ACKNOWLEDGEMENTS
This plan builds on the 2002 Roadside Vegetation Management Plan prepared by environmental consultant Carol Kunert based on roadside assessments undertaken by environmental consultant Glenda Datson.

GIS consultant Dr Susanne Watkins undertook data analysis and mapping to assist in updating this plan. Ecology and Heritage Partners undertook additional roadside assessments to inform the plan. Architect Thil Dissanayaka prepared illustrations included in Figure 1, Appendix 2 and Appendix 3.

TABLE OF CONTENTS

Introduction .................................................................................................................................................................................3
Purpose ..........................................................................................................................................................................................5
What does this plan cover ............................................................................................................................................................5
Implementation ................................................................................................................................................................................5
Context ..................................................................................................................................................................................................8
Description of municipality ..........................................................................................................................................................8
Flora and fauna within the municipality ....................................................................................................................................8
Relevant legislation, policies and plans .........................................................................................................................................10
Conservation values in Wodonga roadsides ................................................................................................................................10
Conservation value assessments ..................................................................................................................................................10
Threats to conservation values ..................................................................................................................................................14
A note on ‘Unused’ roads ..............................................................................................................................................................14
Management of Conservation Values on Roadsides ..................................................................................................................15
Prioritising roadside protection and restoration activities ....................................................................................................15
Wildlife and wildlife habitat .........................................................................................................................................................16
Rare and threatened species .......................................................................................................................................................16
Regeneration of native species ....................................................................................................................................................17
Wetlands and waterways ..............................................................................................................................................................17
Pest plant and animal management ..........................................................................................................................................17
Roadside marking of significant areas .......................................................................................................................................18
Education and Awareness ..........................................................................................................................................................19
Community led activities ..........................................................................................................................................................19
Land-use planning .......................................................................................................................................................................20
New development ........................................................................................................................................................................20
Planning controls .........................................................................................................................................................................20
Visual amenity and landscape values ........................................................................................................................................21
Cultural heritage ..........................................................................................................................................................................21
Recreation values ........................................................................................................................................................................22
Road Construction, Safety and Maintenance Activities ........................................................................................................23
Road design and construction ....................................................................................................................................................23
Road and drainage maintenance ................................................................................................................................................24
INTRODUCTION

Roads are an integral part of the Victorian economy, providing access for the movement of people, freight, services and utilities. The Victorian arterial road network is estimated to carry more than 460 million tonnes of freight per annum and provides infrastructure for public and private transport. The roadside area (see Figure 1) of Victoria’s arterial roads is estimated to be greater than 80,000ha. These areas are increasingly being recognised for the amenity and pedestrian connections they provide and for their role in biodiversity conservation (VicRoads, 2011).

The Roads Management Act 2004 defines “roadside” as:

any land that is within the boundaries of a road (other than the shoulders of the road) which is not a roadway or a pathway and includes the land on which any vehicle crossing or pathway ... has been constructed.

Example: Any nature strip, forest, bushland, grassland or landscaped area would be roadside.

Figure 1: delineation of the keys parts of the road reserve discussed in this plan

---

Stockpile sites ................................................................. 24
Installation and maintenance of utility services .................. 25
Removal of vegetation ....................................................... 25
Tree Maintenance ............................................................. 26
Fire Prevention Activities .................................................. 27
Maintaining powerline clearances ................................. 27
Fuel management for safe road access ............................ 28
Planned burning ............................................................... 28
Adjoining Land Uses and Agricultural Activities .............. 29
Property access ............................................................... 29
Movement of stock and grazing ....................................... 29
Haymaking ....................................................................... 30
Fencing ............................................................................. 30
Firewood collection .......................................................... 31
Signage ............................................................................. 31
Action Plan ...................................................................... 32
References ........................................................................ 37
Appendix 1 – Road construction and maintenance environmental management checklists 38
Appendix 2 – Road Maintenance Envelope ....................... 40
Appendix 3 – Tree removal and maintenance guidelines ...... 42
Tree safety maintenance envelope .................................... 42
Native tree maintenance (pruning) in rural roadides ........ 43
Native tree removal from rural roadides .......................... 43
Appendix 4 – EVC Conservation Status ............................ 44
Appendix 5 – Threatened Species Records ....................... 45
Appendix 6 – Summary of relevant legislation, policy and plans 46
Federal ............................................................................. 46
State ............................................................................... 46
Local Policy ..................................................................... 47
Purpose

Rural roadides within the City of Wodonga contain many conservation, landscape and heritage values that require careful and considered management.

This Roadside Vegetation Management Plan (Plan) provides a basis for the management of roadside environmental assets across the city. While this plan focuses on biodiversity outcomes it does recognise that the primary management purpose of a road is for traffic movement and user safety. In addition roads have other equally important functions such as property access, provision of utilities, amenity and recreational values and fire management. This plan seeks to establish consistency with other policies relating to these matters and aims to maximise long-term biodiversity outcomes for roadides in the municipality. This plan aims to provide clarity about how roadside vegetation will be managed and is a tool to assist council (principally), the community, landholders, contractors and users to meet their obligations in managing roadside vegetation.

What does this plan cover

The municipality has a total of 221 km of sealed and 127 km of unsealed rural roads. The majority (215 km) of these are local roads managed by the City of Wodonga. The remaining 133 km are managed primarily by VicRoads, although the Department of Environment, Land, Water and Planning (DELWP) and Parks Victoria are responsible for managing roads within State Parks and State Forest (within Baranduda Regional Park for example).

This plan is applicable to all rural roads within the municipality that are the responsibility of the City of Wodonga (Figure 2). Urban roads, those inside township boundaries - indicated by a reduction in speed limit to 60km/h - are not included within this plan. With the exception of McGaffins and Ingrams roads (West Wodonga) and John Schubert and Barton drives (Baranduda) which have been recognised as having worthy value despite their more urban context – due largely to the presence of large old trees, continuous canopy cover and for the provision of connectivity across the landscape.

Regarding roads managed by VicRoads, the principles and directions outlined in this plan will not be applied to these, as council play no role in their management. However, the value of these roadside areas should still be recognised and considered – particularly at a strategic level. A 2002 assessment of roadside environmental values included VicRoads roads and several stretches were classified as having moderate and high value, notably parts of the Murray Valley and Kiewa Valley highway’s, Bonegilla Rd, Beechworth-Wodonga Rd and Wodonga Yackandandah Rd.

Implementation

This plan is broken into a number of parts, each addressing different aspects of environmental management and outcomes within rural road reserves. Within each section relevant actions are identified. These actions are collated in the Action Plan at the end of the document, where a particular role or group within council is nominated as responsible for the implementation of each action and a timeframe is provided. All actions are nominated to be complete within three years - at which time the Action Plan will be reviewed and updated as necessary. The entire management plan will be reviewed on an as needed basis.
CONTEXT

Description of municipality

The City of Wodonga covers an area of 434 square kilometres and is situated on the border of Victoria and NSW. The Murray River at Albury-Wodonga is shared by the Wiradjuri and the Dhudhuroa peoples. Wiradjuri territory is to the north of the Murray River, while Dhudhuroa territory is south of the river through to the high country. The Wodonga area – particularly the Kiewa River and its valley – has a history as an important route for seasonal travel for these peoples.

These days Albury-Wodonga is Australia’s 18th largest city and functions as a single economic zone, servicing a regional catchment of some 180,000 people. Wodonga's population is fast approaching 40,000 and is projected to reach almost 55,000 by 2031. Manufacturing, public administration, safety and healthcare and social assistance are the main employment industries in the municipality.

Physically, Wodonga is characterised by an extensive amphitheatre of hills surrounding the central township and short, steep, east-west valleys in the western part of the municipality. This landscape flows into the eastern half of the municipality where the fertile river flats of the Murray and Kiewa rivers provide a rich agricultural landscape and Lake Hume provides a vast environmental, agricultural and recreational resource.

Flora and fauna within the municipality

In terms of environment, the city straddles two bioregions – areas defined by their environmental attributes, such as climate, geology, soil and vegetation. Native vegetation within these Victorian Riverina and Northern Inland Slopes bioregions is considered moderately to highly cleared (as demonstrated in Figure 3) and a significant proportion of what remains is within road reserves. In this region roadides often contain features – notably large old trees – that are rare elsewhere in the landscape (VEAC 2011).

Dominant vegetation types within the area include grassy woodland predominantly and grassy and riverine forest. More specifically, there are 19 different vegetation types or communities, known as Ecological Vegetation Classes (EVCs), within the City (Figure 3). Most of these are considered either endangered or vulnerable (see Appendix 4).

Unique to this region are the extensive areas of native tree plantings. A program known as Forward Tree Planting was undertaken by the erstwhile Albury Wodonga Development Corporation (AWDC) and sought to improve environmental values in response to increasing urbanisation, establishing over 3 million trees on over 2000 hectares of land across Albury and Wodonga between 1976 and 1996. Over time these plantings have been found to provide valuable habitat and landscape linkages for many species including woodland birds and threatened species such as the Regent Honeyeater and Squirrel Glider.

Nineteen terrestrial fauna species and four flora species listed under the Flora and Fauna Guarantee Act 1988 have been recorded within Wodonga (Appendix 5). Five of these are also listed under the Commonwealth’s Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), including several considered critically endangered. Some areas of vegetation that remains locally are also likely to meet the definition of the threatened vegetation community ‘White Box – Yellow Box – Blakely's Red Gum Grass Complex and Derived Native Grassland’, listed under the EPBC Act. Those of particular relevance to this plan (i.e. those that are most likely to inhabit or actively utilise roadides) are the Barking Owl, Brush-Tailed Phascogale, Grey-Headed Flying Fox, Squirrel Glider and Swainsona galegifolia.

Figure 3: Ecological Vegetation Classes (EVCs) in the municipality in 1750 and 2005, indicating the vegetation type and extent of clearing across the landscape. Data sourced from DELWP via landata.vic.gov.au.
Relevant legislation, policies and plans

There is an array of legislation and policy relevant to biodiversity and road management. The key examples which will influence management of road reserves and/or biodiversity have been summarised in Appendix 6. These have been taken into consideration in the formulation of this plan and its actions.

There are two key documents that have most directly influenced this plan, they are:

- Road Management Act 2004: Establishes that council is responsible authority for all local roads and management of third party activities on these roads. Requires each municipality to develop a Road Management Plan that sets out how local road assets will be managed. Wodonga’s Road Management Plan was updated in 2017 and seeks to balance legal, social, safety, environmental and financial expectations. It applies to all road assets including the physical road, signage, bridges and culverts.

- Planning and Environment Act 1987: Implemented via municipal planning schemes, outlining provisions for land use, development and protection. Sets out principles to protect the biodiversity and conserve areas with identified environmental and landscape values. Local policy content, including application of zones and overlays, assist in achieving conservation and landscape objectives. Of particular relevance to road sides is the Vegetation Protection Overlay and Clause 52.17 – which regulates removal of native vegetation.

**CONSERVATION VALUES IN WODONGA ROADSIDES**

Conservation value assessments

All council managed rural roadsides throughout the City of Wodonga have been classified into high, medium and low conservation values. These ratings were assigned to each roadside, or section of roadside, based on an assessment process established by the Roadsides Conservation Advisory Committee (RCAC). The RCAC is no longer functional however their guidelines remain pertinent.

The assessment and allocation of ratings was undertaken by Ecology and Heritage Partners in 2017 on behalf of council (for full details refer to Ecology and Heritage Partners, 2017). The assessment technique is rapid, and therefore has some limitations, however is useful in providing a snapshot of values that can be used to inform planning and management.

The RCAC assessment process identifies conservation values based on roadside width, fauna habitat, degree of regeneration, wildlife corridor, weed cover, site disturbance and presence of rare flora and fauna species. The overall conservation categories are broadly described in Table 1.

A summary of the assessment is included in Table 2 and the ratings are presented in Figure 4.

The 2017 assessment and ratings replaces a previous assessment undertaken in 2002, using the same methodology. The 2002 assessment also included VicRoads managed roads - these were not re-assessed in 2017 – however the ratings of the VicRoads roadside areas are still considered relevant for the purposes of roadside conservation planning and collaboration and are also depicted in Figure 4.
Figure 4: Conservation value of council managed rural roads, as assessed in 2017, and conservation value of VicRoads managed roads as assessed in 2002.
MANAGEMENT OF CONSERVATION VALUES ON ROADSIDES

This section seeks to provide guidance and clarity regarding the active management of environmental values in roadside areas.

Prioritising roadside protection and restoration activities

The general principles for prioritising conservation works or projects are, in order of priority:

1. To retain existing native vegetation by avoiding clearance and minimising disturbance to flora, fauna and soil.
2. To prevent the decline of indigenous vegetation communities and fauna habitat by actively managing the environmental values of roadsides.
3. To enhance priority habitats by targeting action to protect endangered species and communities.
4. To improve connectivity by revegetating potential wildlife corridors which form a link between isolated habitats.

A note on ‘Unused’ roads

Unused road reserves are corridors of land originally surveyed as road reserves but never utilised as roads. Their management is not part of this Roadside Vegetation Management Plan, but the value of well vegetated, unused road reserves as important remnants or wildlife corridors is acknowledged.

Often unused roads are under agricultural licences to adjoining landholders. These licences are administered by DELWP. Where council recognises an unused road reserve as being of high conservation value or potential consultation with DELWP should occur to ensure appropriate protections are in place - this may include the exclusion of agricultural licences in favour of restoration activities or the transfer of land from road into reserve.
Wildlife and wildlife habitat
Roadside areas can be critical for the function of broader ecosystems because of the connections they can provide across the landscape, allowing wildlife to maintain a large home range or move between patches. This value comes not only from vegetation remnants but other habitat components, which may include leaf litter, rocks and crevices, trees with hollows, naturally fallen limbs, dead and decaying vegetation, waterways, standing pools and marshy land.

Likewise roads (and the vehicles using them) can act as significant barriers to movement across the landscape for many fauna species. Mortality from road traffic is a major threat to a wide range of native fauna, including kangaroos, wallabies, gliders, possums, birds, turtles, reptiles and frogs. Collision with wildlife also has potential for serious consequences for road users.

Guiding Principles
All habitat components will be retained unless they pose an identified significant safety or fire hazard or they are providing harbour for pest animals.

Dead trees or limbs containing hollows that have fallen naturally in high conservation roadsides will be retained to provide habitat unless they are identified as a safety risk.

Large old trees, including dead trees, will always be afforded the highest level of protection possible.

Restoration programs will be given highest priority in areas that adjoin important habitats and/or form biological corridors between isolated patches.

Measures to limit fauna mortality and collision potential should be undertaken in the following ways:

- Identify areas of high fauna mortality and develop responses according to the conservation status of the species.
- Consider the use of fauna culverts and feeder fencing or other fauna crossings (such as canopy bridges) in areas of high mortality of threatened species are identified. Any such measures must be supported by relevant scientific evidence to avoid any negative or unintended consequences.
- Develop driver education and signage regarding fauna crossings in areas of significant wildlife corridors.

Actions

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Consider the need for wildlife collision mitigation measures in areas identified as high mortality or significant fauna crossing</td>
</tr>
</tbody>
</table>

Rare and threatened species
The WREN Strategy (2006) provides a useful reference for identifying known and likely threatened species locally. Generally the distribution and abundance of these species locally is not well documented.

Guiding Principles
In setting priorities for action, roadside areas containing species or ecological communities listed as either rare or threatened in state or federal legislation are of highest priority.

Known populations of threatened species in roadside areas may warrant the development of site specific action plans.

Regeneration of native species

Guiding Principles
Natural regeneration of indigenous vegetation will be protected and encouraged, except where:

- It poses an identified safety risk (including the preservation of sight distances);
- It may interfere with historically or culturally significant features;
- It is located within a designated ‘fuel reduced’ corridor; and
- It interferes with the safe function of the road, table drains, sign posting and road construction or where overhead power lines exist.

Any slashing that is to occur outside the standard maintenance envelope (see Appendix 2) must be planned in consultation with Natural Resources staff.

Any removal of native vegetation must comply with the requirements of the regulations, set out in Clause 52.17 of the Wodonga Planning Scheme.

Active facilitation of natural regeneration will be prioritised in roadsides that form strategic biological corridors: particularly those that have short connections between habitats.

Wetlands and waterways
Wetlands are infrequent within the study area, due largely to extensive modification of the landscape by farming practices, although several areas were identified during 2017 roadside assessments (Ecology and Heritage Partners 2017).

Guiding Principles
Artificial wetland areas on roadsides will be retained if they do not have a detrimental effect on native flora and fauna, road maintenance or infrastructure.

The Council, or its contractors, will consult NECMA and DELWP before commencing any works which may change a natural wetland, including the interruption or diversion of flows into wetland areas.

Pest plant and animal management
Generally, targeting of potential or newly establishing pest species and reducing the impact of on key assets will be given priority over containment programs. This approach provides the greatest return on investment.

Weeds disperse onto roadsides from many sources and by many processes. Without managing these pathways of threat, weed control works may be ineffective in the long term.
**Guiding Principles**

Priority is to be given to treatment of infestations in High Conservation Value roadsides.

Existing small, isolated and/or new invasions will be treated before targeting heavily infested areas.

Any new pest species that have the potential to become a major problem will be treated as a matter of priority.

Best practice machinery hygiene protocols will be implemented (by council) and encouraged (by others) to prevent weed spread and collaboration with other road/land managers is a high priority.

Seek opportunities to modify existing slashing programs to reduce weed cover and encourage establishment of native species.

Consideration should be given to the habitat value of weeds before removal, including checking for nests, used hollows and roosting sites. If a weed infestation is identified as providing food and other resources that are limited, staged or delayed removal and planting replacement indigenous species should be considered as appropriate.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4</td>
<td>Continue existing pest management program</td>
</tr>
<tr>
<td>A5</td>
<td>Review and revise pest plant and animal control program</td>
</tr>
<tr>
<td>A6</td>
<td>Review existing slashing programs - awareness training for operators (staff and contractors)</td>
</tr>
<tr>
<td>A7</td>
<td>Machinery hygiene requirements (standard conditions for contractors)</td>
</tr>
<tr>
<td>A8</td>
<td>Collaborate with adjoining landholders and other road managers to coordinate pest control efforts for maximum effectiveness</td>
</tr>
</tbody>
</table>

**Roadside marking of significant areas**

Roadside markers are commonly used to alert roadside workers and/or the community to significant roadside values or infestations, increase worker and community awareness and avoid preventable destruction of high value roadside vegetation/habitat.

**Guiding Principles**

1. ‘Significant Roadside Area’ - Designed to alert travellers, road workers and community to the value of the roadside. Priority will be given to high conservation roadsides, particularly those that contain predominantly native understory or ground layer – as these areas are more likely to be inadvertently impacted by works.

2. ‘Environmental Marker’ - For discreet marking of special sites to alert road workers, fire brigade members and adjacent landowners without the need to draw attention of the general public. Priority will be given to infestations of high threat or emerging weed species.

Location and purpose of signage should be recorded in a suitable database. Information on any special management requirements for signposted areas should be made available.

**Education and Awareness**

The management of roadsides is complex and diverse, especially with the range of legislation, management organisations, land uses and adjoining landholder responsibilities. Educating and raising awareness of the importance of correctly managing roadsides for environmental outcomes and engaging relevant land managers to undertake their roadside responsibilities is an important component of this Plan.

**Guiding Principles**

Education and awareness programs need to:

- Recognise the many different (and often conflicting) needs of the community for roadside management
- Promote the value of roadside flora and fauna to road users and managers

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A12</td>
<td>Make the Plan publically available, supported by fact sheets for particular interest groups</td>
</tr>
<tr>
<td>A13</td>
<td>Develop a communications plan to support the implementation of this Plan</td>
</tr>
</tbody>
</table>

**Community led activities**

Wodonga is privileged to have a strong legacy of community-based activity on public land. Any extension of this activity into roadside areas should be encouraged.

**Guiding Principles**

Council will support any Landcare or community-led projects that advance the principles of this plan.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A14</td>
<td>Actively promote opportunities for involvement and successful community based projects</td>
</tr>
<tr>
<td>A15</td>
<td>Develop collaborative projects that align with the priorities of this plan with community organisations in preparation for funding opportunities</td>
</tr>
</tbody>
</table>
Land-use planning

New development

Guiding Principles

In accordance with relevant local policy and various overlays within the planning scheme, new subdivisions or other developments should be designed to have minimal impact on remnant vegetation on roadsides. Early consultation with key stakeholders (i.e. developer’s representatives, council planning and engineering staff and agencies such as DELWP) should encourage designs that minimise vegetation loss and avoids potential for encroachment of residential activity into roadsides. It may also provide opportunities to enhance the value and condition of remnant vegetation.

Any planning permit issued for works within a road reserve should include, as appropriate:

- reference to identified biodiversity assets and conservation value;
- requirement for plans clearly defining the extent and location of works;
- conditions for use and movement of machinery on roadside;
- conditions for disposal of rubbish, debris and spoil;
- conditions for erosion/sediment control; and
- conditions relating to appropriate reinstatement of any disturbed areas.

Actions

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A17</td>
<td>Investigate the need for implementation of overlays protecting roadside vegetation of value based on updated (2017) roadside assessment</td>
</tr>
</tbody>
</table>

Visual amenity and landscape values

The landscape amenity value of roadside areas will be given due consideration.

Guiding Principles

- Any proposal to remove trees, (even exotic species), will require some assessment of the landscape/amenity value of the tree proposed for removal.
- Consider opportunities to provide visual amenity in the design of restoration and revegetation projects, recreation projects and stockpile management.

Cultural heritage

Heritage sites can be Aboriginal and European and may include archaeological sites, buildings or structures, created landscapes and community values or beliefs. Activities on roadsides have the potential to impact on heritage sites and so consideration of these values should inform planning and management of roadsides. In most circumstances there is a legal obligation to do so.

All registered and unregistered Victorian Aboriginal archaeological sites are protected by the Aboriginal Heritage Act 2006. It is mandatory to contact Aboriginal Victoria if you discover an Aboriginal site or object.

Non-indigenous historical sites are protected by the Victorian Heritage Act 1995. Heritage Victoria administers the Act and maintains the Victorian Heritage Register.

Guiding Principles

- Consult cultural heritage sensitivity mapping when planning works, available via Intramaps.
- The Aboriginal heritage planning tool should be used when planning works. The tool, available online, contains a series of questions that will clarify if a cultural heritage management plan is required.
- Aboriginal Victoria, Traditional Owners and local Aboriginal representatives will be consulted prior to works with the potential to impact upon indigenous cultural values.
## ROAD CONSTRUCTION, SAFETY AND MAINTENANCE ACTIVITIES

This section relates to the functional uses of roads and roadsides which include those activities primarily associated with engineering and construction practices, including:

- Road design and construction;
- Road maintenance; and
- Service installation and maintenance.

This section seeks to achieve a balance between construction and maintenance programs and conservation programs.

A series of decision flow charts and checklists (see Appendix 1 and 2) have been developed to assist in the implementation of the following guiding principles and actions.

### Road design and construction

Creation of new roads or widening of existing roads, including creation of new turning lanes, has the potential to impact significantly on roadside conservation values. However, considerate planning and design can avoid and mitigate such impacts.

**Guiding Principles**

- Any design should respond to the conservation value of the roadside area. Natural Resources staff can provide direction and advice to minimise impacts. Consideration should be given to:
  - key habitat elements and/or sites;
  - key cultural and recreational assets;
  - drainage lines and waterways; and
  - areas of erosion and pest incursions.

- Suitable cleared land with an appropriate buffer from roadside conservation values will be identified for use as a construction staging area (for example the storage of plant, construction materials and spoil).

- Works contracts should include clauses that clearly state vegetation protection requirements, machinery hygiene requirements, hold points, pre- and post-works inspections and reporting arrangements.

- The permitted (or otherwise exempted) removal of native vegetation should involve discussions with Natural Resources staff to minimise impacts and provide for site rehabilitation measures. Consultation with DELWP may also be required.

- Where native vegetation removal cannot be avoided, engage appropriate qualified and experienced personnel to undertake detailed site assessments.

### RECREATION VALUES

Recognise the importance of roads and roadsides for recreational use and be mindful of the conservation value of the roadside in which they are located.

**Guiding Principles**

- Support the recreational role of roadside areas by encouraging appropriate and sensitive uses, with emphasis on priority pedestrian and bicycle connections.

- Avoid establishing or expanding recreational roadside uses on High and Medium conservation value roadsides, and preferentially utilise degraded sections of these roadsides.

- Ensure maintenance activities give due consideration to the conservation status of the roadside.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A18</td>
<td>Ensure relevant sites of significant cultural, heritage or landscape value are identified as Significant Roadside Areas</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19</td>
<td>Develop a checklist for maintenance of pathways within rural roadsides to minimise any negative environmental outcomes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A20</td>
<td>Ensure values mapping is up to date in internal mapping systems</td>
</tr>
</tbody>
</table>
Road and drainage maintenance

**Guiding Principles**

Maintenance works should respond to the conservation value of the roadside area. Natural resources staff can provide direction and advice to minimise impacts.

- Prior to any works in high conservation roadides an onsite meeting with relevant natural resources staff should occur to ensure any impacts are avoided.
- All works should incorporate appropriate tree protection zones, in accordance with Australian Standard 4970.
- Grading programs should be planned with a view to sensitive (modified) operation along roads supporting medium and high conservation value roadside values.
- Maintenance activities, such as slashing and grading, should begin with clean machinery and work from high to low conservation value roadides.
- Excess spoil and waste is to be removed from the roadside or placed in an alternative location away from any identified values in consultation with Natural Resources staff.
- Long undisturbed areas should be assessed for their values prior to any works in consultation with Natural Resources staff.
- Disturbed areas must be rehabilitated to prevent weed incursion and restore suitable vegetation cover. The selection of appropriate species for planting is to be planned with Natural Resource staff, taking into account existing vegetation types and conservation values.
- Drainage lines must be treated with appropriate sediment control measures.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A21</td>
<td>Road maintenance staff and contractors should be provided and briefed on the checklist.</td>
</tr>
<tr>
<td>A22</td>
<td>Standard conditions should be included in road maintenance contracts to ensure principles are implemented</td>
</tr>
<tr>
<td>A23</td>
<td>Review and revise the checklist and consultation process for effectiveness/success</td>
</tr>
</tbody>
</table>

Stockpile sites

**Guiding Principles**

Location of new or expansion of existing stockpile sites should be undertaken in consultation with Natural Resources staff to ensure any impacts on conservation values are avoided.

Existing sites adjoining areas of native vegetation should incorporate appropriate tree protection zones, in accordance with Australian Standard 4970 ‘Protection of trees on development sites’.

Rehabilitation of disused stockpile sites should also be undertaken in consultation with Natural Resources staff.

**Installation and maintenance of utility services**

Some native vegetation removal relating to the installation or maintenance of certain services is exempt from permit requirements as specified in the exemptions under Section 52.17 of the Planning Scheme, including (emphasis added): 

- Native vegetation that is to be removed, destroyed or lopped to the minimum extent necessary:
  - to maintain the safe and efficient function a Minor utility installation; or
  - by or on behalf of a utility service provider to maintain or construct a utility installation in accordance with the written agreement of the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987).

Planning approvals will be required for any vegetation removal outside of these exemptions.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A24</td>
<td>Stockpile sites should be recorded in GIS system</td>
</tr>
</tbody>
</table>

**Removal of vegetation**

The removal of native vegetation from roadsides generally requires a planning permit, with the exception of some standard road maintenance and fire prevention activities, as specified in the exemptions under Section 52.17 of the Wodonga Planning Scheme. It is important to contact Council’s planning staff to determine if a permit is required.

Consent from the Council is required for any vegetation removal (including dead trees and exotic species) that is to be undertaken within a Council managed road reserve by a second party such as an adjoining landowner, community group or contractor under the Road Management Act 2004.

**Guiding Principles**

- Projects will be designed to avoid and minimise impacts on remnant vegetation. Priority should be given to avoiding impacts on large old trees and areas of intact ground layer.
- The impact of the entire construction footprint, including stockpiles, access and egress routes and overhead clearance, must be assessed and accounted for.
- Where native vegetation removal is proposed, suitably qualified and experienced personnel should be engaged to undertake detailed site assessments.
- Conditions relating to the following matters should be applied, as appropriate, to any permits issued:
  - Machinery must be operated from outside of the area containing native vegetation wherever possible.
Storage of stockpiles and plant must not occur in any area supporting native vegetation
Machinery is to be free of weeds and pathogens
Cleared vegetation is to be removed from the roadside
Vegetation removal should be to the minimum extent necessary
Appropriate offsets and site rehabilitation must be undertaken.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A26</td>
<td>Review council approvals process to ensure Natural Resources staff are consulted for any works in high and moderate value roadsides</td>
</tr>
</tbody>
</table>

**Tree Maintenance**

As Wodonga’s urban growth expands away from the city centre there is an increasing residential population using some rural roads - particularly Coyles, Whytes, Prathyns, Chapples, Boyes and Kinchington roads. Rural roadides are not managed in the same way as urban roadides (refer to ‘What does this plan cover’ page 5 for definition of rural versus urban road). The transition from agricultural to lifestyle residents on rural roads has led to an increase in customer requests relating to maintenance and safety of roadside trees.

It is important to balance the expectations of this changing residential population with the acknowledged environmental and amenity values of vegetated roadsides, road safety standards and what is reasonably practicable given Council’s resource availability.

**Guiding Principles**

Both internal and external requests for vegetation to be removed or pruned must be assessed by an appropriately qualified member of Council’s Arborist’s team. A risk assessment report and checklist will be completed and saved to Council’s records system.

Recommendations for removal or pruning of vegetation must be guided by the immediate risk to the road and its users. If it is determined that the vegetation is not an immediate risk a planning permit may be required. Decisions will be guided by the process set out in Appendix 3.

A ‘tree safety maintenance envelope’ has been defined in Appendix 3 to assist in balancing environmental and road safety objectives. Works outside of this envelope will be avoided and are likely to require planning approval. Works within the envelope will be reactive and only in response to identified road use or safety issues. The envelope will not actively be maintained.

Where pruning or removal is permitted all works will be in accordance with Australian Standard 4373 and will always be to the minimum extent necessary to resolve the identified issue.

Where safe and practical, options for ‘habitat pruning’ or retention of key habitat elements (i.e. hollows) will be considered. Stumps will not be ground out, debris greater than 200mm may be left in the roadside and clean-up of finer debris will be minimal.

Opportunities for removal of woody weeds or undesirable exotic trees will be taken when resources allow.

Council does not have the resources to manage vegetation on road reserves to minimise risk to privately owned assets such as fences and buildings, and denies liability for such issues. Accepting such liability could result in significant volumes of vegetation removal. The resultant costs to biodiversity and landscape amenity and the resource burden is likely to outweigh the value of minor assets.

**FIRE PREVENTION ACTIVITIES**

The objective of the Municipal Fire Management Plan (MFMP) is:

The Wodonga Municipality working together to effectively anticipate, respond to and recover from significant fire - to secure a safer municipality, more resilient community, healthier environment and a prosperous economy.

This objective recognises the need to manage a variety of values when planning fire prevention works, including environmental values. Fire prevention activities can have high potential to cause loss or damage to native vegetation and habitat. Careful planning and clear, accessible information about high value biodiversity assets are important for minimising the potential negative impacts of fire management.

**Maintaining powerline clearances**

Section 84 of the Electricity Safety Act 1998 specifies who is responsible for the maintenance of electric lines. The Council is responsible for maintaining powerline clearances in urban (declared) areas and electrical distribution companies are responsible in rural (or undeclared) areas.

The Electricity Safety (Electric Line Clearance) Regulations (2015) is the Code of Practice for Electric Line Clearance. The Planning Scheme recognises this code at Clause 52.17, ‘Exemptions’ as follows (emphasis added):

Native vegetation that is to be removed, destroyed or lopped to the minimum extent necessary to carry out any of the following fire protection activities:

- keeping native vegetation clear of, or minimising the risk of bushfire ignition from, an electric line in accordance with a code of practice prepared under Part 8 of the Electricity Safety Act 1998;

Any vegetation removal activities outside of the Code will require a planning permit and consultation with Natural Resources and Planning staff is strongly encouraged.

**Bonegilla Roadside Fuel Reduction Burn May 2016**
Fuel management for safe road access

The Municipal Fire Management Plan (MFMP) establishes standards of maintenance for ‘fuel reduced corridors’, ‘priority access roads’ and ‘fire access roads/tracks’ - roads or tracks that provide key access and egress or are important for emergency response. Within these roads or tracks certain levels of targeted fuel reduction are identified (refer to Appendix D of the MFMP).

Such fuel reduction objectives have potential to be in conflict with, or limit the potential to achieve, the environmental outcomes outlined in this plan. The Municipal Fire Management Committee (MFMPC) is responsible for providing a strategic and integrated approach to fire management within the City of Wodonga municipality. The Committee and the fact that Council is largely responsible for undertaking fuel reduction works with municipal road reserves present opportunities for proactive consideration and reconciliation of any competing objectives.

The planning scheme provides specific exemptions for removal of native vegetation for the purposes of fuel reduction in roadsides - but this requires a written agreement between the road manager and the CFA and DELWP. Such an agreement must be underpinned by significant strategic assessments in accordance with a prescribed process. To date the need to enter into such an agreement in Wodonga has not been identified.

Guiding Principles

Where possible any potential for conflict between vegetation and fire management objectives should be identified and collaboratively and proactively addressed. Any such conflict is most likely to occur where fuel reduction has been identified as necessary in high conservation value roadsides.

In instances where it is not practical or desirable to undertake fuel reduction activities within the road reserve adjoining landowners - together with local fire brigades - should be encouraged to undertake fuel reduction on private property adjacent the road reserve.

A review of the material developed in the Road Management Plan register, the Fire Management Plan and this Roadside Vegetation Management Plan may lead to better understanding and management for all purposes and a clearer understanding of risks and benefits of different activities and obligations. In particular mapping of the actions of the three plans to identify potential areas of potential conflict, as well as areas where the fuel management may lead to a better habitat outcomes.

The MFMP acknowledges local brigades may identify and undertake treatments on local roads as ‘Fuel Reduced Corridors’ within their own brigade boundaries. In accordance with the MFMP due consideration must be given to the Roadside Vegetation Management requirements when determining the nature and extent of any such works and brigades are encouraged to submit details of proposed fuel reduction works in roads reserves annually.

Privately constructed fuel reduced zones on roadsides are not permitted.

Planned burning

Planned burning is a tool that can be utilised for both fuel reduction and ecological outcomes. Council has limited capacity to undertake such activities without input from other agencies, namely the CFA and DELWP.

Guiding Principles

Burning for ecological outcomes should be evidence based. Investigation of the tolerable fire intervals for the relevant vegetation community should be undertaken to inform any potential burning.

Planning for any fuel reduction burning will identify procedures to ensure protection of native vegetation and habitat during the burn (for example minimising soil disturbance) and any appropriate post-burn works (such as weed control).

Any burn sites will be monitored post-burn to gauge the effectiveness in terms of fuel reduction and any impacts on biodiversity.

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A27</td>
<td>Explore combining mapping using the Road Management Plan register, the Fire Management Plan and this Roadside Vegetation Management Plan</td>
</tr>
<tr>
<td>A28</td>
<td>Request details of any proposed roadside burning or fuel reduction activities from local CFA brigades prior to each fire season</td>
</tr>
<tr>
<td>A29</td>
<td>Collaborate with the CFA (and other agencies) to identify opportunities for planned burning activities</td>
</tr>
<tr>
<td>A30</td>
<td>Establish a register, ideally map based, to record fuel reduction works (by any party) to allow monitoring and review of effectiveness and impacts.</td>
</tr>
</tbody>
</table>

ADJOINING LAND USES AND AGRICULTURAL ACTIVITIES

Property access

Plans to create or alter access via a vehicle crossover need consent from Council prior to installation. This consent is issued by the Infrastructure and Projects team and is separate and in addition to any applicable planning permit requirements. It ensures that the proposed works are in accordance with local laws and the Road Management Act 2004.

In most cases, a planning permit for native vegetation removal (trees, shrubs and grasses) on a road reserve is required by the planning scheme. However, some exemptions do allow for construction of a crossover of a limited width (refer to Clause 52.17 of the planning scheme). Planning staff can determine the need for a permit.

Guiding Principles

Applications in medium and high conservation value roadsides should be referred to Natural Resources staff and any permit issued should include, as appropriate, the following:

- reference to identified biodiversity assets and conservation value
- plans clearly defining the extent and location of works
- conditions for use and movement of machinery on roadside
- conditions for disposal of rubbish, debris and spoil
- conditions for erosion/sediment control
- conditions for follow up weed control
- reference to other permit requirements, such as a planning permit

Movement of stock and grazing

Movement of livestock and grazing on a municipal road requires a permit, issued by the Local Laws department in consultation with Natural Resources staff. The exception is if the stock are moving to adjoining property by the most direct route.

ADJOINING LAND USES AND AGRICULTURAL ACTIVITIES
**Guiding Principles**

Permits may include conditions that seek to direct droving away from high value vegetation or limit the risk of weed spread.

Grazing will only be permitted on low conservation value road sides unless a need is identified, such as fuel reduction or weed control. In such circumstances grazing will be strictly limited and conditioned.

Roadside grazing and stock movement will be limited to dry periods to reduce soil compaction and disturbance.

**Haymaking**

Property owners or other parties may wish to access a road reserve for the purpose of cutting and bailing, or collecting, grass/hay to be used as stock feed. The use of the road reserve for this purpose is particularly desirable in times of drought.

Consent is required from the Council for cutting, bailing and/or collecting of cut grass for hay.

**Guiding Principles**

This activity may only be allowed in areas of low conservation significance or in areas dominated by pasture grass.

Storage of baled hay is not permitted within the road reserve.

Haymaking is prohibited on road sides containing known infestations of declared noxious weeds.

Fencing

The process of maintaining or replacing existing fences or installing new fences has potential to result in significant loss of native vegetation from the roadside. The planning scheme establishes a number of permit exemptions relating to fencing at Clauses 52.17 and 52.48 – these seek to balance the objectives of practical land management and environmental protection.

What activities are permissible under these exemptions is often misunderstood. Guidance prepared by DELWP is available to assist in interpreting exemptions (DEPI 2013).

An exemption does not negate the need to have the road managers authorisation to undertake works in a road reserve.

**Guiding Principles**

Landholders will be encouraged to consult with council staff prior to undertaking any fencing works that may impact on roadside vegetation or habitat.

Landholders will be encouraged to avoid and minimise impacts on native vegetation, regardless of whether or not an exemption applies.

Where approval for fencing related works on Council managed land is granted, works must comply with the following:

- Where possible, works and machinery operation to be conducted from the freehold property side of the road reserve boundary
- Avoid soil disturbance
- Waste material, spoil and timber must not be stored or left on the road reserve
- Minor levelling can occur along the fence line to assist works, however the roadside area must not be graded or ploughed.

Firewood collection

Firewood collection is prohibited except in exceptional circumstances - such as following a major wind storm where significant windfall is accumulated to undesirable levels. To ensure that environmental values of fallen timber and the risks associated with working in the road reserve are considered and managed consent from Council is required for any firewood collection within a road reserve.

**Guiding Principles**

No firewood may be collected in roadside areas of High Conservation value or within a Vegetation Protection Overlay.

Applications for collection of firewood from a roadside should be referred to council’s Natural Resources staff for consideration.

Information regarding permit requirements and other areas where firewood can be legally collected should be promoted.

**Signage**

Under the Road Management Act 2004, Council consent is required for an individual or organisation - such as a Real Estate Agent, contractor, community group or adjoining landowner - to place a sign in a road reserve.

**Guiding Principles**

Fixing signs directly to trees can cause a tree to decline in health. Approval will not be given to fix a sign directly to a tree.

Council planning staff should be contacted to determine if a planning permit is also required.

**Actions**

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A31</td>
<td>Review the approval process for works in road reserves to ensure appropriate consideration of conservation values is given</td>
</tr>
<tr>
<td>A32</td>
<td>Ensure firewood collection and grazing requests are referred to Natural Resources staff for comment</td>
</tr>
<tr>
<td>A33</td>
<td>Develop a fact sheet to assist in raising general awareness about approvals and exemptions relating to fencing, firewood and access to road reserves in general</td>
</tr>
</tbody>
</table>
**ACTION PLAN**

The following table (Table 3) lists all the actions nominated in this plan, nominates the Council position/s or teams responsible for the implementation of each action and proposes timing for the delivery of each action.

All actions are nominated to be complete within three years - at which time the Action Plan will be reviewed and updated as necessary. The management plan in its entirety will be reviewed on an as needed basis.

**Table 3: Action Plan**

### MANAGEMENT OF CONSERVATION VALUES ON ROADSIDES

#### WILDLIFE AND WILDLIFE HABITAT

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Consider the need for wildlife collision mitigation measures in areas identified as high mortality or significant fauna crossing</td>
<td>Infrastructure and Natural Resources</td>
<td>Data dependent</td>
</tr>
</tbody>
</table>

#### RARE AND THREATENED SPECIES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2</td>
<td>Identify areas for targeted (threatened species specific) management programs</td>
<td>Natural Resources</td>
<td>Year 3</td>
</tr>
<tr>
<td>A3</td>
<td>Assess the need for site specific action plans for any known populations of threatened species in roadside areas</td>
<td>Natural Resources</td>
<td>Dependent on targeted assessments or additional data</td>
</tr>
</tbody>
</table>

#### PEDESTRIAN AND ANIMAL MANAGEMENT

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4</td>
<td>Continue existing pest management program</td>
<td>Natural Resource Coordinator</td>
<td>Annually</td>
</tr>
<tr>
<td>A5</td>
<td>Review and revise pest plant and animal control program</td>
<td>Natural Resource Coordinator</td>
<td>Annually</td>
</tr>
<tr>
<td>A6</td>
<td>Review existing slashing programs – awareness training for operators (staff and contractors)</td>
<td>Outdoor Operations manager, Natural Resources and Parks coordinators</td>
<td>Review in Year 2. Training to follow review then ongoing</td>
</tr>
</tbody>
</table>

### ROADSIDE MARKING OF SIGNIFICANT AREAS

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A9</td>
<td>Identify priority sites for signage</td>
<td>Natural Resources team</td>
<td>Year 1</td>
</tr>
<tr>
<td>A10</td>
<td>Establish a suitable database for recording signage location and detail</td>
<td>Natural Resource Coordinator</td>
<td>Year 3</td>
</tr>
<tr>
<td>A11</td>
<td>Install signage</td>
<td>Natural Resources team</td>
<td>Year 1-3</td>
</tr>
</tbody>
</table>

### EDUCATION AND AWARENESS

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A12</td>
<td>Make the Plan publically available, supported by fact sheets for particular interest groups</td>
<td>Natural Resources and Communications</td>
<td>Year 1</td>
</tr>
<tr>
<td>A13</td>
<td>Develop a communications plan to support the implementation of this Plan</td>
<td>Natural Resources and Communications</td>
<td>Year 1 and ongoing</td>
</tr>
</tbody>
</table>

### COMMUNITY LED ACTIVITIES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A14</td>
<td>Actively promote opportunities for involvement and successful community based projects</td>
<td>Natural Resources and Communications</td>
<td>Annually</td>
</tr>
<tr>
<td>A15</td>
<td>Develop collaborative projects that align with the priorities of this plan with community organisations in preparation for funding opportunities</td>
<td>Natural Resources and community groups</td>
<td>Annually</td>
</tr>
</tbody>
</table>
### ROADSIDE VEGETATION MANAGEMENT PLAN 2018 - 2021

#### ROAD AND DRAINAGE MAINTENANCE

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A21</td>
<td>Road maintenance staff and contractors should be provided and briefed on the checklist.</td>
<td>Natural Resources and Infrastructure</td>
<td>Annually</td>
</tr>
<tr>
<td>A22</td>
<td>Standard conditions should be included in road maintenance contracts to ensure principles are implemented</td>
<td>Natural Resources and Infrastructure</td>
<td>Year 2</td>
</tr>
<tr>
<td>A23</td>
<td>Review and revise the checklist and consultation process for effectiveness/success</td>
<td>Natural Resources and Infrastructure</td>
<td>Year 2 and as required</td>
</tr>
</tbody>
</table>

#### STOCKPILE SITES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A24</td>
<td>Stockpile sites should be recorded in GIS system</td>
<td>GIS Coordinator and Roads Maintenance</td>
<td>Year 1 and ongoing as required</td>
</tr>
</tbody>
</table>

#### INSTALLATION AND MAINTENANCE OF UTILITY SERVICES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A25</td>
<td>Engage with service authorities and developers to anticipate the need for services within council managed roads and plan to minimise the impacts</td>
<td>Natural Resource Planner and Planning teams</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

#### REMOVAL OF VEGETATION

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A26</td>
<td>Review council’s approval process to ensure Natural Resources staff are consulted for any works in high and moderate value roadsides</td>
<td>Natural Resources and Projects and Infrastructure</td>
<td>Year 1</td>
</tr>
</tbody>
</table>

### LAND-USE PLANNING - NEW DEVELOPMENT

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A16</td>
<td>Review standard planning permit conditions for works in roadside areas</td>
<td>Natural Resource Planner</td>
<td>Year 1</td>
</tr>
</tbody>
</table>

### LAND-USE PLANNING - PLANNING CONTROLS

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A17</td>
<td>Investigate the need for implementation of overlays protecting roadside vegetation of value based on updated (2017) roadside assessment</td>
<td>Natural Resources Planner</td>
<td>Year 1</td>
</tr>
</tbody>
</table>

### CULTURAL HERITAGE

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A18</td>
<td>Ensure relevant sites of significant cultural, heritage or landscape value are identified as Significant Roadside Areas</td>
<td>Natural Resources Coordinator</td>
<td>As required</td>
</tr>
</tbody>
</table>

### RECREATION VALUES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19</td>
<td>Develop a checklist for maintenance of pathways within rural roadsides to minimise any negative environmental outcomes.</td>
<td>Natural Resources and Parks Coordinator</td>
<td>Year 3</td>
</tr>
</tbody>
</table>

### ROAD CONSTRUCTION, SAFETY AND MAINTENANCE ACTIVITIES

#### ROAD DESIGN AND CONSTRUCTION

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A20</td>
<td>Ensure values mapping is up to date in internal mapping systems</td>
<td>Natural Resource Planner</td>
<td>Year 1</td>
</tr>
</tbody>
</table>
### FIRE PREVENTION ACTIVITIES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A27</td>
<td>Explore combining mapping using the Road Management Plan register, the Fire Management Plan and this Roadside Vegetation Management Plan</td>
<td>Natural Resources with GIS, Roads and Emergency Management Coordinator</td>
<td>Year 2</td>
</tr>
<tr>
<td>A28</td>
<td>Request details of any proposed roadside burning or fuel reduction activities from local CFA brigades prior to each fire season</td>
<td>Emergency Management Coordinator</td>
<td>Annually</td>
</tr>
<tr>
<td>A29</td>
<td>Collaborate with the CFA (and other agencies) to identify opportunities for planned burning activities</td>
<td>Natural Resources Coordinator</td>
<td>Annually</td>
</tr>
<tr>
<td>A30</td>
<td>Establish a register, ideally map based, to record fuel reduction works (by any party) to allow monitoring and review of effectiveness and impacts.</td>
<td>Natural Resources with GIS, Roads and Emergency Management Coordinator</td>
<td>Year 3</td>
</tr>
</tbody>
</table>

### ADJOINING LAND USES AND AGRICULTURAL ACTIVITIES

<table>
<thead>
<tr>
<th>ACTION NUMBER</th>
<th>ACTION</th>
<th>RESPONSIBLE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A31</td>
<td>Review the approval process for works in road reserves to ensure appropriate consideration of conservation values is given</td>
<td>Natural Resources and Local Laws</td>
<td>Year 2</td>
</tr>
<tr>
<td>A32</td>
<td>Ensure firewood collection and grazing requests are referred to Natural Resources staff for comment</td>
<td>Natural Resources and Local Laws</td>
<td>Year 1</td>
</tr>
<tr>
<td>A33</td>
<td>Develop a fact sheet to assist in raising general awareness about approvals and exemptions relating to fencing, firewood and access to road reserves in general</td>
<td>Natural Resources and Communications</td>
<td>Year 2</td>
</tr>
</tbody>
</table>

### REFERENCES


## APPENDIX 1 - ROAD CONSTRUCTION AND MAINTENANCE
### ENVIRONMENTAL MANAGEMENT CHECKLISTS

### MAJOR CONSTRUCTION/RECONSTRUCTION/MAINTENANCE WORKS BY AN EXTERNAL CONTRACTOR

<table>
<thead>
<tr>
<th>TASK</th>
<th>CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project referred to Planning or Natural Resources staff for environmental assessment three months prior to project commencement. Determine if consultation with DELWP is required.</td>
<td></td>
</tr>
<tr>
<td>On-site inspection with Project Coordinator, Contractor/Site Manager and Natural Resources Staff - outcomes recorded on file</td>
<td></td>
</tr>
<tr>
<td>Contractor made aware of roadside conservation significance and any known weed infestations.</td>
<td></td>
</tr>
</tbody>
</table>
| Contractor has submitted Environmental Management Plan outlining strategies for:  
  - avoiding disturbance to native vegetation  
  - preventing erosion and soil and water pollution  
  - management of excess spoil  
  - importation of soil or fill  
  - prevention of weed spread  
  - minimising disturbance to fauna  
  - protection of cultural heritage  
  - waste management  
  - site rehabilitation  
  Including a site plan showing:  
  - any approved vegetation removal  
  - construction and no - go zones  
  - any known weed infestations  
  - location of any environmental protection fence/barrier  
  - tree protection measures in accordance with AS4970 | |
| Environmental Management Plan referred to Natural Resources staff | |
| On-site inspection before works commence with Project Co-ordinator, Contractor/Site Manager and Natural Resources Staff. Determine need for any further site meetings or project hold points. Outcomes recorded on file. | |
APPENDIX 2 - ROAD MAINTENANCE ENVELOPE

A ‘road maintenance envelope’ has been nominated to assist in balancing road use and environmental management objectives.

Within the ‘road maintenance envelope’ road use, access and safety activities are of the highest priority. Beyond the envelope environmental outcomes will be prioritised.

Any work that is to occur outside the standard maintenance envelope must be planned in consultation with Natural Resources staff.

Figure 5 and Figure 6 illustrate how the road maintenance envelope might be applied in different scenarios. The checklists in Appendix 1 should always be completed before any works commence.

Figure 5: Indicative road maintenance works envelope – Scenario 1

Figure 6: Indicative road maintenance works envelope – Scenario 2
APPENDIX 3 – TREE REMOVAL AND MAINTENANCE GUIDELINES

The following diagrams are designed to guide decision making with regards to removal of native trees within the road reserve for the purposes of road use, safety or maintenance.

Any works beyond the identified envelopes or not for the purposes of road use, safety or maintenance will require planning approval and/or consultation with Natural Resources staff. Works must always be to the minimum extent necessary.

Tree safety maintenance envelope

A ‘tree safety maintenance envelope’ has been defined (see Figure 7) to assist in balancing environmental and road safety objectives.

Works within the envelope will be reactive and only in response to identified road use or safety issues. The envelope will not actively be maintained. Works outside the envelope will be avoided.

Works to provide vehicle clearances will be limited to a smaller envelope, not extending beyond the width of the roadway. The maximum height of the vehicle clearance envelope is 4m unless the status of the road requires otherwise - for example Fuel Reduced Corridors will be maintained in accordance with standards set out in the Municipal Fire Management Plan.

Native tree maintenance (pruning) in rural roadsides

Figure 8: Decision process for native tree maintenance in rural roadsides

Native tree removal from rural roadsides

Figure 9: Decision process for native tree removal in rural roadsides
APPENDIX 4 - EVC CONSERVATION STATUS

Endangered:
- Creekline Grassy Woodland
- Drainage-line Aggregate
- Floodplain Riparian Woodland
- Grassy Woodland
- Grassy Woodland/Valley Grassy Forest Mosaic
- Plains Grassy Woodland
- Plains Grassy Woodland/Grassy Woodland Complex
- Plains Grassy Woodland/Valley Grassy Forest Complex
- Plains Grassy Woodland/Valley Grassy Forest/Grassy Woodland Complex
- Riverine Grassy Woodland/Grassy Swamp Woodland Mosaic

Depleted:
- Grassy Dry Forest

Vulnerable:
- Billabong Wetland Aggregate
- Floodplain Wetland Aggregate
- Riverine Grassy Woodland
- Riverine Grassy Woodland/Valley Grassy Forest/Wetland Formation Mosaic
- Riverine Swamp Woodland
- Valley Grassy Forest

Least Concern:
- Herb-rich Foothill Forest*
- Shrubby Dry Forest*

*class comprises only one record with a small area

APPENDIX 5 - THREATENED SPECIES RECORDS

Table 4: List of FFG and EPBC Act-listed species recorded within Wodonga (terrestrial fauna only)

<table>
<thead>
<tr>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
<th>VICTORIAN ADVISORY LIST</th>
<th>FFG ACT</th>
<th>EPBC ACT</th>
<th>SOURCE OF RECORD*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Territorial fauna</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vermicella annulata</td>
<td>Bandy Bandy</td>
<td>Vulnerable Listed</td>
<td>ALA and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ninox connivens</td>
<td>Barking Owl</td>
<td>Endangered Listed</td>
<td>ALA and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phascolopha tapoatafa #</td>
<td>Brush-tailed Phascolopha</td>
<td>Vulnerable Listed</td>
<td>ALA, Davidson et al 2006 and VBA WREN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geopepla cuneata</td>
<td>Diamond Dove</td>
<td>Near threatened Listed</td>
<td>ALA and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stagonopleura guttata</td>
<td>Diamond Firetail</td>
<td>Near threatened Listed</td>
<td>Davidson 2009, ALA and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ardea modesta</td>
<td>Eastern great egret</td>
<td>Listed</td>
<td>Datson 2006 Davidson et al 2006 and Davidson 2007</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limnodynastes interioris</td>
<td>Giant bullfrog</td>
<td>Critically endangered Listed</td>
<td>VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petauridae volans</td>
<td>Greater Glider</td>
<td>Listed</td>
<td>ALA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Falco hypoleuco</td>
<td>Grey Falcon</td>
<td>Endangered Listed</td>
<td>ALA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pomatostomus temporalis</td>
<td>Grey-crowned Babbler</td>
<td>Endangered Listed</td>
<td>ALA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pteropus poliocephalus #</td>
<td>Grey-headed flying-fox</td>
<td>Vulnerable Listed</td>
<td>ALA and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Melanodryas cucullata cucullata</td>
<td>Hooded Robin</td>
<td>Near threatened Listed</td>
<td>Davidson 2009 and ALA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gallinago hardwickii</td>
<td>Latham's Snipe</td>
<td>Listed marine</td>
<td>Davidson et al 2006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grantiella picta</td>
<td>Painted honeyeater</td>
<td>Vulnerable Listed</td>
<td>ALA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merops ornatus</td>
<td>Rainbow bee-eater</td>
<td>Listed marine</td>
<td>Davidson et al 2006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Antochaera phrygus</td>
<td>Regent honeyeater</td>
<td>Critically endangered Listed</td>
<td>Critically endangered Eco Logical Australia (2007)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chthonicola sagitta</td>
<td>Speckled warbler</td>
<td>Vulnerable Listed</td>
<td>ALA, Davidson et al 2006, Davidson 2009 and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dasyurus maculatus maculatus</td>
<td>Spot-tailed Quoll</td>
<td>Endangered Listed</td>
<td>ALA and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petaurus norfolcensis #</td>
<td>Squirrel Glider</td>
<td>Endangered Listed</td>
<td>Datson 2006 and VBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lathamus discolor</td>
<td>Swift parrot</td>
<td>Endangered Listed</td>
<td>ALA and Davidson et al 2006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neophema pulchella</td>
<td>Turquoise Parrot</td>
<td>Near threatened Listed</td>
<td>ALA and VBA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Flora

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Victorian Advisory List</th>
<th>FFG Act</th>
<th>EPBC Act</th>
<th>Source of Record*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swainsona reticulata</td>
<td>Kneed swainson pea</td>
<td>Vulnerable</td>
<td>Listed</td>
<td>VBA</td>
<td></td>
</tr>
<tr>
<td>Swainsona sericea</td>
<td>Silky swainson pea</td>
<td>Vulnerable</td>
<td>Listed</td>
<td>VBA</td>
<td></td>
</tr>
<tr>
<td>Swainsona galegifolia</td>
<td>Smooth darling pea</td>
<td>Vulnerable</td>
<td>Listed</td>
<td>VBA</td>
<td></td>
</tr>
<tr>
<td>Senecio garlandii</td>
<td>Woolly ragwort</td>
<td>Endangered</td>
<td>Listed</td>
<td>VBA</td>
<td></td>
</tr>
</tbody>
</table>


# denotes species likely or known to actively utilise roadside habitat.

### APPENDIX 6 - SUMMARY OF RELEVANT LEGISLATION, POLICY AND PLANS

#### Federal

- **Environment Protection and Biodiversity Conservation Act 1999**: Commonwealth legislation relating to ‘matters of national environmental significance’. May apply where works will have a ‘significant impact’ on listed threatened species, ecological communities and significant cultural sites.

#### State

- **Road Management Act 2004**: Establishes that council is responsible authority for all local roads and management of third party activities on these roads. Requires each municipality to develop a Road Management Plan that sets out how local road assets will be managed. Wodonga's Road Management Plan was updated in 2017 and seeks to balance legal, social, safety, environmental and financial expectations. It applies to all road assets including the physical road, signage, bridges and culverts.

- **Planning and Environment Act 1987**: Implemented via municipal planning schemes, outlining provisions for land use, development and protection. Sets out principles to protect the biodiversity and conserve areas with identified environmental and landscape values. Local policy content, including application of zones and overlays, assist in achieving conservation and landscape objectives. Of particular relevance to roadsides is the Vegetation Protection Overlay.

- **Guidelines for the removal, destruction or lopping of native vegetation 2017**: primarily regulated via Clauses 52.16 and 52.17 of the Planning Scheme, establishes permit requirements and exemptions for the removal or destruction of native vegetation, including exemptions specific to roadside areas.

#### Local Policy

**Planning Scheme**

Relevant policy set out in the Municipal Strategic Statement includes:

- **Clause 21.02-2**: The vision for Natural Environment is:

  A City which protects its significant environmental assets...

  A City which maintains healthy ecosystems through the ongoing protection and enhancement of environmental values and reserves.

- **Clause 21.04-1**: The objective for Environment is:

  To protect and improve Wodonga’s indigenous flora, fauna and habitat.

  Strategies identified to achieve this objective include:

  - Protect remnant native vegetation in roadside reserves and along wildlife corridors, and
  - Review and implement roadside management plan.

- **Clause 21.10**: The objective for the Road Network is:

  To ensure that the road network considers the safety of all road users and that improvement and upgrading of transport infrastructure is commensurate with the expected impacts of use and development.

- **Country Fire Authority Act 1985**: Council is required to implement a Municipal Fire Management Plan (MFMP). The MFMP sets out designated roadside areas where works should be specifically directed to reduce the risk of roadside ignition and management of fuel loads.

- **Flora and Fauna Guarantee Act 1988**: seeks to ensure the sustainable use of all flora and fauna resources, whether they are threatened or not. Permits may be required for works impacting on protected species. Significant penalties apply for destruction of protected species or habitat.

- **Aboriginal Heritage Act 2006**: provides for the protection and management of Aboriginal heritage. It establishes a system of approvals, permits and management requirements to manage process that may harm Aboriginal cultural heritage.

- **Local Government Act 1999**: Gives Council power to create local laws. Wodonga’s Local Law No. 1 of 2014 includes several provisions relating to a ‘municipal place’ - which includes roadsides. It includes provisions that require third parties to gain council approval to undertake works in roadside areas, such as construction, tree removal and tree planting.

- **Catchment and Land Protection Act 1994**: a framework for the integrated management and protection of catchments. Establishes responsibility for the control of pest plants and animals.

- **‘Servicing Authority’ Acts**: permit service authorities to locate and maintain assets on roadsides including some exemptions for vegetation removal.
Relevant Overlays:

- Clause 42.02 Vegetation Protection Overlay Schedule 4 - Leneva Valley and Baranduda retained native vegetation areas.

Strategic wildlife corridor links in Leneva Baranduda, required to sustain ecological processes, have been identified in the WREN Strategy, including a number of roadside areas. The mapping of this VPO in the planning scheme is a reflection of the WREN Strategy. At present no overlays apply to roadsides outside of the growth area.

Wodonga Integrated Transport Strategy (WITS) 2015

Sets out the principles and methodology for improvements for public transport, car and freight, bike and pedestrian networks. Actions from the strategy will aim to prioritise pedestrian and cycle connections around the City, including round-about upgrades. Key issues of relevance include lack of connectivity for walkers and cyclists across the city and a lack of attractive alternatives to private vehicle travel.

Physical Activity Strategy 2015-2020

Seeks to encourage residents to be more physically active and to provide the infrastructure, services and programs to enable this to occur. As the population grows, and the trend toward informal physical activity continues, it is expected that the number of participants will increase. With walking expected to remain the most popular activity, and growing demand for running and cycling pathways, community needs for more and a greater variety of pathways will emerge.

Leneva Baranduda Growth Area and the Wodonga Retained Environmental Network

Leneva and Baranduda have long been identified as the growth corridor for Wodonga. In 2006, with the objective of undertaking a strategic approach, the Wodonga Council, the AWDC and the then state Department of Sustainability and Environment completed a study of the natural environment in this growth area.

The Wodonga Retained Environmental Network (WREN) Strategy was created to balance the dual objectives of protecting the environment and facilitating urban development. The strategy identified significant corridors and patches of native vegetation, with an emphasis on threatened species habitat, and areas for unconstrained development. Providing a level of clarity for landowners, developers and agencies. Roadside vegetation is recognised as playing a significant role providing both habitat and landscape connectivity within the WREN.

The Leneva Valley and Baranduda Native Vegetation Precinct Plan (NVPP) is the planning instrument that facilitates the implementation of the WREN Strategy. It is incorporated into the planning scheme at Clause 52.16 and will ensure that as planning processes and works progress in the growth area the identified environmental values will be recognised and protected.

Roadside areas are important part of the overall network in Leneva Baranduda, particularly because of the connectivity they provide between larger protected remnants in the reserve network. The value and function of these roadsides is identified by Schedule 4 to the Vegetation Protection Overlay.