

M(2) – 25 FEBRUARY 2025

Ordinary Council Meeting

Minutes

Notice is hereby given that the next **Ordinary Council Meeting** of the **Alpine Shire Council** will be held in the Mount Beauty Community Centre, 21 Kiewa Crescent, Mount Beauty on **25 February 2025** commencing at **5:00 pm**.

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1 Recording and livestreaming of Council meetings

The CEO will read the following statement:

All council meetings are filmed with both video and audio being recorded.

Video is focused on a specific area however audio from the entire room is captured.

In common with all narrative during Council meetings, verbal responses to congratulations, obituaries and question time will not be recorded in the written minutes. By submitting a question, you consent to your question being read aloud at the meeting.

The reasoning behind recording council meetings is to hold us more accountable and improve transparency of Council's decision-making to our community.

The full meeting is being streamed live on Council's YouTube channel which is "Alpine Shire Council" and will also be available on the YouTube channel shortly after this meeting.

2 Acknowledgement of Traditional Custodians and recognition of all people

All to stand, the Mayor will read the following statement:

Alpine Shire Council acknowledges the Traditional Owners of the lands on which we are meeting today. Council also acknowledges all of the Traditional Owners of the wider lands of the area known as the Alpine Shire.

We also acknowledge those people who have contributed to the rich fabric of our community and strive to make wise decisions that will improve the quality of life for all.

3 Confirmation of minutes

3.1 ORDINARY COUNCIL MEETING M(1) 28 JANUARY 2025

Cr Byrne

Cr Smith

That the minutes of M(1) 28 January 2025 as circulated be confirmed.

Carried Unanimously

4 Apologies

None

5 Obituaries / Congratulations

Refer to Alpine Shire Council's website www.alpineshire.vic.gov.au; for its YouTube live-streaming recording for responses to obituaries and congratulations.

6 Declarations by Councillors of Conflict of Interest

None

7 Public Questions

Public Question time will be held in accordance with the following provisions of Council's Governance Rules:

G5 Public Question Time

GS3. Questions submitted to Council may be:

Submitted as a "Question on Notice" to the Chief Executive Officer in writing by 5pm on the day prior to the Council meeting, stating the name and contact details of the person submitting the question; or

During meetings held wholly in-person, at the Chairperson's discretion, asked directly by a member of the public gallery at the Council meeting during public question time.

GS4. No person may submit or ask more than two questions at any one meeting.

GS7. Questions should be limited to items of public interest, and are not intended to replace Council's ordinary Customer Request process. A question may be disallowed by the Chairperson if the Chairperson determines that it:

- is not related to an item on the agenda;
- relates to a matter outside the duties, functions and powers of Council;
- is defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable in language or substance;
- deals with a subject matter already answered;
- is aimed at embarrassing a Councillor or a member of Council staff;
- relates to confidential information as defined in s3 of the Act;
- relates to the personal hardship of any resident or ratepayer; or
- relates to any other matter which the Council considers would prejudice the Council or any person.

Refer to Alpine Shire Council's website www.alpineshire.vic.gov.au; for its YouTube live-streaming recording for responses to questions.

8 Presentation of reports by officers

8.1 CHIEF EXECUTIVE OFFICER - WILL JEREMY

8.1.1 Contracts approved under delegation by CEO

Cr Smith

Cr Byrne

That the Capital Project Contract approved under delegation by the CEO be noted.

<i>Contract No:</i>	<i>CT26078</i>	<i>Process:</i>	<i>RFQ</i>
<i>Title:</i>	<i>Asphalt Overlay 2024/25</i>		
<i>Tenderer:</i>	<i>Rich River Asphalt</i>		
<i>\$ (+ GST):</i>	<i>\$175,186.42</i>		

Carried Unanimously

8.1.2 Albury-Wodonga Health Hospital Development

INTRODUCTION

The purpose of this report is to acknowledge the critical healthcare infrastructure needs in the catchment of Albury-Wodonga Health, and to affirm Council's support to continue advocating for a single-site greenfield hospital development.

Cr Andersen

Cr Byrne

That Council:

- 1. Affirms its support for the development of a new single-site hospital for Albury-Wodonga Health in a greenfield location; and*
- 2. Authorises the Mayor and Chief Executive Officer to continue to advocate in support of this outcome.*

Carried Unanimously

BACKGROUND

Albury-Wodonga Health is the second largest regional health service in Victoria. It services a growing population of over 300,000 people in a surrounding catchment covering North-East Victoria and the Southern Riverina in New South Wales.

The Albury-Wodonga region is currently served by two hospital campuses, with one hospital located in each of Wodonga and Albury. The hospitals are facing significant challenges due to outdated infrastructure, limited capacity, and inefficiencies caused by the split-campus model.

The 2021 Conrad Gargett Masterplan identified a new single-site hospital on a greenfield location as the preferred solution to these challenges. This recommendation has been reinforced by subsequent value management studies and sustained community advocacy efforts.

Albury-Wodonga Health is a key health service provider servicing the Alpine Shire, and particularly the communities located in the Kiewa Valley. Quality health services is a key determinant in enabling thriving and liveable communities. The ability to attract and retain residents within the Alpine Shire, and to effectively care for the needs of our communities for decades to come, will be vitally impacted by decisions being made today about the healthcare infrastructure to be delivered in Albury-Wodonga.

At the July 2024 Ordinary Council Meeting, Council resolved to participate in a joint meeting with the Indigo Shire Council and Towong Shire Council. The purpose of this joint meeting of the three neighbouring councils was to consider critical healthcare infrastructure needs in Albury Wodonga.

A joint meeting of the Indigo, Alpine and Towong Shire Councils, was held on 13 August 2024. At this meeting, the appointed representatives of the Alpine, Indigo and Towong

Shire Councils affirmed their support for a new single-site hospital for Albury-Wodonga Health in a greenfield location, and resolved to advocate in support of this position.

ISSUES

The quality of regional health services has a direct impact on the liveability, health and wellbeing of the residents of the Alpine Shire.

The catchment of Albury-Wodonga Health includes the Alpine Shire municipality. The proposed development of the hospital based in Albury is of great importance to the residents of our municipality, and particularly residents of the Kiewa Valley.

Whilst there has been a great deal of discussion by major stakeholders about the hospital development, there is significant concern that the needs of our rural communities have not been taken into consideration in determining the future form and function of the health service.

It is crucially important that our rural communities are well represented, and our rural voice is heard, in order to ensure the provision of a health service which meets the current and future needs of the communities of the Alpine Shire.

POLICY IMPLICATIONS

The recommendation is in accordance with the following Strategic Objective of the Council Plan 2021-2025:

5.3 Bold leadership, strong partnerships and effective advocacy

FINANCIAL AND RESOURCE IMPLICATIONS

There is no financial or resourcing implications associated with the recommendations in this report.

RISK MANAGEMENT

Risk	Likelihood	Impact	Mitigation Action / Control
Inability of residents to access health care that meets the current and future needs of the Alpine Shire communities	Very likely	Major	<ul style="list-style-type: none"> Advocate for the development of healthcare infrastructure and provision of healthcare services which meet the current a future needs of our communities.

CONSULTATION

The Mayor and CEO have attended a number of workshops and meetings in collaboration with 16 councils in the region on both sides of the border. These workshops have included briefings from Border Medical Association, advocacy group Better Border Health and Government Representative from NSW Health Infrastructure. Actions from these workshops and meetings are being actively progressed by representatives from this forum.

CONCLUSION

The development of a new single-site hospital on a greenfield location presents the most effective solution to address the critical healthcare infrastructure needs in the Albury-Wodonga region.

This approach will ensure modern, efficient, and high-quality healthcare services that can meet current and future demands for decades to come. It is recommended that Council affirms its support for this approach, and authorises the Mayor and CEO to continue advocating in support of this outcome.

DECLARATION OF CONFLICT OF INTEREST

In accordance with section 130 of the *Local Government Act 2020*, and Governance Rule 24 Indigo Shire Council's Governance Rules, the following officers declare that they have no interests to disclose in providing this report.

- Chief Executive Officer

ATTACHMENT(S)

Nil

8.2 DIRECTOR CORPORATE AND COMMUNITY - NATHALIE COOKE

8.2.1 PA2403308 Battery Energy Storage System (BESS) ('Utility Installation')

INTRODUCTION

This report is presented to Council to provide information to form a position on whether to formally object or make a submission of support to an application for the use and development of the land for a utility installation (Battery Energy Storage System (BESS)), removal of native vegetation, alteration to an access to a Transport 2 Zone and ancillary buildings and works on the at Yackandandah – Dederang Road, Dederang.

Officers recommendation:

That Council endorses the lodgement of a formal submission to the Minister for Planning supporting Planning Application PA2403308 for the use and development a utility installation (Battery Energy Storage System - BESS), removal of native vegetation, alteration to an access to a Transport 2 Zone and ancillary buildings and works associated with the ancillary buildings and works on the land known as Yackandandah – Dederang Road, Dederang.

Cr Byrne moved an Alternative Motion - Seconded by Cr Ronco

That Council prepare and submit a letter of objection to the Minister for Planning relation to the application for the use and development of the land for a utility installation (Battery Energy Storage System), removal of native vegetation, alteration to an access to a Transport 2 Zone and ancillary buildings and works on the land known as Yackandandah – Dederang Road, Dederang based on the following grounds:

1. Insufficient Information

Insufficient information has been provided with the application to make an informed and complete assessment as to the potential impact the proposed use and development may have on the natural environment as well as the amenity of the area.

2. Impact on Significant Landscape

The development will cause a detrimental visual intrusion on the significant Kiewa Valley landscape as a consequence its location on a ridgeline, scale and incorporation of reflective external materials which is inconsistent with Clause 02.03-2 - Environmental and landscape values' and 'Landscapes' of the Municipal Strategy; Clause 12.05 - 'Significant environments and landscapes' and Clause 12.05-2S – 'Landscapes' of the Planning Policy Framework; and purpose and objectives of Clause 42.03 - Significant Landscape Overlay.

3. Loss of Agricultural Land

The proposal will contribute to the loss and fragmentation of valuable agricultural land contrary to the objectives of Clause 02.03-4 - 'Natural resource management' of the Municipal Strategy; Clause 14.01-1S - 'Protection of Agricultural Land', Clause 14.01-2S - 'Sustainable agricultural land' and Clause 14.01-2R - 'Agricultural productivity - Hume' as contained within the Planning Policy Framework; and purpose and objectives of Clause 35.07 - Farming Zone.

4. Bushfire Risk

The proposal fails to provide an adequate response as to how bushfire risk will be mitigated and managed both internally to and externally to the site, contrary to Clause 02.03-3 - 'Environmental risk and amenity' of the Municipal Planning Strategy and Clause 13.02-1S - 'Bushfire planning' of the Planning Policy Framework.

5. Impact on Waterways

The proposal fails to appropriately respond to or mitigate potential impacts of runoff and sediment into the Glen Creek tributaries contrary to Clause 02.03-2 - 'River corridors and waterways' of the Municipal Planning Strategy; and Clause 12.03-1S - 'River and riparian corridors, waterways. Lakes, wetlands and billabongs' and Clause 12.03-1L - 'River corridors and waterways' of the Planning Policy Framework.

6. Impact on Community and Environment

The proposed location of the battery energy storage system is contrary to Clause 19.01-2S - 'Renewable Energy' of the Planning Policy Framework as it fails to site a renewable energy development in an appropriate location which minimises the effects on the local community and environment.

7. Economic Benefit

The proposal fails to demonstrate any economic benefits for the Dederang Community which is contrary to Clause 19.01-2S - 'Renewable Energy' of the Planning Policy Framework.

8. Orderly Planning

The use and development fails to contribute to the orderly planning of the area which is contrary to Clause 65 - 'Decision Guidelines'.

A Division was called for by Cr Byrne

For the motion - Cr Tanzen, Cr Ronco, Cr Graham, Cr Smith, Cr Byrne

Against the motion - Cr Anderson, Cr Nicholas

BACKGROUND

Planning application PA2403308 was lodged with the Department of Transport and Planning (DTP) on 31 October 2024 for the use and development of the land for a utility installation (Battery Energy Storage System (BESS)), removal of native vegetation, alteration to an access to a Transport 2 Zone and ancillary buildings and works on the land known as Yackandandah – Dederang Road, Dederang.

Pursuant to Clause 72.01-1 of the Alpine Planning Scheme, the Minister for Planning (the Minister) is the Responsible Authority for a utility installation used to:

- Transmit or distribute electricity.
- Store electricity if the installed capacity is 1 megawatt or greater.

The application was advertised to the Alpine Shire on 18 December 2024 in accordance with Section 52(1)(b) of the *Planning and Environment Act 1987*.

The Minister has advised that no decision will be made on the application prior to 13 February 2025. Submissions can be made to an application up until the time a decision is made on an application regardless of when the public notice formally concludes.

Pursuant to Clause 53.22 of the Alpine Planning Scheme, a utility installation used to transmit or distribute electricity or store electricity with an installed capacity of 1 megawatt or greater, is designated as a significant economic development.

While the Minister has advertised the application to Council and adjoining property owners and occupiers, Clause 53.22-4 exempts the application from the decision requirements of Sections 64(1), (2) and (3), and the review rights of Sections 82(1) of the *Planning and Environment Act 1987*. Section 64 of the Act covers the issuing of a Notice of Decision to any parties that make a submission to an application and Section 82 permits applications for review to be made with the Victorian Civil and Administrative Tribunal. In short, while Council and other parties have been notified of the application, it is important to highlight that any decision made by DTP or the Minister on this application is not able to be challenged at VCAT by an objector.

Further, the application has been accepted by DTP under their Development Facilitation Program for expedited assessment. Therefore, this report has been brought to the February Council Meeting to ensure that Council's position on the application can be included in DTP's consideration of the application.

PROPOSAL

The application before the Minister seeks approval for the use and development of a utility installation with an indicative installed capacity of 400MWh. The proposal is known as the Dederang BESS.

The subject site is located approximately 2 kilometres to the northwest of the Dederang township. The report submitted with the application identifies that an area of approximately 9.5 hectares will be disturbed and will comprise:

- 4 hectares for BESS and onsite substation; and

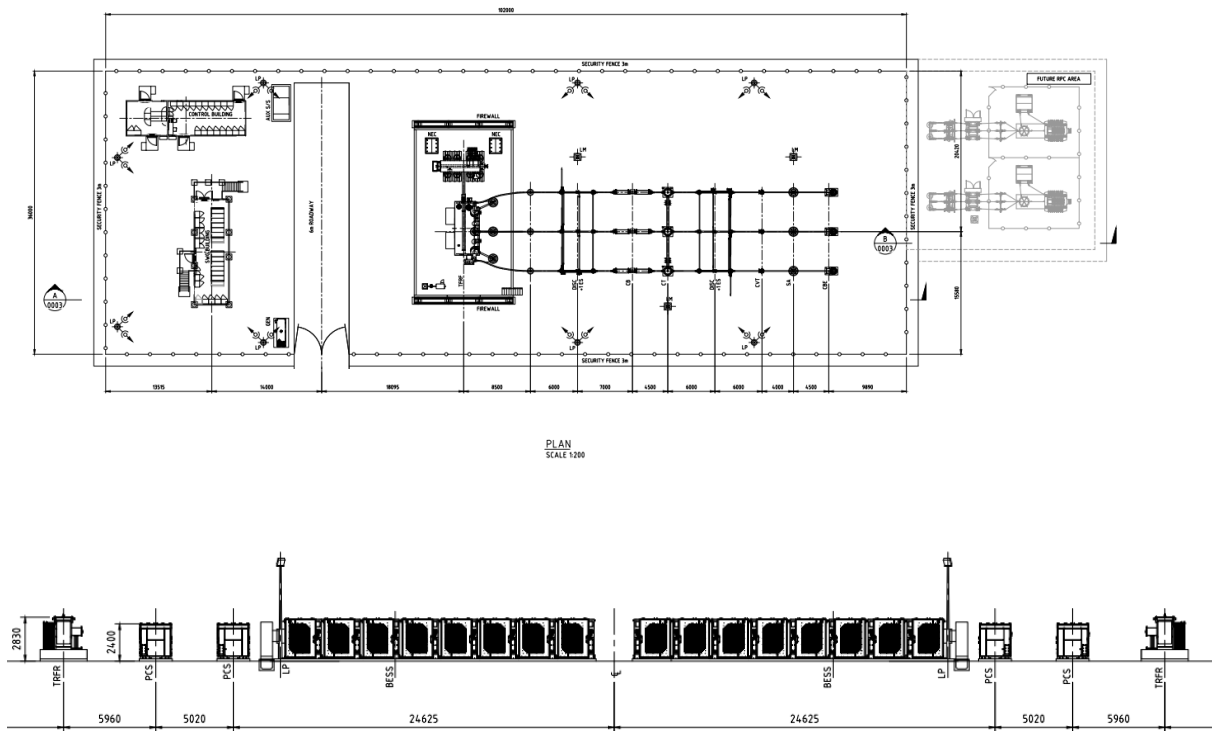
- 5.5 hectares for access tracks, underground cabling and temporary construction areas.

The particulars of the proposal are as follows:

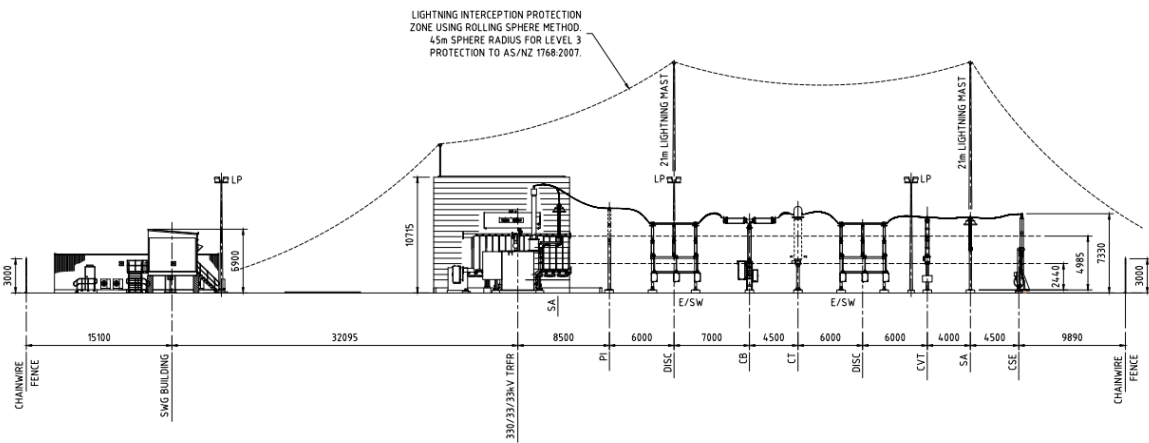
- BESS units, inverters and transformers.
- Civil and structural works including the laying of crushed rock.
- Construction of internal access roads.
- Underground cabling (33kV) to provide connection between the battery units and inverters and onsite substation.
- On-site substation (including transformers to step up from 33kV to the connection voltage (either 220 kV or 330 kV) and potentially reactive power equipment.
- Underground cabling (220kV or 330kV) to connect the onsite substation to the adjoining Dederang Terminal Station.
- Permanent operations and maintenance facility.
- Water storage (including firefighting water supply and fire water runoff containment).
- Security fencing.
- Carparking; and
- Business identification signage at the site entry.



The BESS will comprise of approximately 40 battery units; each of which will be positioned between the two water courses in an area approximately 490 metres to the south of the Dederang Terminal Substation.



The development also involves the construction of an onsite substation which will be positioned approximately 330 metres south of the Dederang Terminal Substation, just north of the BESS.



To facilitate both developments, it is proposed that earthworks will be undertaken to create two levelled benched areas to accommodate the BESS and the onsite substation. Other earthworks associated with the development will include the establishment of two runoff ponds, creation of access roads and car parking, and to facilitate underground cabling.

The application also seeks approval for the creation of access to the Yackandandah Dederang Road which is a Transport 2 Zone.



The two access options which have been submitted for consideration are:

- Option 1 - Access via land adjacent to the Dederang Terminal Substation; and
- Option 2 - Access via the unused government road which runs between AusNet land and the adjoining private property.

In order to create access to the site, the proponent is also seeking approval for the removal of native vegetation. The quantity of vegetation identified or removal with each of the above-mentioned access options are as follows:

- Access Option 1 - Five large, scattered trees equating to 0.174 ha of native vegetation.
- Access Option 2 - Four large and two small, scattered trees equating to 0.203 ha of native vegetation.

A link to the proposal plans as advertised on the DTP website as Ministerial permit: PA2403308 are included as Attachments 8.2.1.1 to this report.

In addition to the plans, the proponent has also submitted the following technical reports with the application:

- Ecological Assessment prepared by Aurecon date 11 October 2024;
- Traffic Impact Assessment prepared by Aurecon dated 29 October 2024;
- Landscape and Visual Assessment prepared by Landform dated October 2024;
- Environmental Noise Assessment prepared by Sonus dated October 2024;
- Environmental Noise Assessment Peer Review prepared by Resonate dated 29 October 2024;

- Risk Management Plan prepared by Fire Risk Consultants dated October 2024;
- Surface Water Assessment prepared by Water Technology dated 25 October 2024;
- Consultation Summary Report prepared by Mint Renewables dated 30 October 2024.

SUBJECT LAND AND SURROUNDS

The subject site is situated approximately 2 kilometres northwest of the Dederang township to the south of the intersection of the Yackandandah Dederang Road and Dederang Link Road. The site which is the subject of the application comprises of five parcels which total an area of 60 hectares.



The northern portion of the subject site is occupied by the Dederang Terminal Substation.

The parcel in which the BESS and onsite substation are to be located, is irregular in configuration and comprises of mostly cleared grazing land. The land features gentle undulation and both scattered and liner lines of trees. The land also features tributaries which transverse the site from the southwest down towards Glen Creek.

The surrounding area is characterised by grazing land. A notable feature of the landscape are state parks which are located to the distant north and south of the site.

The closest dwelling is located 460 metres west of the BESS site, at the end of Goonans Lane. Other dwellings are located approximately 700 metres to the north and northeast of the proposed BESS and substation site.

SCOPE OF CONSIDERATION

The application has been referred to Alpine Shire Council by the Minister for Planning pursuant to Section 52(1)(b) of the *Planning and Environment Act 1987*.

Council's role in the consideration of this application is only to provide comment to DTP in relation to the matters pertaining to planning policy as well as the zones and overlays which are applicable to the land. However, Council has also invited submitters to share a copy of any submission made to DTP in relation to the proposal. This will provide Councillors with the opportunity to understand the feedback and views of the community in relation to the proposed use and development prior to making a decision on the technical assessment presented in this report.

Similarly, DTP have also referred the application to other departments and authorities pursuant to Clause 66 – 'Referral and Notice Provisions' of the Alpine Planning Scheme. These departments will provide DTP with their own response in relation to aspects of this proposal which fall within their realm of authority.

PLANNING ASSESSMENT

There are a number of policies which are contained within the Municipal Planning Strategy and the Planning Policy Framework which are relevant in the consideration of this application. The clauses which are applicable are:

Municipal Planning Strategy

Clause 02.03-2 - Environmental and landscape values

Clause 02.03-3 - Environmental risk and amenity

Clause 02.03-4 - Natural resource management

Planning Policy Framework

Clause 12 – Environmental and Landscape Values

Clause 12.05 – Significant Environments and Landscapes

Clause 12.05-2S – Landscapes

Clause 12.05-2L - Landscapes

Clause 13.02 Bushfire

Clause 13.02-1S Bushfire Planning

Clause 14.01-1S Protection of Agricultural Land

Clause 14.01-2S Sustainable Agricultural Land Use

Clause 14.01-2R - Agricultural productivity – Hume

Clause 19.01-1S – Energy supply

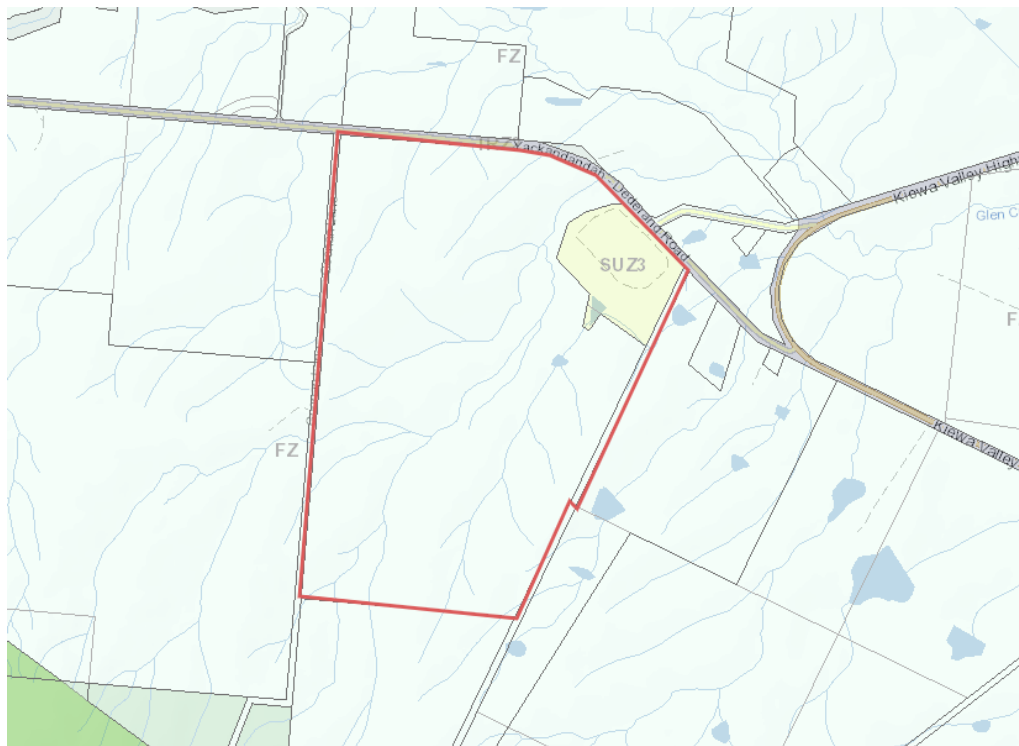
Clause 19.01-2S – Renewable Energy

Clause 19.01-2R - Renewable energy – Hume

All applicable policies mentioned above are provided in Attachment 8.2.1.2 of this report.

Zoning and Overlays

Under the Alpine Planning Scheme, the site in which is the BESS and onsite substation are located is zoned Farming.



The purpose of the Farming Zone is:

- 'To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone.'

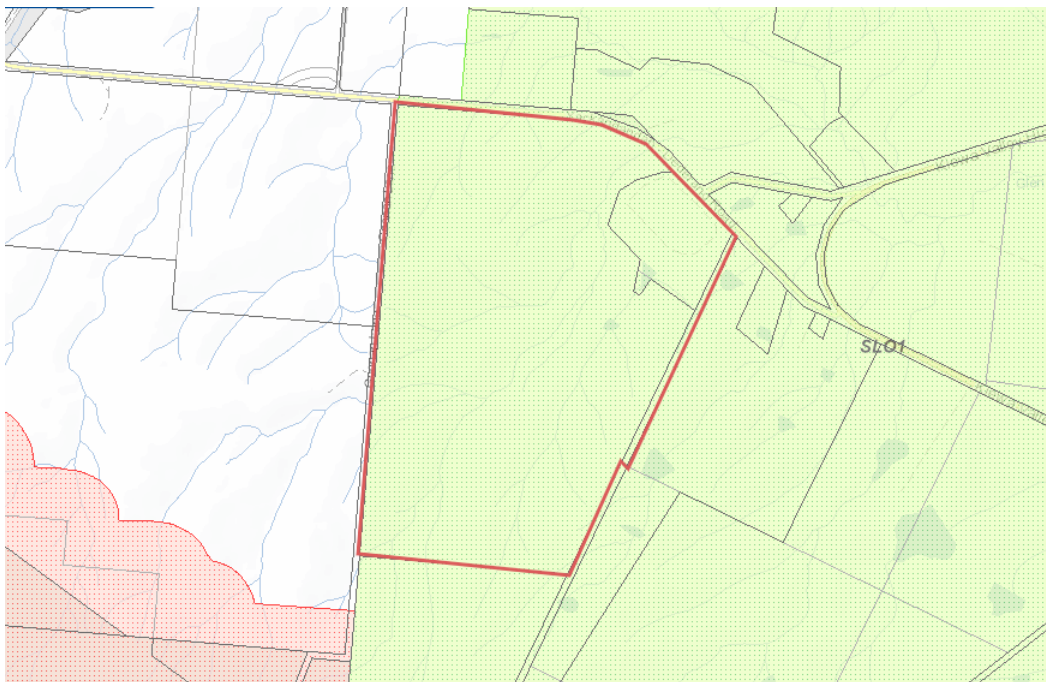
Pursuant to Clause 35.07-1, a planning permit is required for the use of a utility installation.

Pursuant to Clause 35.07-4, a planning permit is required for buildings and works:

- Associated with a utility installation; and
- Within 100 metres of a waterway.

Additional works are also proposed within the Dederang Terminal Substation which is zoned Special Use (Schedule 3). A planning permit is not required to construct a building or carry out works associated with a utility station that is used for the transmission or distribution of electricity.

The land is covered by a Significant Landscape Overlay (Schedule 1 – Upper Kiewa Valley Landscape Area).



The schedule to the overlay provides the '*Statement of nature and key elements of landscape*' as follows:

'The landscape of the Upper Kiewa Valley has a distinct character with significant contrasts between the cleared flat to undulating valley floor and the steep treed mountains. The valley narrows in the upper reaches and the contrast is emphasised. The visual boundaries are definite in this landscape not only between natural features but also the townships which are generally well contained with little urban sprawl. A key element of this landscape is the majestic views across the cleared valley floor to Mount Bogong.'

The Landscape character objectives to be achieved are as follows:

- *'Contain urban development, specifically housing, to existing townships with definite visual boundaries.*
- *Encourage appropriately sited development to reduce ribbon development along the Kiewa Valley Highway.*
- *Encourage rural development of a "human" scale and form.*
- *Maintain existing vegetation on the steeper slopes of the valley to maintain its integrity.*
- *Maintain the contrasts in landform and land use between the valley floor and the steep vegetated valley walls.*

- *Maintain the existing rural landscape.'*

Pursuant to Clause 42.03-2, a planning permit is required to construct a building or carry out works.

Particular Provisions

Clause 52.17 Native Vegetation Removal.

The application seeks approval for the removal of native vegetation to provide for the creation of access to the site.

The purpose of Clause 52.17 in relation to Native Vegetation Removal is:

- *'To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):*
 1. *Avoid the removal, destruction or lopping of native vegetation.*
 2. *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
 3. *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*
- *To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.'*

Pursuant to Clause 52.17, a planning permit is required 'to remove, destroy or lop native vegetation, including dead native vegetation'.

Clause 52.29 – Land Adjacent to Principal Road Network

The subject site is located adjacent to the Yackandandah Dederang Road which is a Transport 2 Zone.

Pursuant to Clause 52.29-2, a planning permit is required to create or alter access to a road in a Transport Zone 2.

The application has been referred by the Minister to the DTP pursuant to Clause 52.29-4 for comments in relation to the creation of access.

ASSESSMENT

Protection of Agricultural Land

Clause 02-03-4 in relation to 'Agriculture' and Clause 14.01-01S in relation to the 'Protection of agricultural land' set out policy objectives and strategies to manage and protect agricultural land.

These policies seek to ensure that high value and strategically significant agricultural land is not lost as a consequence of development, fragmentation or a change in land use.

The land in which the BESS, substation and ancillary infrastructure are to be situated, is located on the fringe of the Kiewa Valley. The land is not as productive as other farming land located further south in the valley and is considered as having a low to medium level of agricultural land capability – thus generally appropriate for grazing of cattle and sheep. The need to avoid the removal of this land from agriculture is less of a concern than had it the land been assessed as being of high value or strategically significant agricultural land.

While the preservation of any agricultural land is important, it also needs to be acknowledged that there is an informal hierarchy which exists when contemplating making farming zoned land available for other uses. This is particularly the case when the loss simultaneously creates an opportunity to utilise the land for a use or development which is of regional, state or national importance. Examples of this include areas in which extractive industry is established, or critical infrastructure is developed as the Dederang Terminal Substation where land, which is zoned farming, can provide the area necessary to accommodate the scale of such use and development as well as providing the required separation distances from more sensitive uses.

In this instance, the BESS and onsite substation have been sited in a location which is already utilised for critical infrastructure. This opportunity provides advantages for the development in maximising the use of existing infrastructure and reducing the need for renewable energy facilities to be fragmented across the landscape. The use of this farming land for this purpose is considered to have greater value than the land would otherwise have if left for low scale grazing activities.

Impact on the Landscape

The land in which it is proposed that the BESS and ancillary infrastructure is to be situated, is covered by a Significant Landscape Overlay 1 (Upper Kiewa Valley), albeit, on the northwestern edge of where the overlay commences.

The overlay seeks to provide protection for the Upper Kiewa Valley landscape which is characterised by cleared river flats, gently undulating valleys and steep vegetated mountains. Of particular significance are the views towards Mount Bogong.

Within the site is the existing Dederang Terminal Substation which is a dominant feature in the landscape by virtue of its scale, form and placement adjacent to Yackandandah Dederang Road. Intersecting these views are a number of transmission lines and associated infrastructure which traverse the landscape and intersect with the Dederang Terminal Substation. This infrastructure includes:

To the west:

- 220 kV Dederang Terminal to Glenrowan Terminal;
- 330 kV South Morang Terminal to Dederang Terminal; and
- 330 kV Wodonga Terminal to Dederang.

To the north and south east:

- 330 kV Murray to Dederang Terminal.

The BESS and the onsite substation are to be positioned to the south of the Dederang Terminal Substation.

As such, the BESS will be significantly obscured by the Dederang Terminal Substation when viewed from the Yackandandah Dederang Road.



The policies contained at Clause 02.03-2, 12.05-2S and 12.05-2L highlight the importance of buildings being subordinate to the landscape through the incorporation of muted tones and materials. It would therefore be appropriate for Council to request that the Minister considers what options are available for the BESS and any ancillary buildings to incorporate, where practicable, non-reflective external materials and finishes to reduce the accumulative visual impact on the landscape.

In addition, it would also be appropriate to request that the Minister considers the requirement for landscaping to be undertaken along the eastern, southern and western frontages as a means to soften the appearance of the BESS and substation when viewed from adjoining properties; as well as the Kiewa Valley Highway to the east, the Yackandandah Dederang Road to the north and Goonan Lane to the west. This approach would again be consistent with the policy contained in Clauses 02.03-2, 12.05-2S and 12.05-2L, as well as the objectives of Clause 42.03 - Significant Landscape Overlay.

Environmental Risk

The subject site is not covered by a Bushfire Management Overlay and as such does not trigger the need for a Planning Permit under clause 44.06 of the Alpine Planning Scheme.

Regardless, the policy as contained at Clause 13.02-1S and 13.02-1L is still applicable by virtue that the land is located within a Bushfire Prone Area.

There are requirements under the *Country Fire Authority Act 1958* which require proponents to address fire risk associated with renewable energy facilities. These

requirements are outlined within the CFA Design Guidelines and Model Requirements - Renewable Energy Facilities v4, August 2023.

The proponent has submitted a Risk Management Plan, prepared by Fire Risk Consultants with the application. The Risk Management Plan provides for a risk assessment posed by a fire in the broader external landscape; as well as a risk assessment a fire being ignited within the facility.

While Council does not have any formal role in providing comment on the application in relation to fire risk or the Risk Management Plan submitted with the application, it does have a role in providing comment in relation to the consistency of the proposal with the policy contained at Clauses 02-02-3 and 13.02-1S.

The area of Dederang is considered one of the lower risk bushfire prone areas in the municipality. The proposed BESS, onsite substation and ancillary infrastructure have been co-located with other critical infrastructure in an area which is clear of dense vegetation and the risk of high intensity bushfires. On this basis, the proposal is considered to be consistent with the policy objectives contained within the Municipal Planning Strategy and Planning Policy Framework.

The subject land feature two watercourses which are Glen Creek tributaries which run on either side of the site which has been identified to accommodate the BESS, onsite substation and runoff ponds. The land has not been identified as being subject to inundation or flooding through the application of any such overlays. The application was accompanied by Surface Water Assessment Report which as prepared by Water Technology which concluded once developed, the flows would be confined to the Glen Creek tributaries.

The report also noted that part of the development would encroach slightly into the 30 metre waterway buffer however did not consider that this encroachment would impact the health or function of the waterway.

NECMA is the responsible authority for the assessment and provision of conditions for matters relating to the protection of waterways and encroachment of buildings on waterways and will provide its assessment directly to the DTP.

Creation of Access and Native Vegetation Removal

The application seeks approval for the removal of native vegetation to provide for the creation of access to the site. As discussed earlier, the project considers two options for access. The vegetation which would be required for removal for each option is as follows:

- Five large scattered trees equating to 0.174 ha of native vegetation would be required to be removed to facilitate the creation of access via land adjacent to the Dederang Terminal Substation.
- Four large and two small scattered trees equating to 0.203 ha of native vegetation would be required to be removed to facilitate the creation of access via the unused government road which runs between AusNet land and the adjoining private property.

The option for access to be created adjacent to the Dederang Terminal Substation would allow the removal of vegetation to be minimised. Retaining the five large, scattered trees on the unused government road would also provide a level of visual screening between the subject development and the adjoining dwellings located to the east.

It is recommended that Council conveys its preference for access to be created as per option one on the basis that the creation of access adjacent to the Dederang Terminal Substation will:

- Create a greater separation distance between the dwellings and the accessway serving the BESS;
- Minimise the quantity of native vegetation requiring removal; and
- Retain a level of screening as a consequence of the retention of established trees along the unused government road.

POLICY IMPLICATIONS

The recommendation is in accordance with the following Strategic Objectives of the Council Plan 2021-2025:

- 2.3 Access to technology that meets our evolving needs
- 3.1 Decisive leadership to address the impacts and causes of climate change
- 4.2 Planning and development that reflects the aspirations of the community
- 4.5 Assets for our current and future needs
- 5.3 Bold leadership, strong partnerships and effective advocacy

FINANCIAL AND RESOURCE IMPLICATIONS

There are unlikely to be any financial or resource implications for Council associated with a decision on this matter.

RISK MANAGEMENT

Risk	Likelihood	Impact	Mitigation Action / Control
The Minister for Planning determines the application prior to Council forming a position and making a submission.	Unlikely	Minor	<ul style="list-style-type: none"> • Council determines its position on the matter at the February Council meeting. • Stakeholder engagement with DTP to communicate Council's timeframes.

CONSULTATION

The Minister for Planning has advertised the application to affected property owners and occupiers pursuant to Section 52(1)(b) of the *Planning and Environment Act 1987*.

Submissions through this process are required to be submitted directly to DTP to inform their overall assessment of the application as the Responsible Authority.

Though a separate process, Council has invited submitters to share a copy of any submission made to DTP in relation to the proposal. This will provide Councillors with the opportunity to understand the feedback and views of the community in relation to the proposed use and development prior to making a decision on the technical assessment presented in this report.

OPTIONS FOR CONSIDERATION

Council has three options available to it in response to the notice provide by the Minister, which are:

1. Submit an objection to the application to the Department of Transport and Planning.
2. Submit a submission of support to the application to the Department of Transport and Planning.
3. Make no submission.

CONCLUSION

There is policy support for the development of renewable energy facilities, storage and infrastructure in locations where there is the ability to connect with and add value to the existing electricity grid. It is also recognised that such infrastructure should be sited and designed to minimise the impact on surrounding communities and should avoid being placed in areas where it could lead to the loss of productive state-significant agricultural land, loss of vegetation or habitat or diminish significant landscape values.

The proposed location of the utility installation (Battery Energy Storage System (BESS)) is in an area which sits at the very fringe of the significant landscape of the Kiewa Valley. The area is also considered as having one of the lower bushfire risks in the municipality.

The land is not considered as having high agricultural productive capacity and, as such, the loss of such land is outweighed by its value in providing renewable energy infrastructure and meeting policy objectives in relation to the provision of energy supply.

The utility installation also has the advantage of being co-located with other existing critical infrastructure which facilitates the passage of electricity across the north east region.

As outlined in the report, the siting and design of the development is considered to be consistent with the policy objectives set by both the State Government as well as those contained within the Municipal Strategic Plan and Planning Policy Framework.

It is on this basis that it is recommended that the Council makes a submission of support in relation to the application for the use and development of the land for a utility installation (Battery Energy Storage System), removal of native vegetation, alteration to

an access to a Transport 2 Zone and ancillary buildings and works associated with the ancillary buildings and works on the land known as Yackandandah – Dederang Road, Dederang subject to the inclusion of conditions requiring the following:

- The submission of a landscaping plan which provides for indigenous species to be planted along the eastern, southern and western frontages as a means of softening the appearance of the BESS and substation when viewed from adjoining properties; as well as the Kiewa Valley Highway to the east, the Yackandandah Dederang Road to the north and Goonan Lane to the west.
- A requirement for external materials of the battery units and ancillary buildings to be constructed of muted tones and non-reflective materials where practicable.
- Approval of the creation of an access road adjacent to the Dederang Terminal Substation to minimise vegetation removal and retain maximum separation from the dwellings to the north east.

DECLARATION OF CONFLICT OF INTEREST

In accordance with section 130 of the *Local Government Act 2020*, and Chapter 7 section A6 of Council's Governance Rules, the following officers declare that they have no interests to disclose in providing this report.

- Director Corporate and Community
- Manager Regulatory Services
- Statutory Planning Coordinator

ATTACHMENT(S)

1. [8.2.1.1 Ministerial permit: PA2403308](#)
2. 8.2.1.2 Attachment 2 - Municipal Planning Strategy & Planning Policy Framework

8.2.2 Quarterly Performance Report - Council Plan

INTRODUCTION

The Alpine Shire Council Plan 2021-2025 was adopted by Council in October 2021, and set out Council's direction for the following four years. This Quarterly Performance Report is the first update on progress, in the final year of this plan.

Cr Andersen

Cr Smith

That Council receives and notes the Quarterly Performance Report for the period ending 31 December 2024.

Carried Unanimously

BACKGROUND

The Council Plan was adopted in October 2021, with the plan having effect from 1 July 2021.

The Council Plan lists strategic drivers, strategic objectives, strategies, strategic indicators, major initiatives, guiding legislation, and plans, that collectively provide direction to Council's endeavours during its term.

The Governance and Management Checklist that forms part of the Local Government Performance Reporting Framework (LGPRF) suggests that it is best practice to report on Council Plan progress at least on a six-monthly basis.

Where interim progress reporting of indicators does not generate meaningful results, these are reported at end of financial year as part of the annual report.

This Quarterly Performance Report represents progress across Quarters 1 and 2 (Q1 and Q2), reporting progress up to 31 December 2024.

Council is currently developing a new Council Plan 2025-2029, which must be adopted by 31 October 2025.

HIGHLIGHTS

Strategic Driver 1: For those who live and visit

- Libraries across the Alpine Shire continued to deliver against the Library Services Plan and work towards the vision of creating 'a welcoming and contemporary library service that supports lifelong learning, inspires curiosity, and develops literacy and community connection'. This includes the provision of school holiday activities for children and digital literacy sessions for seniors, along with regular opportunities for connection and learning such as Rhyme Time, Book Clubs, Lego Club and Story Time.

- Community groups have been supported to increase participation in physical activity through Council's Community Grants Program community sporting groups that champion Fair Access have been supported.

Strategic Driver 2: For a thriving economy

- The Event Funding allocation for 2024/25 was adopted by Council in the July 2024 Council meeting. Forty-two applicants received support through the Event Funding Program totalling \$180,565 in sponsorship.
- Significant investment was made into Dinner Plain through the Dinner Plain Activation Project, which is renewing and upgrading infrastructure in snowmaking and town centre works.
- Approximately 64,565 persons have attended events throughout the Alpine Shire in the first six months of 2024/25.

Strategic Driver 3: For the bold protection of our future

- The Municipal Emergency Management Plan 2021-2025 has been reviewed, assured by the Regional Emergency Management Planning Committee, noted by Council and displayed on Council's website.
- Council has recently commissioned the Alpine Shire Strategic Transport Study, which is expected to be completed in late 2025. The study will examine existing and future strategic transport issues and consider all modes of transport.

Strategic Driver 4: For the enjoyment and opportunities of our lifestyle

- The Murray to Mountains Rail Trail (Porepunkah) section is 90% complete with infrastructure works delivered which include an upgrade to the pedestrian/cycle trail from Porepunkah to Bright, and new kerb and channel installed in Service Street, Porepunkah. A bridge art installation will be completed in Q3.
- Myrtleford Splash Park construction began with underground works and the construction of the shell of the new toilet facilities completed.
- An issues and opportunities paper has been prepared regarding the development of a Significant Landscape Assessment and planning controls in Victoria's High Country. Council will be briefed on the project prior to community consultation on the issues and opportunities paper.

Strategic Driver 5: For strong and informed leadership

- Applications for Council's Deliberative Panel (Community Panel) were re-opened in November, attracting four more candidates in addition to the dozen applications from earlier in the year. Sessions with the Community Panel were scheduled to be held in early 2025.
- The newly elected Councillors took their Oath / Affirmation of Office on 14 November 2024. The Mayor and Deputy Mayor attended two days of mandatory training provided by the Municipal Association of Victoria in December 2024. Council officers and outside experts delivered a further nine induction sessions for

Councillors, with five additional sessions planned for the start of 2025. All mandatory inductions must be completed within four months of Councillors taking their Oath / Affirmation of Office (due by 14 March 2025).

POLICY IMPLICATIONS

The development of a Council Plan is a requirement of the *Local Government Act 2020* and is a guiding document for Council until 30 June 2025.

A new Council Plan must be developed by 31 October 2025, which will guide Council until 30 June 2029.

The recommendation is in accordance with the following Strategic Objective of the Council Plan 2021-2025:

5.2 A responsible, transparent and responsive organisation

FINANCIAL AND RESOURCE IMPLICATIONS

The Council Plan is a key document informing the financial and human resources required to achieve Council's objectives. Resources to support the Council Plan are detailed in the Financial Plan and Annual Budget.

RISK MANAGEMENT

Risk	Likelihood	Impact	Mitigation Action / Control
Failure to deliver annual Council Plan commitments	Possible	Moderate	<ul style="list-style-type: none"> Progress reporting ensures that the annual Council Plan commitments are regularly raised as priorities during the year, ensuring that their delivery is prioritised.

CONSULTATION

The Council Plan was established through deliberative engagement with the community and then subject to public exhibition prior to being adopted by Council. Annual actions are detailed in Council's Budget, which is also subject to public exhibition prior to adoption.

Many of the individual initiatives and activities included in the Council Plan are subject to their own community participation and consultation processes.

CONCLUSION

This report provides an update on the progress that is being made in the delivery of key Council Plan actions.

DECLARATION OF CONFLICT OF INTEREST

In accordance with section 130 of the *Local Government Act 2020*, and Chapter 7 section A6 of Council's Governance Rules, the following officers declare that they have no interests to disclose in providing this report.

- Directors
- Managers
- Governance Officer

ATTACHMENT(S)

1. **8.2.2.1** Quarterly Performance Report – ending 31 December 2024

8.2.3 Bright Rod Run 2025 - Debrief and Designation of Restrictions

INTRODUCTION

This report notes the Bright Rod Run 2024 debrief outcomes, proposed budget allocation for the safe operation of the informal Bright town centre event, and the plan to review traffic management, crowd safety and risk mitigation for the event in 2025.

This report also seeks approval for proposed alcohol restrictions to be designated under Alpine Shire Community Local Law 2019 Clause 2.2.1 taking effect from 10pm Thursday 6 November, to 7am Monday 10 November 2025.

Cr Ronco

Cr Andersen

That Council:

1. *Notes:*
 - a. *The outcomes of the Bright Rod Run 2024 post-event debrief.*
 - b. *That Council Officers will adjust the management of the informal Bright CBD aspects of the 2025 event to improve traffic management, reduce risk and support emergency services access.*
 - c. *The proposed allocation of \$60,000 in the draft 2025/26 Annual Budget to support traffic management, risk mitigation, facility and waste management costs in the Bright CBD.*
2. *Approves the implementation of alcohol restrictions in Bright town centre and Pioneer Park from 10pm Thursday, 6 November 2025 to 7am Monday, 10 November 2025 under Clause 2.2.1 of the Alpine Shire Community Local Law 2019, as per the attached alcohol restriction maps; and*
3. *Notes that:*
 - a. *Bright Rod and Kustom Club Inc. hosts a ticketed event in Pioneer Park which is yet to be permitted by Council.*
 - b. *The Alpine Hotel must apply for a separate event permit to extend the red line to the front of the Hotel.*
 - c. *Council will work with licensed operators in the restricted area to support them to operate within their red line area in compliance with event permit requirements.*

Carried Unanimously

BACKGROUND

The Bright Rod Run is an annual event held at Pioneer Park in Bright on the first weekend following the Melbourne Cup. Running for over 32 years, the event attracts a significant number of car enthusiasts, with an estimated visitation of around 12,500 people.

The formal Bright Rod Run event is organised by the Bright Rod and Kustom Club Inc and takes place at Pioneer Park, Bright. This ticketed event includes vehicle displays, entertainment, and official activities managed by the event organisers.

Alongside the formal event, an informal gathering occurs in the Bright town centre and surrounding areas, where many attendees display their vehicles and congregate in public spaces.

This aspect of the event is not organised by the Bright Rod and Kustom Club Inc but is instead managed by Council, which oversees traffic management, waste management, facility cleaning, and local law enforcement to ensure public safety and accessibility.

In 2019, Council introduced restrictions on alcohol consumption on Council land during the event. This decision was based on recommendations from the Event Risk Assessment Panel, which includes representatives from Council, Victoria Police, Ambulance Victoria, Alpine Health, and other emergency service agencies.

An event debrief is held after the event each year to assess the event and establish opportunities for improvement, including risk management and crowd and traffic control effectiveness.

ISSUES

2024 post-event debrief:

Council staff debrief with Bright Rod Run event organisers, Victoria Police and other agencies after each event.

Traffic movements over the weekend created major disruption for residents, mostly due to lack of parking and traffic congestion. Instances of anti-social behaviour such as hooning, burnouts, public alcohol consumption and property damage were recorded.

As the informal aspect of the weekend continues to grow, debrief results from the 2024 event show the need for increased local laws and Victoria Police presence for longer durations across the weekend; a focus on ensuring emergency services access through the Bright township in the case of an incident; and the need to review traffic management to ensure risk associated with crowds, vehicles and alcohol consumption are appropriately managed.

Bright town centre event management:

In preparation for the 2025 event, Council will continue to manage road closures and traffic detours in the Bright town centre in line with the 2024 arrangements. A comprehensive review of traffic management, crowd safety, and risk mitigation will be undertaken, with a particular focus on ensuring efficient access for emergency services.

This approach has been effective in distinguishing the formal Bright Rod Run event, organised by the Bright Rod and Kustom Club Inc at Pioneer Park, from the informal gathering of car enthusiasts in the town centre. Due to the significant increase in traffic and visitor numbers during the event, extensive traffic management measures are required to maintain public safety and ensure the smooth operation of the town centre.

Budget allocation:

For the 2025 event, Council will allocate funding to coordinate the town centre-based aspects of the weekend. This recognises that many attendees in the town centre are not directly connected to the ticketed Bright Rod Run event at Pioneer Park but still require effective management to ensure public safety and accessibility. A proposed budget allocation of \$60,000 will be included in the draft 2025/26 Annual Budget.

Alcohol Restriction Area:

In planning for the 2025 event, the Bright Rod and Kustom Club Inc has not requested any further changes to the alcohol consumption restricted area that was implemented in 2024. The proposed restriction area in the Bright town centre and Pioneer Park are contained in the attached maps.

POLICY IMPLICATIONS

The recommendation is in accordance with the following Strategic Objective of the Council Plan 2021-2025:

- 1.2 Services and resources that enhance health and wellbeing

FINANCIAL AND RESOURCE IMPLICATIONS

Traffic management, facilities cleaning, waste management and staffing costs for the 2025 informal town centre aspect of the Bright Rod Run are anticipated to be approximately \$60,000. A proposed budget allocation of \$60,000 will be included in the draft 2025/26 Annual Budget. The 2024 informal event in the Bright town centre cost Council \$58,000 (excl. GST).

Prominent temporary signage and advertising will be used to ensure that the alcohol restriction designation is well communicated to event attendees. A communication plan will be used to communicate the alcohol restrictions, anti-social behaviour and hooning. Local Laws Officers will be utilised to monitor the Bright town centre during the restriction period and take necessary enforcement action, alongside an increase in Victoria Police presence.

Council provided the Bright Rod and Kustom Club Inc with \$10,000 in funding through the 2024/25 Event Funding Program to support the operation of the formal event at Pioneer Park.

RISK MANAGEMENT

Risk	Likelihood	Impact	Mitigation Action / Control
Risk	Likelihood	Impact	Mitigation Action / Control

Increase in anti-social and illegal behaviour	Possible	Moderate	<ul style="list-style-type: none"> • Designated alcohol restrictions for Bright town centre. • Victoria Police in Attendance. • Local Laws Officers on duty.
Vehicle / pedestrian accidents	Possible	Moderate	<ul style="list-style-type: none"> • Designated alcohol restrictions for Bright town centre. • Victoria Police in attendance. • Review and adjust traffic management plan to maximise pedestrian safety and emergency services access. • Encourage use of designated road crossings.
Inability for emergency services to respond quickly to an incident due to traffic congestion	Possible	Major	<ul style="list-style-type: none"> • Review and adjust traffic management plan to maximise pedestrian safety and emergency services access.

CONSULTATION

Pre-planning for the 2025 Bright Rod Run commenced in December 2024, with Council officers, Victoria Police and members of the Bright Rod and Kustom Club conducting debriefs to discuss arrangements for both the official event at Pioneer Park and the informal gathering in the Bright town centre. Discussions have focused on defining event responsibilities, managing each section of the event, and determining the alcohol restrictions for 2025.

As in previous years, Council will provide exemptions to these restrictions for licensed premises affected by the alcohol restrictions. The Event Risk Assessment Panel will also be consulted on the event plans, including proposed alcohol restrictions for the duration of the event.

The Risk Assessment Panel, comprising Council officers, Victoria Police, Ambulance Victoria, the Country Fire Authority, State Emergency Services, and Alpine Health, will review the Risk Management Plan and any proposed changes to the event six months before it takes place.

Council's budget allocation will support traffic and waste management, as well as the deployment of additional Local Laws Officers. This funding will also assist in coordinating responsibilities between event organisers and venue operators, including managing designated alcohol service areas.

The budget allocation would be used to support traffic and waste management and additional Local Laws officer support. In addition, there will be clear delineation of responsibility including, who is managing each section of the event within their venue, and red line area.

CONCLUSION

The proposed alcohol restrictions and management measures will help ensure the safety of patrons, the public, and emergency services throughout the event. A further review will be undertaken to explore more efficient ways to manage traffic flow and emergency service access around the Bright township.

Bright Rod and Kustom Club Inc will continue to plan and deliver their formal event at Pioneer Park, including scheduling activities and entertainment for registered attendees.

Council will oversee the coordination of traffic, compliance, waste management, and facility cleaning in the Bright town centre, with a focus on public safety and amenity.

DECLARATION OF CONFLICT OF INTEREST

In accordance with section 130 of the Local Government Act 2020, and Chapter 7 section A6 of Council's Governance Rules, the following officers declare that they have no interests to disclose in providing this report.

- Director Corporate and Community
- Manager Customer Experience
- Events Coordinator

ATTACHMENT(S)

1. **8.2.3.1** Alcohol Restriction Town Centre Map (6-10 November 2025)
2. **8.2.3.2** Alcohol Restriction Pioneer Park Map (6-10 November 2025)

8.3 DIRECTOR ASSETS - ALAN REES

8.3.1 North East Local Government Waste and Recovery Forum

INTRODUCTION

The purpose of the report is to seek authorisation for Council to actively participate in the North-East Local Government Waste and Recovery Forum (NELGWRF).

Cr Byrne

Cr Andersen

That Council:

1. *Notes the updated Terms of Reference for the North-East Local Government Waste and Recovery Forum;*
2. *Appoints Councillor Graham as a member of the North-East Local Government Waste and Recovery Forum and Cr Ronco as an alternative; and*
3. *Actively participates in the Forum by ensuring representation at meetings convened by the Forum.*

Carried Unanimously

BACKGROUND

Alpine Shire Council (Council) had previously been an active participant in the former North-East Waste and Resource Recovery Group (NEWWRRG). However, the regional waste and resource recovery groups were replaced by Recycling Victoria on 1 July 2022.

The North-East Local Government Waste and Recovery Forum (NELGWRF) was subsequently established to continue collaboration between councils and peak bodies within the North East Region, providing joint advocacy to State Government when needed on common issues and challenges for the industry and region. NELGWRF is a collaboration between the seven local councils and Alpine Resorts Victoria who make up the municipal districts constituting the previous NEWRRG Region in section (4)1 of the *Environment Protection Act 1970*.

The aim of this NELGWRF is to enhance local governments' and Alpine Resorts Victoria's ability to deliver sustainable waste and resource recovery across the North East Region, collaborating with industry, government, and communities to improve planning and management.

Each member council and Alpine Resort shall nominate one staff member, or one staff member and one elected member to be a representative on the NELGWRF.

Membership

The member councils and Alpine Resorts of the Forum consist of:

- Alpine Shire Council
- Benalla Rural City Council
- Indigo Shire Council

- Towong Shire Council
- Rural City of Wangaratta
- City of Wodonga
- Alpine Resorts Victoria
 - Falls Creek,
 - Mount Hotham, and
 - Buller and Mount Stirling Alpine Resorts

NELGWRF holds four (4) meetings each year. Each member council and Alpine Resorts are requested to nominate one staff member, or one staff member and one councillor, to be a representative on NELGWFR. Representatives may nominate a proxy if unable to attend a meeting.

A council may change its Representative or Proxy at the any time in writing to the Chair. External parties may attend the Forum by formal invitation only. The Terms of Reference are attached to this report.

ISSUES

None to report.

POLICY IMPLICATIONS

The recommendation is in accordance with the following Strategic Objective of the Council Plan 2021-2025:

5.3 Bold leadership, strong partnerships and effective advocacy

FINANCIAL AND RESOURCE IMPLICATIONS

Councillors receive an annual allowance and do not receive additional payments for their involvement on Council-appointed committees. Resourcing of councillors attending meetings and participating in the activities of these committees is supported through Council’s Annual Budget.

RISK MANAGEMENT

Risk	Likelihood	Impact	Mitigation Action / Control
The appointed Councillor representative becomes unable to continue to commit to the time necessary to participate and actively contribute to the Forum.	Possible	Minor	<ul style="list-style-type: none"> • Where a councillor is not able to meet their appointment, Council will appoint a new delegate based on experience and areas of interest to maintain continuity.

CONSULTATION

Once Council has appointed its representative, appropriate communication actions will be undertaken.

CONCLUSION

It is recommended that Council endorses membership and nominates a Councillor representative to actively participate in the North East Local Government Waste and Recovery Forum.

DECLARATION OF CONFLICT OF INTEREST

In accordance with section 130 of the *Local Government Act 2020*, and Chapter 7 section A6 of Council's Governance Rules, the following officers declare that they have no interests to disclose in providing this report.

- Director Assets
- Executive Assistant (CEO)

ATTACHMENT(S)

1. **8.3.1.1 UPDATED** - Terms of Reference - North East Local Government Waste and Recovery Forum_

8.3.2 Purchase of Discontinued Road - Mount Beauty Airport

INTRODUCTION

This report relates to the purchase of the discontinued government road to the north of the existing Mount Beauty Airport runway.

Alpine Shire Council (Council) had previously endorsed the discontinuance of the road at the Ordinary Council Meeting held on 9 November 2021. The discontinuance has been completed, and the Minister for Finance has approved the sale to Council.

Cr. Ronco requested this report be be Lay on the table for one month to allow officers to provide additional information

Cr Ronco

Cr Tanzen

That Council:

- 1. Resolves to purchase part of the discontinued road (comprising of Crown Allotment 2035 Parish Mullindolingong) for the following amount:*

<i>Purchase Price (incl. GST)</i>	<i>\$ 16,500.00</i>
<i>Admin Fee (incl. GST)</i>	<i>\$ 3,510.00</i>
<i>Statutory Fees (Free from GST)</i>	<i>\$ 269.55*</i>
<i>Survey/Valuation Reports (incl. GST)</i>	<i>\$ 2,787.77</i>
<i>Less deposit (already paid)</i>	<i>\$ 1,755.00</i>
<i>Total payment required</i>	<i>\$ 21,312.32</i>

** As the statutory charges are subject to review and may increase, Council authorises the payment of the statutory charges at the rate applicable at the time of payment;*

- 2. Authorises the Chief Executive Officer undertake all actions and to sign all documents required to give effect the purchase of the discontinued road; and*
- 3. Approves an unbudgeted spend of up to \$22,000.00 in the 2024/25 financial year to complete the purchase.*

Carried

BACKGROUND

The minutes of the Ordinary Council Meeting held on 9 November 2021 provide a detailed background regarding the need to discontinue and purchase the government road.

In summary, in order for the runway to be extended, that part of the land comprising part of the discontinued government road must be acquired by Council. Council has

undertaken the process to discontinue the road, on the basis that Council would then purchase part of the discontinued road.

The Minister for Finance has now approved the sale of part of the discontinued road (Crown Allotment 2035 Parish Mullindolingong) to Council.

ISSUES

Extensive work

Council has undertaken extensive work in relation to the Mount Beauty Airport extension and the acquisition of this now discontinued road is fundamental to that extension.

Council has already paid a deposit of \$1,755.00.

Land to be acquired

The discontinued road is approximately 370m long by 20.13m wide. As well as traversing Council's land, it also runs through adjoining private property at either end as shown in Figure 1.

The area to be acquired by Council is that area shown as Allotment 2035 (1,994m²).

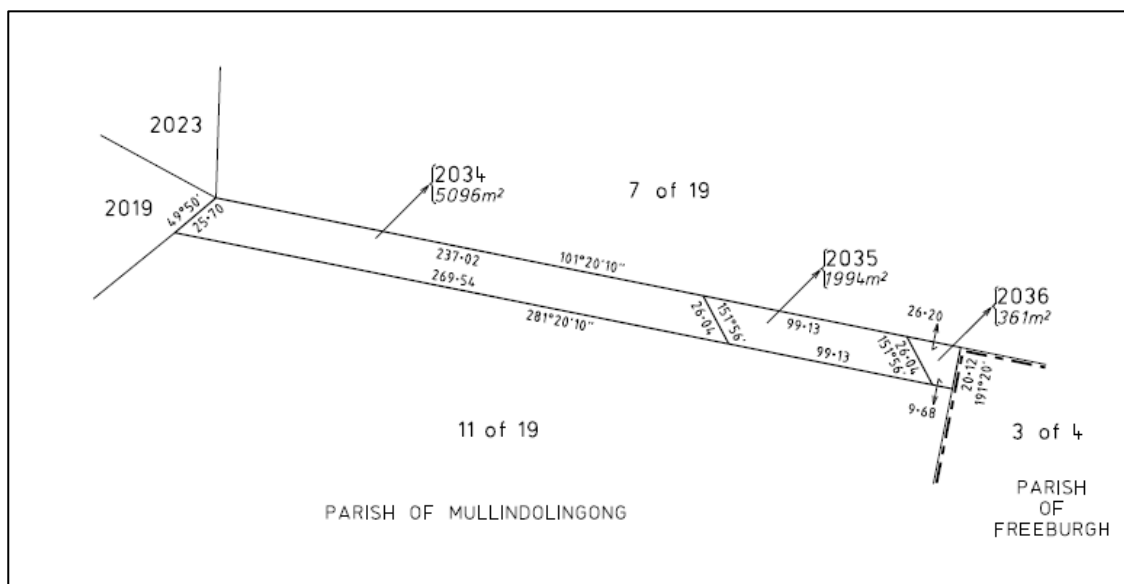


Figure 1: Discontinued Road

Next stages

The process to complete the runway extension has involved multiple steps and this acquisition will enable Council to finalise this process.

POLICY IMPLICATIONS

In accordance with section 112 of the Local Government Act 2020, Council may purchase any land which is or may be required by Council for or in connection with, or as incidental to, the performance of its functions or the exercise of its powers.

The recommendation is in accordance with the following Strategic Objective of the Council Plan 2021-2025:

4.5 Assets for our current and future needs

FINANCIAL AND RESOURCE IMPLICATIONS

There is no budget allocation in the 2024/25 budget for the acquisition of the discontinued road. Approval for unbudgeted expenditure of up to \$22,000 is requested.

RISK MANAGEMENT

There are no known risks associated with this report.

CONSULTATION

The public notice regarding the discontinuance of the road was published in in the Alpine Observer on 22 September 2021 and allowed for submissions until 20 October 2021. No submissions were received.

CONCLUSION

It is recommended that Council proceeds with the acquisition of the discontinued road, and authorises the Chief Executive Officer to undertake all actions and sign all documents required to effect the acquisition of the discontinued road.

DECLARATION OF CONFLICT OF INTEREST

In accordance with section 130 of the *Local Government Act 2020* and Chapter 7 section A6 of Council's Governance Rules, the following officers declare that they have no interests to disclose in providing this report.

- Director Assets
- Manager Growth and Future
- Property and Contracts Coordinator

ATTACHMENT(S)

1. **8.3.2.1** M(13)-9 November 2021 Minutes (F) - Extract Discontinuance of Government Road Mount Beauty Airport

9 Informal Meetings of Councillors

INTRODUCTION

In accordance with Chapter 8, section A1 of Council's Governance Rules, if there is a meeting of three or more Councillors that:

- is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;
- is attended by at least one member of Council staff; and
- is not a Council meeting, Delegated Committee meeting, or Community Asset Committee meeting.

The Chief Executive Officer must ensure that a summary of the matters discussed at the meeting are tabled at the next convenient Council meeting, and are recorded in the minutes of that Council meeting.

Cr Graham

Cr Andersen

That the summary of informal meetings of Councillors for January / February 2025 be received.

Carried Unanimously

BACKGROUND

The written records of the informal meetings of Councillors held during the previous month are summarised below. Detailed records can be found attached to this report.

Date	Meeting
21 January	Briefing Session
28 January	Briefing Session
11 February	Briefing Session

ATTACHMENT(S)

1. **9.1.1** Informal Meeting of Councillors - 20250121
2. **9.1.2** Informal Meeting of Councillors - 20250128
3. **9.1.3** Informal Meeting of Councillors - 20250211

10 Presentation of reports by delegates

11 General business

12 Motions for which notice has previously been given

None

13 Reception and reading of petitions

None

14 Documents for sealing

None

15 Closure of meeting

The Chairperson declared the meeting closed at 6:54 pm.