrian friendly gates at all cross fences along 50km of river frontages. However, there is no exit to Baranduda from the public land along the river due to a Wodonga Councillor decision in 2019 to not permit pedestrian access along a closed Crown road reserve.

River access an economic benefit:

The Kiewa River is one of three premier rivers in Victoria for recreational fishing. Similarly, the Murray River in West Wodonga is highly valued by anglers who have access to recreational boats. The activity direct expenditure of recreational fishing in Victoria was valued at $2.3 billion in 2008-09 by an independent Ernst Young (2009) “Economic Study of Recreational Fishing in Victoria” report. 22% of this expenditure was in North East Victoria, contributing 1,100 jobs (including flow on jobs). The establishment of river access at Baranduda and West Wodonga will contribute towards the local economy.

Climate change adaptation and protection of threatened species:

Just some of the animal species which have been sighted on Murray River Crown and Kiewa River riparian Crown land in Wodonga local government area, that are under
threat include Squirrel Glider, Barking Owl, White-bellied Sea-Eagle and a range of Australian waterbirds whose habitat is under threat. The creation of the connected corridors along these two closed road reserves will enable native fauna to safely travel and adapt to climate change.

- The Chappies closed road reserve is a critical corridor linking the lower Kiewa River (which is identified as being of state-wide significance) to the Wodonga Retained Environmental Network lands and Barrington Range Box Gum Grassy Woodlands.
- The Goyne's closed road reserve is also a corridor linking the Murray River via Felltimber Creek to the West Wodonga hills, which are also Box Gum Grassy Woodlands.

Aligns with Hume Strategy for Sustainable Communities

Environmental licenses of these two closed road reserves support these regional goals;
1. environment (nature tourism product and associated conservation works), and
2. community (strengthening communities, increasing resilience and enhancing live-ability).

Strategic importance of corridors in Biodiversity 2037 Plan (DELWP)
The Department of Environment, Land, Water and Planning Biodiversity 2037 Plan represents a contemporary approach to managing biodiversity. It brings together the latest conservation science and social science to help achieve the plan's vision: that Victoria’s biodiversity is healthy, valued and actively cared for.

Biodiversity Response Planning aims to progressively deliver a coordinated, area-based response to the state-wide targets set out in Biodiversity 2037. The closed crown road reserves are located in the top 20% SMP (strategic management priority) of Victoria. That is, these locations are identified as the biodiversity hotspots where the best biodiversity outcomes will be sustained for minimal inputs.

Victorian Memorandum for Health and Nature

The environmental corridors will improve connectivity for biodiversity and people, enabling more Victorians to connect with and be active in the natural environment.

Aligns with Victorian Environmental Assessment Commission

In all the reports listed below, VEAC recommends environmental restoration of key corridors, particularly Victorian closed crown road reserves (2011 and 2017 Reports) as key biodiversity corridors and connections for communities to waterways;
- North-Eastern Area (Benalla—Upper Murray) Review (1986)
- Rainwood Native Vegetation Investigation (2011)
- State-wide Assessment of Public Land (2017)

Crown Land (Reserves) Act 1978

Pedestrian access cannot be restricted on crown reserves and closed road reserves in Victoria.

Yours sincerely

Daryl Belleridge
Chairman

Parklands Albury Wodonga – bush parks and trails connecting community.
October 18, 2018

Cr Anna Speedie
Wondonga Mayor
City of Wondonga
104 Howell Street
Wondonga, VIC 5690

Dear Anna

Request for Council to address lack of formal pedestrian access to the Kiewa River via road reserve at east end of Chapples Road

I am writing to you on behalf of other community members to address the lack of formal public pedestrian access to the Kiewa River via the Chapples Road road reserve ("Road Reserve").

A petition was first tabled at a council meeting on 18 November 2013 objecting to the Road Reserve being open for public access. On 16 December 2013, a report was provided to Council by the Planning and Infrastructure team in response to this petition. The report is comprehensive, detailing the application of common law and outlining clear and succinct recommendations. I ask if you could specifically review the conclusion and recommendations of the report as Council’s motion at the time was clearly inconsistent with the findings and also potentially unlawful (Ordinary meeting – Monday, 16 December 2013, Item no: 12.1 – Petitions, Options for consideration, Option 1, page 88 of 160).

Restrains currently presented to the public if they wish to access the Kiewa River via the Road Reserve include:

- gate across the entry to the road reserve,
- hay bales, cattle yards and dumped roof tiles stored within the road reserve; and
- "No Trespassers / Private Property" sign discouraging public access to the road reserve and Kiewa River Crown land frontage.
After referring to various documents it has come to my attention that the Road Reserve is Crown land. This Road Reserve connects to the Kiewa River reserve which is also Crown land and zoned Public Conservation and Recreation.

The Wodonga Planning Scheme (21.02-2 Strategic Planning Vision – Lifestyle) conveys that Wodonga is a City which promotes health and wellbeing by improving access to its landscape and recreation resources. This includes waterways, particularly the Kiewa River. However, as it stands, there is only a single access point to the Kiewa River between the suburb of Killara and the township of Kiewa. This access is via the Whytes Road entrance to the High Country Rail Trail.

Without a formal public pedestrian access to the Kiewa River via the Road Reserve, valuable access to this important asset is restricted and fails to meet Wodonga’s Strategic Planning Vision in regards to lifestyle.

There is a clear public need and desire to see formal public pedestrian access established. Discussions have been had with representatives from various community groups and there is a high level of support for unhindered use of the Road Reserve and Kiewa River Public Conservation and Recreation zone. The following community groups were contacted:

- Kiewa Catchment Landcare Groups Inc,
- Murray Valley Bushwalkers Inc,
- Birdlife Australia Ovens and Murray,
- North East Canoe Club; and
- Greenwells Fly Fishing Club.

Through discussion with Parklands Albury Wodonga (Parklands), I was made aware that this issue has been addressed under a working document entitled “Implementation Plan for Kiewa River 2012 to 2015”. Within the plan Parklands has identified recommended actions, required resources and key stakeholders. I further understand that Parklands has already secured funding and resources to proceed with any fencing and re-vegetation required along the Road Reserve. Parklands also advised that the Kiewa River Reserve Action Group could provide community involvement, building ownership and volunteering within the reserve. This would reduce any costs that Council may incur in approving public access.

I ask that you have this matter investigated as there is a clear desire for the public to access the Kiewa River in this location. There are currently resources and support available through Parklands to reduce any Council cost liability at this site and the
obstructions that are currently in place along the road reserve need to be removed to offer safe access to Crown land.

With the great work that yourself and the current Council have invested into the ‘Planning for the Wodonga Hills’ project and related community consultation, it is hoped that the same objectives can be met for accessing the Kiewa River via the Road Reserve.

Sincerely,

[Redacted]
Meeting items

1.1 Previous minutes
Minutes of the meeting held September 12, 2018 were confirmed.

2.2 Cash Security and Cash Receipting Review
Ryan Schischka from Johnsons MME presented the findings from the Cash Security and Cash Receipting Review.

The review identified moderate to low rated risks in the areas of:

- Cash Handling Directive;
- Cancellation of receipts process at the Waste Transfer Station (WTS);
- Duress alarm testing;
- Cash security processes at the customer service department and WTS;
- WTS banking process improvement opportunities;
- Arts Space cash handling process improvement opportunities;
- System generated transaction reports at The Cube;
- Petty Cash Policy; and,
- Till reconciliation over/under monitoring process improvement opportunities.

The committee was pleased to see the recommendations that focused on staff safety were actioned in a short period of time.

The committee also requested feedback on response time of alarm testing.

Recommendations have been added to the Outstanding Audit Items Register.

3.3 Internal Audit Scope and Objectives – Arborist Operations
Ryan Schischka presented the scope and objectives of the proposed Arborist Operations Review to the Audit Committee.

The committee discussed opportunities for the review to address the following areas:

- Staff training;
- OHS processes and equipment safety;
- Processes for approving tree removals;
- Future planning and tree species selection; and,
- Community engagement processes.

The report was received and noted by the committee.
4.4 Treasury Report
As at 31 October 2018 investments totalled $35,304,000 ($28,145,000 – 31 August 2018).

Since the last Audit Committee meeting:

- Two (2) new term deposits ($3.5 million with ME Bank, $2.0 million with Bendigo) were invested.
- $2.0 million with ME Bank was redeemed and invested with MyState with an additional $1.0 million added.
- One (1) investment was rolled over ($2.0 million with ME Bank)
- All investments in this period are held in Responsible Investment Association of Australasia endorsed or fossil fuel free financial institutions, with the exception of our Westpac Maxi account and $3.0 million with Bank of Queensland.

The Committee discussed an opportunity to improve council’s Investment Policy by adding content that refers to institutions found to have acted unethically, should not be considered suitable for investment in until the unethical behaviours have been fully addressed.

The Committee also acknowledged council rounding of financial figures within the report and other reports relating to financial considerations, effectively noting that figures were quoted in several reports to the nearest whole integer e.g. in its simplest form 99% could be considered 100% as the rounding effectively reduced the accuracy of the figures presented.

The report was received and noted by the committee.

5.5 Finance Report
Stephen Byrns presented the Finance Report for October 2018.
The report was received and noted by the Audit Committee.

6.6 Strategic Asset Management Annual Report
The report was received and noted by the Audit Committee.

7.7 Risk Management Annual Report
Spencer Rich presented the Risk Management Annual Report to the committee. Highlights included:

- Council insurance renewal, premium performance;
- Public liability claims report;
- LMI Compliance Review;
- Risk and Workplace Safety Officer recruitment;

The committee suggested some risk management reporting improvement opportunities which will be implemented in future risk reports.

The report was received and noted by the committee.
8.8 Occupational Health and Safety Annual Report
Spencer Rich presented the OHS Annual Report to the committee. Highlights included:

- OHS inspections;
- Injury statistics;
- OHS performance targets;
- OHS management system audit results;
- MAV WorkCare self-insurance scheme update;
- Civic Compliance OHS review;
- OHS Policy review;
- Planned activity for 2018-19

The committee sought additional clarification of what is classified as the OHS risk environment, how does the strategy and framework support the risk environment.

The committee also note that there is an opportunity to leverage off themes, emerging risks and trends coming from Safe Work Australia and other agencies.

The report was received and noted by the committee.

9.9 Directorate Overview – Business Services
Narelle Klein presented an overview of the Business Services directorate to the Audit Committee.

The report was well received by the Committee.

10.10 Audit Committee Charter Review
The committee discussed proposed changes to the external member recruitment process. The two term maximum term membership proposal of external members was not supported, rather the committee preferred to keep this section of the charter unchanged as it provided the council with full flexibility to dependent on suitability/availability or otherwise of external applicants for future vacancies.

The committee sought clarification on the timing and the process for annual reporting to the council, concluding that in future the secretariat should provide a brief to the Chair for his/her approval prior to the November meeting on an annual basis.

The committee recommended a performance review of the committee be conducted annually instead of every three years.

The Audit Committee Charter will be updated and presented to council for adoption.

11.11 Forward Planner / Outstanding Items Register
The committee reviewed the forward planner and outstanding items register.

The Outstanding Items Register has seen nine new audit items added to the register, and two audit items completed since the previous Audit Committee meeting.

The committee recommended some formatting improvements to the Forward Planner.
### General Business

The Audit Committee received a query from a member of the public regarding a council financial matter, with the details held in confidence by the secretariat. The matter was discussed by the committee, with the committee concluding that an agreed response will be provided from the Director of Business Services to the individual.

### Committee members to meet without staff present

Meeting Closed 3.45 pm

**Next Meeting Date**

Is scheduled for Thursday March 21, 2019, 1:00pm.