

21.12 INFRASTRUCTURE

28/11/2013
Proposed C124

The city will take a leading role in planning and facilitating the provision of infrastructure which satisfies the needs of a growing city. This strategy outlines a number of infrastructure projects planned or under implementation by the council and other public sector agencies.

These projects reinforce the vision and land use strategy for Wodonga and include:

- The relocation of the Melbourne to Sydney rail line from the CBA, the closure of the Bandiana Rail line and the construction of a new freight node at Logic Wodonga;
- The provision of an outer ring roads system and other roads projects in accordance with the Wodonga Road Strategy Plan;
- The upgrade of the Wodonga CBA; and,
- The continued development and expansion of Logic Wodonga.

21.12-01 Wodonga Road Strategy Plan (*Refer to Figure 12*)

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The completion of the \$40 million ring roads project and improvement of the major road network will improve the efficiency, safety and amenity of traffic movement in Wodonga. Traffic management works are a major component toward the improvement and revitalisation of the CBA. The road strategy recognises roads as an essential element of the city which is best planned in advance of development. Arterial or main roads throughout the city where they adjoin urban development are to be actively fronted with development rather than lined with sound mounds or rear of lot fencing.

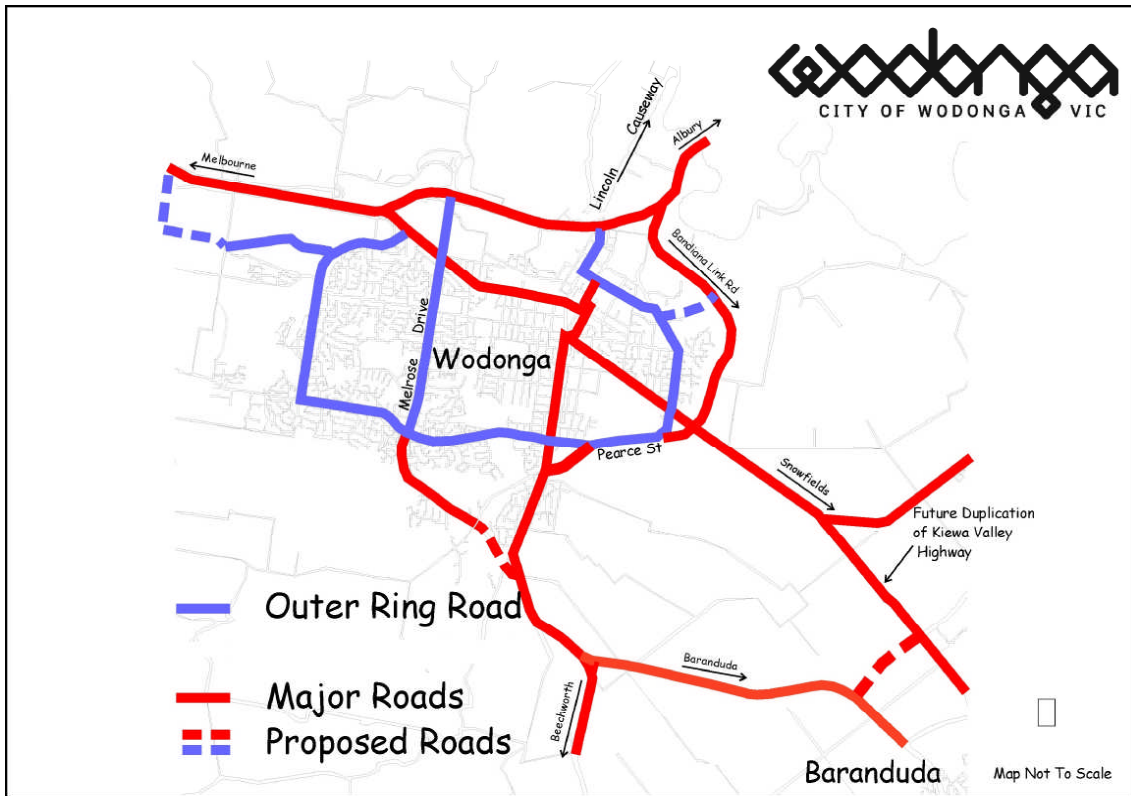
Features of the Road Strategy Plan include:

- An inter-connected network of streets in the Wodonga CBA will aid in the distribution of traffic and spread traffic loads across a number of road routes rather than a particular designated route. The provision of a permeable central road network in accordance with the *Wodonga CBA Revitalisation Plan 2014*, *Wodonga CBA Policy Framework Plan 2016* or *Wodonga Integrated Transport Strategy 2015* will allow for the dispersion of through traffic away from High St and the conversion of the street into a car parking, shopping and pedestrian precinct;
- Feature roundabouts will be used throughout the city as the preferred intersection treatment;
- Elgin St will continue to be developed into a tree lined boulevard and realigned at High St to link with the eastern leg of Elgin Boulevard;
- The Murray Valley Highway will be redirected to the Hume Freeway via the Bandiana Link Rd to Anzac Parade;
- The Hume Freeway extension through Albury provides strategic advantages for Wodonga providing a second river crossing and improved access to and from Albury and Lavington;
- As part of the Albury Wodonga Hume Highway Bypass, a link to the Murray Valley Highway has been provided through the Bandiana Link Rd. The extension of Osburn St (including William Page Drive) is proposed to provide an east-west link from the Bandiana Link Rd, improving access to the Kendall Industrial Estate and facilitating residential development east of the Bandiana Link Rd and Light Industrial development to the west of Bandiana Link Road. Funding for this road will be provided by these benefiting properties;
- Pearce St will be extended to link with the Bandiana Link Rd via Victoria Cross Parade, serving as the eastern leg of the outer ring road and providing for traffic travelling to and from Beechworth Rd to Albury. This will provide further relief to the CBA and

address the traffic requirements resulting from growth in the Leneva (Middle Creek) growth corridor. Improved access to the Bandiana Link Rd and Hume Freeway will provide opportunities for further light industrial development at the eastern end of Victoria Cross Parade;

- Felltimber Creek Rd, Parkers Rd and Moorefield Park Rd will continue to provide main road linkages to the outer ring roads, Hume Freeway and CBD;
- Linkage from the Hume Freeway to West Wodonga will be improved by the realignment and extension of Drages Rd to the McKoy St/Hume Freeway intersection. This new western link road will be provided in conjunction with the establishment of Enterprise Park in West Wodonga;
- Access to Baranduda has been upgraded through the construction of the Baranduda Boulevard that reinforces Leneva as the principle growth corridor for Wodonga. This road will be duplicated to provide four traffic lanes when future traffic loads warrant a major upgrade to the road;
- Yarralumla Drive will be extended to Beechworth Rd to link West Wodonga to the Leneva growth corridor;
- A major initiative of the Road Strategy plan is to beautify all major entry roads into Wodonga and major intersections;
- Main road classifications are to be consistent with the Road Strategy Plan and VicRoads Access Management Strategies;
- Further planning work is required in consultation with Vicroads to make provision for the future duplication of the Kiewa Valley Highway from the Murray Valley Highway to Baranduda Drive;
- Commensurate with the development of Logic Wodonga and growth in traffic volumes, the Murray Valley Highway will eventually require duplication (in approximately 20 to 30 years time)south of Logic Boulevard to the Hume Freeway Interchange; and,
- As identified on the Leneva Structure Plan, Beechworth Rd is proposed to be duplicated from Huon Creek Rd to Yarralumla Drive/Streets Rd roundabout to cater for future increases in traffic generated by growth in the Leneva Valley and Indigo Shire.

FIGURE 12: Wodonga Road Strategy Plan



21.12-02 Wodonga Rail Facilities Upgrade

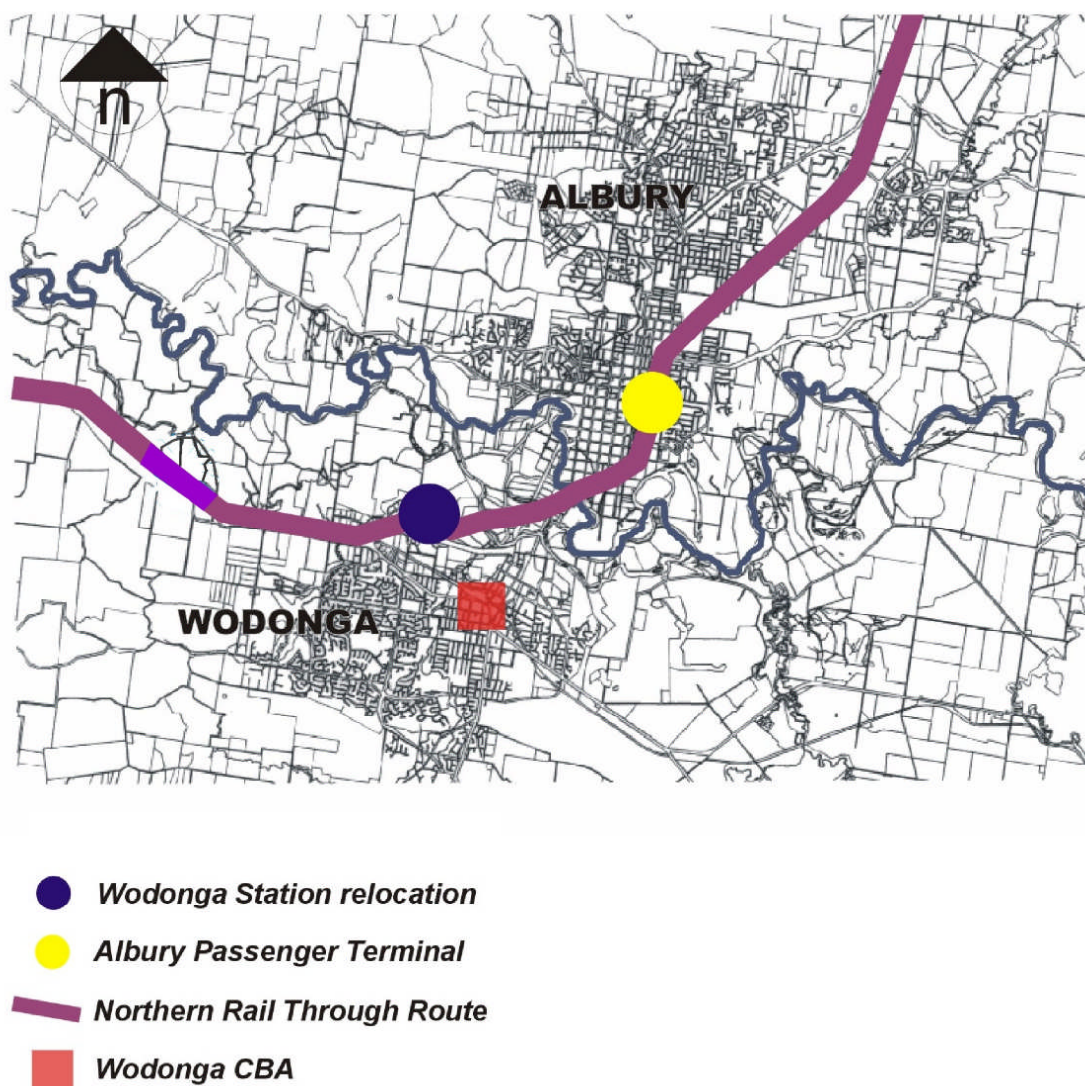
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At an estimated cost of \$70 million, the rail project is a major initiative that the Wodonga Council has received federal and state government funding commitments for. Figure 13 illustrates the major components of the rail project and the new alignment proposed for the rail line. The new rail alignment is now in the ownership of the Victorian Rail Track Corporation and is identified in the planning scheme as a Public Use Zone. Following relocation of Wodonga Railway Station, the former Station and associated rail land (in the Central Business Area) were rezoned to the Comprehensive Development Zone 1 to facilitate redevelopment of the land and provide for delivery of key road and public open space projects.

In addition to providing up to 19 hectares of land for future commercial development, the project will be instrumental to the upgrade of the CBA, removing the physical barrier and traffic delays experienced due to approximately 40 daily train movements.

The Wodonga Council will continue to work in partnership with the state and federal governments to plan for and maximise the opportunities arising from this project.

Figure 13 – Albury Wodonga Rail Facilities Upgrade



21.12-03 Water and Waste Water Services

11/12/2008
C57

The region’s water and wastewater services are managed by North East Region Water Corporation, which has a shared approach with the Wodonga Council on the future growth and servicing requirements for Wodonga and its outlying areas.

The Corporation regularly carries out investigations into water supply and wastewater demand, and develops master plans and strategies for meeting those demands. The authority’s *Water Supply Demand Strategy, 2007 (WSDS)* and the State Government White Paper, *Our Water Our Future*, provide policy direction for provision of water resources.

Water

The Wodonga water supply system services more than 14,000 connections and includes Wodonga, Kiewa, Tangambalanga, Ebdon, Bonegilla, Baranduda and Killara. The supply is sourced from the regulated Murray-Darling Basin system. The Wodonga water treatment plant is situated at East Wodonga, with its intake located at the Wodonga Creek, an anabranch of the Murray River.

North East Region Water Corporation recently constructed additional water storage tanks in Wodonga to cater for growing demand and increase to water security. The Wodonga water treatment plant is being enlarged and additional water entitlement is being purchased to provide for increased demand.

State government water reform requirements (*Our Water Our Future*) to conserve water are being applied by North East Region Water Corporation. This is being facilitated by the implementation of conservation measures recommended in the Authority's *Water Supply Demand Strategy 2007* (WSDS). The council supports North East Water in the implementation of initiatives for the better use and re-use of water. This includes additional infrastructure in existing areas and in new developments for the future supply of reclaimed water for non-potable reuse.

These actions and strategies are addressed in the following reports:

1. *Master Plan for the Wodonga Water Supply System – Final Report and Volume II - Appendices – Gordon Gibson Nominees Pty Ltd - March 2002.* (The Master Plan identifies optimum strategies to resolve existing system problems and provides for the servicing of projected growth in urban development).
2. *Leneva Valley Development – Servicing Strategies and Functional Design for Water and Wastewater – Kellogg Brown & root Pty Ltd – December 2005.* (The report provides water supply and sewerage servicing strategies and functional design for the various stages of the proposed Leneva Valley development).
3. *Water Supply Demand Strategy (WSDS) PBJ & Associates Pty Ltd – April 2007.* (This strategy is a key outcome of the Victorian Government's *Our Water Our Future* action plan. It aims to secure urban water supplies throughout the region, meet increase demand for water arising from population and industry growth and effectively manage the effects of climate change and other environmental factors. The strategy has a 50 year perspective and will be reviewed every five years.

Waste Water and Recycled Water

Currently Wodonga is serviced by two wastewater treatment plants, at Wodonga West and Baranduda. The major capacity exists at Wodonga West which, with progressive upgrading in line with loading requirements, has the potential capacity to service long term residential and industrial growth demands. The Baranduda plant will have a minor role in wastewater service demands. North East Region Water Corporation is continually investigating the beneficial uses of recycled water and bio-solids.

These actions and strategies are addressed in the following reports:

1. *Wodonga Wastewater Management Strategy – Master Plan – Summary Report, Volume 1 and Volume 2 – Kinhill Pty Ltd – March 1999.* (The intent of the Master Plan is to provide a comprehensive plan for augmentation of the sewerage system to service growth in the existing and developing areas, and to meet EPA requirements for wastewater treatment and effluent disposal or re-use of reclaimed water).
2. *Leneva Valley Development – Servicing Strategies and Functional Design for Water and Wastewater – Kellogg Brown & Root Pty Ltd – December 2005.* (The report provides water supply and sewerage servicing strategies and functional design for the various stages of the proposed Leneva Valley development).
3. *Wodonga Water Recycling Strategy – EarthTech – Volume 1, 2 & 3 – June 2005.* (This report identifies opportunities for the reuse of the recycled water from the West Wodonga Wastewater Treatment Plant).

21.12-04
11/12/2008
C57

Development Contributions and Community Facilities

To ensure the timely provision of infrastructure and fair apportionment of infrastructure costs amongst the public and private sector, the council will prepare a development contribution plan/s for Wodonga. This will be implemented by agreement or through a future amendment to the Wodonga Planning Scheme.

- The plans will apply a charge for physical infrastructure and community facilities and relate to all urban and future urban areas.
- Components of the Development Contributions Plan will apply to specific areas and charges will vary depending on the location and infrastructure requirements.
- All future growth areas will be affected by a Development Contributions Plan.

The Development Contributions Plan will be completed once appropriate guidelines by the State Government have been provided that include the opportunity for 'off the shelf' infrastructure contributions to be required.