

# **ATTACHMENT TO AGENDA ITEM**

**Ordinary Meeting**

**17 October 2017**

**Agenda Item 10.6      Ask of Government**

**Attachment 1      Ask of Government ..... 670**



MAKING  
**GREAT  
THINGS**  
HAPPEN

# 2018 ASK OF GOVERNMENT

## 1. Construction of Stage 1 of the Goulburn Valley Highway Shepparton Bypass including critical link to Shepparton Alternative Route

**\$10.2M has been allocated in the May 2017 Victorian Budget to plan and undertake preconstruction works for the first stage of the 36 kilometre bypass. Council requests that an election commitment be made which includes the commencement of construction of Stage 1 of the Goulburn Valley Highway Shepparton Bypass.**

The Goulburn Valley Highway is an integral transport route in the national highway system between Melbourne and Brisbane, connecting the Goulburn Valley region with Melbourne and forming a vital link between Melbourne and inland New South Wales and Queensland via central Victoria. The Goulburn Valley Highway is a key route for freight transport between Victoria, New South Wales and Queensland, facilitating movement of goods between the States and supporting regional economic development.

However, sections of the Goulburn Valley Highway in and around Greater Shepparton can no longer adequately cater for the large and rising traffic volumes that use the highway daily. As a result, impacts are being felt by both local and national freight distributors, and visitors and residents to Shepparton's central business district, which is adversely affected by increasing freight transit through the city centre.

The full 36km four lane Shepparton Bypass is estimated to cost around \$1.3billion. However, the route can be split into five stages, of which Stage 1 provides a stand-alone and viable project which would facilitate movements around the city, particularly from west to east and west to north.

We are seeking initial investment for Stage 1 (see Figure 1) of the project:

**Stage 1** Midland Highway to Echuca-Mooroopna Road to Goulburn Valley Highway

**Length** 10km

Stage 1 will provide the much needed second river crossing between Shepparton and Mooroopna and will also involve road improvements to the east of Shepparton.

Construction of Stage 1 of the Goulburn Valley Highway Shepparton Bypass will benefit the region by reducing heavy traffic flows through the CBD and improving safety while catering for the long term traffic growth of Greater Shepparton, strengthening the supply chain of the Goulburn Valley's food processing and manufacturing enterprises, and improving freight movements from the Goulburn Valley to domestic and export markets.

When Stage 1 of the Bypass is constructed, Ford Road and Wanganui Road will become a key direct link connecting Stage 1 of the Shepparton Bypass / Goulburn Valley Highway and the Shepparton Alternate Route (Grahamvale Road and DoYLES Road) for traffic moving west-east and west-south.

Ford Road and Wanganui Roads were identified in the *Greater Shepparton Freight and Land Use Study* as the best option to realise a direct connection between the Goulburn Valley Highway and the Shepparton Alternate Route. This Strategy was adopted by Council in 2013. However, the idea has a long history, and a proposal to use Wanganui Road and Ford Road as such a direct connection was included in the *Greater Shepparton 2030 Strategy Plan* in 2006.

Greater Shepparton City Council and VicRoads are currently undertaking an investigation of the options and constraints for upgrading Ford Road and Wanganui Road as part of the preparation work for the Shepparton Bypass.

Ultimately the Ford Road/Wanganui works will need to be undertaken concurrently with the construction of Stage 1 Shepparton Bypass. Estimates for these connection works are yet to be finalised.

## 2018 ELECTION ASK 1

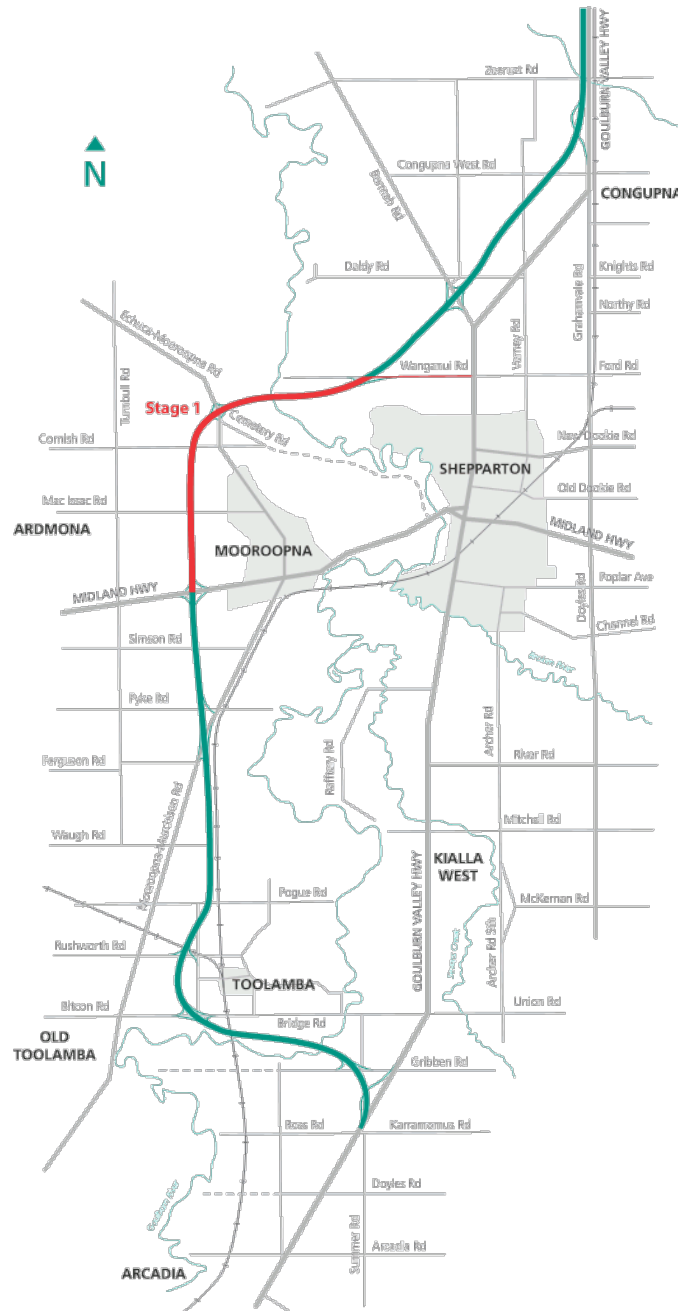
### Goulburn Valley Highway Shepparton Bypass

Design and construction

\$260 million

Ford Road redevelopment

\$ tbc



2 Greater Shepparton City 2018 Ask of Government

## 2. Increased and improved passenger rail services between Shepparton and Melbourne

Council would like to see a substantive improvement to passenger rail provision between Melbourne and Shepparton which includes faster services, more often **to deliver the desired 2 hour 10 minute journey time and 8 return VLocity services per day**. This work would also make Shepparton an intercity location like Bendigo and Traralgon and no longer considered a long haul destination.

Considerable work has been undertaken recently to understand and define the infrastructure requirements for upgrading the passenger rail service. This work, by GHD Consultants Pty Ltd, identifies requirements for upgrading the passenger rail service. This work, by GHD Consultants Pty Ltd, identifies requirements of approximately \$101 million in infrastructure and \$85 million in rolling stock.

A recent study by SGS Consulting Pty Ltd into the benefits of the proposed eight return daily services indicates a return on investment of between 0.85 and 1.2 depending on patronage. This figure is based on conservative assumptions of passenger growth consistent with other rail upgrades in Victoria. The benefits identified recognise Shepparton's growing importance as a regional centre, offering improved access to goods, medical and education services and employment.

Council welcomes both the recent State Government's budget commitment to allocate \$43.5 million (of which \$33 million has been allocated for capital works) and the Federal Government's commitment of \$10 million to develop and improve the Shepparton railway line.

However, the State Government's commitment does not address all the infrastructure requirements necessary for full VLocity operation by 2020 or provide a substantive increase in services nor reduce travel times. Further works, including signalling, track and level crossing upgrades, are costed at approximately \$67.5 million.

In view of the rapid growth of Melbourne and resulting infrastructure improvements, in the medium term, there is also a need to ensure security of service and provide for future train paths in Melbourne by addressing the Upfield connection. In the future it will also be essential that Shepparton services are routed through a new heavy rail link via Melbourne Airport. Further work will be required to secure State and Federal Government commitment to ensuring that these strategic route developments deliver sustainable regional solutions.

In view of the forthcoming 2018 State elections, the Council would be pleased to see commitment by current opposition parties to changing the policy position for Shepparton in truly regarding it as intercity location and not a long haul service. This would require fully funding and delivering the eight VLocity services by 2020 and undertaking the necessary track works to deliver a two hour journey time that Shepparton desperately needs. It is also essential to obtain a commitment to strategic network improvements and a heavy rail airport link. As the metropolitan service load increases our only option and preferred option will be to connect to airport link.

Shepparton still has only four passenger rail services to and from Melbourne each weekday and three services set to be delivered on weekends. Whilst V/Line operates a further three bus services to and from Shepparton each weekday, all connecting with trains at Seymour, the bus services are grossly inadequate for a city the size of Shepparton. Current provision does not fulfil the needs of Greater Shepparton for a timely and regular service direct to Melbourne.

Work undertaken for the Council in 2017 establishes a service plan that delivers a realistic proposal for:

- a maximum 2 hour 10 minute journey time between Shepparton and Melbourne;
- eight services per day, with frequent services at peak times; and
- operating speeds of 130km/h.

In order to achieve this, infrastructure improvements required to deliver the service plan include:

- upgrading and protecting level crossings;
- line strengthening;
- securing an appropriate crossing loop at Tahbilk;
- automated signals;
- new secure stabling and servicing facilities at Shepparton; and
- suitable VLocity rolling stock.

## 2018 ELECTION ASK 2

### Passenger Rail Services

8 VLocity style services per day between Melbourne and Shepparton with a maximum travel time of 2 hours 10 minutes by 2020.

Design and construct \$67.5m (remaining allocation for this)



4 Greater Shepparton City 2018 Ask of Government

### 3. Further investment to revitalise the Shepparton CBD including the completion of the Maude Street Bus Interchange Redevelopment and the Maude Street Mall

The location of the existing Bus Interchange provides for only five buses at any one time. This causes congestion, capacity and time tabling restrictions. Forming a key project within the CBD revitalisation program, the Bus Interchange Redevelopment proposes to relocate the existing bus interchange, and construct a plaza, a community meeting space, public amenities, an adult changing room and a comfortable waiting area. This will greatly enhance customer experience, particularly providing easier access to buses for the disabled and the elderly.

Following extensive public consultation, Council endorsed the Maude Street Bus Interchange Concept Plan in September 2014. The final detailed design drawings are nearing completion and works will be able to commence in the 2017-2018 financial year. Council seeks your support and funding contribution for the Bus Interchange.

Council has had a number of discussions with Public Transport Victoria (PTV) staff. In these discussions, PTV staff have affirmed the importance that the Shepparton Bus Interchange Redevelopment will have on enhancing the operation and useability of the public transport system in Shepparton.

#### Project Costs

- Shepparton Bus Interchange - Maude Street - Vaughan Street to Ashenden Street - \$1.92m
- Public Plaza and Facilities - Maude Street / Vaughan Street Intersection - \$1.43m
- Signalised Intersection - Maude Street - Vaughan Street - \$1.4m
- Maude Streetscape Upgrade - High Street to Vaughan Street - \$1.86m

#### Total Costs: \$6.6 million

Following recent consultation on the activation of the Maude Street Mall Council has resolved to obtain concept designs for a redevelopment of the Maude Street Mall area. This work is part of Stage 1d of the CBD Revitalisation Project.

Council is currently executing a tender process to obtain concept designs for three different redevelopment options- including a concept and detailed design of a trial of traffic and parking in the Mall. These options have been developed based on feedback from public consultation and feedback from stakeholder groups. This resolution was adopted at the March 2017 Ordinary Council Meeting. Once Council has agreed to the preferred design, Council will be seeking significant Government investment to assist with the implementation of revitalisation of the Maude Street Mall area. An estimate of \$10m for the Mall area is currently being considered, but will not be confirmed until the consultancy is complete.

The Maude Street Mall and CBD have the potential to evolve to become the central focus of daily life within Greater Shepparton through an integrated approach to economic development, structure planning and proactive place activation as detailed in the following strategies:

- Economic Development, Tourism and Major Events Strategy (2017)
- Commercial Activity Centres Strategy (2016)
- CBD Strategy (2008)

These integrated strategies aim to provide the vision, strategic direction and practical implementation to commence the delivery of a revitalisation program for the CBD that results in a lively, inclusive and viable precinct.

It is anticipated that broadening the variety of events, activities, tourism offerings and engaging features in the CBD would attract different users and age groups with varying interests into the space. The positive aspect of events and activities is that they gather people together, adding life and bustle to the whole area in which they take place.

### 2018 ELECTION ASK 3

#### Shepparton CBD Revitalisation

Support for Maude Street / CBD Redevelopment	
Stage 1B (Bus Interchange)	\$6.6m
Stage 1C (Mall)	\$10m



## 4. Goulburn Valley Health Redevelopment Stage 2 including an Integrated Cancer Centre

**Council supports the request from Goulburn Valley Health that approximately \$210M be committed for Goulburn Valley Health.**

Goulburn Valley Health (GVH) Shepparton is a 280 bed acute and extended care facility which provides surgical, medical, paediatric, obstetrics and gynaecology, intensive care and psychiatry services as well as extended care and regional services. It has two smaller sites at Rushworth and Tatura with acute and aged care beds and primary care services.

GVH provides community services which complement its inpatient role, such as Hospital in the Home, diabetes education, continence and aged care assessment, home based nursing and allied health. The hospital is currently constrained in its capacity to fulfil its role as a major regional health service with the facility falling well below space allocations included in current design guidelines. GVH is committed to the provision of the best possible health care facilities and services to its community.

### Proposed redevelopment of the Site

Funding of \$168.525 million was provided in the 2016/17 State Budget for the project. The value of the construction works is expected to exceed \$100 million. This funding has been welcomed by GVH and the wider community and the planning for the redevelopment has been enthusiastically embraced by the staff and community advisory group.

This funded project is currently at the end of the design phase with a builder to be appointed by August 2017 and completed by 2020.

**Currently unfunded** is Stage 2 of the masterplan for the site which includes the following works:

- Specialist consulting clinics
- Allied health
- Further Inpatient units including rehabilitation and further medical beds
- Administration offices
- Medical Imaging
- Pathology
- Pharmacy
- Helipad
- Main entry
- Retail precinct
- Library
- Education centre
- Inpatient mental health facilities

**The value of these works is yet to have a current cost associated, previous indications suggest the cost is approximately \$150M.**

Service planning is being undertaken by the DHHS to assess the demand for an integrated cancer centre which could include:

- Radiotherapy bunkers
- A PET/CT planning and diagnostic suite
- Chemotherapy day treatment areas
- Consulting suites

- Overnight accommodation
- Car parking

**Dependant on the services deemed to be required this project could total up to \$60m.**

Other mental health outpatient and community facilities also require funding to enable the provision of services in one location and a health precinct has been proposed located on the same site as the current Corio St, GVH Community health services.

## 2018 ELECTION ASK 4

### Goulburn Valley Health

Goulburn Valley Health Redevelopment Stage 2	\$150m
Integrated Cancer Centre	\$60m
<b>TOTAL</b>	<b>\$210m</b>

## 5. The Munarra Centre for Regional Excellence (MCRE). (\$tbc)

**Council requests that funding be allocated for the development of the Munarra Centre of Excellence.**

The Munarra Centre for Regional Excellence (MCRE) is planned as a 'state of the art' purpose-built educational, sporting, cultural and community Centre of Excellence.

The MCRE proposal is a partnership comprising Rumbalara Football Netball Club (RFNC), the University of Melbourne's Academy of Sport, Health & Education (ASHE) and Greater Shepparton City Council. It is a major sport, culture and health infrastructure development in northern Victoria – contributing to the transformation of the region, addressing mortality inequality, economic disadvantage, and promoting improvements in socio-economic outcomes.

It will have a strong emphasis on improving education and economic participation for Aboriginal community members. MCRE will provide expanded opportunities for Aboriginal youth while also serving the wider Victorian sporting community and improving its commercial viability.

Council has agreed to lease land for the development of the MCRE, incorporating ASHE, on a site designated in the Shepparton Sports Precinct Master Plan. A business case was funded in the 17/18 Victorian Government budget and this will provide further detail in relation to the project cost.

### 2018 ELECTION ASK 5

#### Munarra Centre for Regional Excellence

Munarra Centre for Regional Excellence

\$ tbc

## 6. Shepparton Sports Stadium

Greater Shepparton City Council is proposing to construct additional indoor sporting facilities at the Shepparton Sports Stadium to cater for existing user groups' training, competition needs and to also provide facilities that will cater for higher participation rates for indoor sport, and use by Performing Arts groups for community events, displays and concerts. The proposal includes construction of 2 new multipurpose sports courts including Show Court, which will have the capability of accommodating full size basketball and netball courts, and other indoor sports areas for volleyball, badminton and table-tennis including 8 flexible squash courts, and future development. Performing Arts with capacity for up to 3000 seats will also utilise the new multipurpose courts.

The following facility elements will be included in the development of an indoor multi-use sports facility at Shepparton Sports Stadium.

- The provision of 2 new multipurpose courts including Show Court and up to 3000 spectator seats, allowing for 2 basketball, 2 netball, 8 badminton, volleyball and table tennis courts and comprise minimum run-off areas for International Standard netball and basketball matches.
- 4 new change rooms for both males and females in order to host inter-club competition standard sport. 2 sets of change rooms to be refurbished exists within the existing facility and are in addition to the four specified.
- The provision of 8 new squash courts with operable walls to allow flexible spaces for other activities, including mezzanine.
- The provision of 3 umpire change rooms, accessible change room and a first aid room that complies with national level basketball and netball.
- The inclusion of a foyer, reception and Sports House for meeting rooms and administration areas.
- Storage areas.
- A café with servery, kitchen and storage, and adjoining seating and outdoor terrace areas.
- The provision of male and female public toilets, and accessible toilets.
- Flexible moveable staging (approx. 10m x 8m) for Performing Arts and Concerts for up to 3000 people, including stage lighting, curtains and sound.
- Appropriate sound attenuation measures so that the resultant level of noise emanating from the facility is limited to the maximum levels set by the relevant authority.
- Access roads, pedestrian footpaths and crossings, bicycle parking, bus drop-off and crossovers, and car parking.

### 2018 ELECTION ASK 6

#### Shepparton Sports Stadium

Design and Construction

\$30m

## 7. Greening Shepparton Initiatives

Council is planning to progress a range of environmental projects including:

- Increasing its tree canopy to 40%
- One tree per child planting program
- Sustainable energy initiatives including large scale solar farms and battery storage
- Integrated water management initiatives such as Eastbank Lake
- Electrical vehicle fleet

### 2018 ELECTION ASK 7

#### Greening Shepparton Initiatives

Design and Construction

\$10m

## 8. Shepparton Aerodrome Relocation

The aerodrome currently serves as a transportation and business gateway to the Greater Shepparton Region and is considered an essential asset providing key links and aeronautical infrastructure for use by emergency organisations, private aviators, private flight training and aviation-related businesses. It currently supports aircraft below 5,700 kg maximum take-off weight and conducts mainly general aviation activities including training, charter, private and aerial work. It is used for freight and charter to a limited extent only.

The operation of the Greater Shepparton Aerodrome is significantly constrained in its current location limiting its commercial potential and the economic development of aviation related industries. The Aerodrome is surrounded by residential and commercial development which is restricting the full operational potential and flexibility of the Aerodrome. A feasibility study was conducted regarding the relocation of the Greater Shepparton Aerodrome. The feasibility study has outlined an opportunity for Council to relocate the Aerodrome which would allow for the Aerodrome to reach its full operational potential and the development of aviation related industries.

The feasibility study has outlined three stages pertaining to the future development of a new and enhanced aerodrome.

**Stage One:** 'Relocate and expand the Aerodrome' Relocate the aerodrome to a more suitable location and transition to commercial operations. This includes transferring existing hangers/building to a new site, constructing a new terminal building and 2,000 metres long runway along with the associated infrastructure required for commercial passenger and freight operations.

**Stage Two:** 'Development of commercial passenger and freight services' Incorporates an extension of the main runway to 2,200 metres plus 500 metre safety zones that accommodates category 3C aircraft and the development of direct freight links. This stage also includes the addition of housing facilities to accommodate the requirements of an on-site flying school. This would follow the current model at the Moorabbin Airport, which identifies itself as playing host to the greatest number of flight training organisations in South-East Asia, where over 800 students are trained every year. The added attraction that a Shepparton based facility would have is that it offers better flying conditions such as a greater number of 'fog free' days and less interference from other operations.

**Stage Three:** 'Air Freight and Enhanced Infrastructure'. This will require further infrastructure enhancements to align flights to and from Shepparton with the potential high-speed rail options through Shepparton. The realisation of a high-speed rail connection between Melbourne and Sydney, with a station at Shepparton, would potentially place the aerodrome in an ideal position to accommodate both domestic and international flights. Stage 3 provides the opportunity for the Goulburn Valley to have direct flights to Asia for fresh fruit export.

### 2018 ELECTION ASK 8

#### Shepparton Aerodrome Relocation

Stage 1 – Relocation	\$40m
Stage 2 – Commercial Passenger and Freight Services	\$6m
Stage 3 – Air Freight and Enhanced Infrastructure	\$6m
<b>TOTAL</b>	<b>\$52m</b>

## 9. Goulburn Regional Partnership Priorities

The Goulburn Regional Partnership Plan has a range of priorities summarised below:

1. Ensure a sustainable future for agriculture in the Goulburn region
2. Continue to strengthen and diversify the Goulburn economy
3. Improve the Goulburn Regions connectivity
4. Support the Goulburn's peri-urban growth corridor
5. Support the children and young people of the Goulburn region
6. Ensure a healthy and engaged population in the Goulburn region

Each of these Regionals Plans has detailed actions which range from business cases to increase uptake of renewable energy in the agriculture sector to support for the Munarra Aboriginal Centre for Excellence.

Many of these actions are included in Council's other nine priorities, however, there are several other actions of regional importance.

### 2018 ELECTION ASK 9

#### Goulburn Regional Partnership Priorities

Details are as mentioned above and as detailed in the Goulburn Regional Partnership Plans.

## 10. Greater Victoria Commonwealth Games

Greater Shepparton is the lead agency in exploring a future bid for regional Victoria to potentially host a Commonwealth Games. An initial business case is currently being undertaken to determine the validity of the proposed model. A full feasibility study is likely to be required in the future which will require a financial investment by the State Government, regional Councils and the private sector. A commitment of support for this long-term project is imperative.

### 2018 ELECTION ASK 10

#### Greater Victoria Commonwealth Games

Full feasibility study

\$tbc

(subject to completion of the pre-feasibility study)



## 11. Shepparton Education Plan

The Shepparton Education Plan is linked to the data in the State of Shepparton's Children report 2014.

Quality infrastructure developments are required as part of the community priority to develop Education Hubs encompassing all levels of education (early childhood, primary, secondary and post-secondary) and including family support services. The Shepparton Education Plan recognises the high level of disadvantage in Greater Shepparton and the need for universal improvements as well as specialist support resources.

Greater Shepparton City Council has a dedicated partnership of service providers that work in early years planning. The committee has developed data collection through Greater Shepparton's Best Start program, Communities for Children program and the Greater Shepparton Lighthouse Project. Data shows many areas that need improvement including areas of vulnerability and social competence and wellbeing.

Through the service delivery partnership that State of Shepparton's Children report has become a base line document and future plan for positive change.

### 2018 ELECTION ASK 11

#### Shepparton Education Plan

Commitment to the priorities as outlined in the final Shepparton Education Plan.

\$tbc

## 12. G.V. Link – Stage 1A

GV Link is planned for development on 331ha of land at 250 Toolamba Road, 2km south of the Midland Highway in Mooroopna. GV Link is strategically located at the junction of two major freight routes, Goulburn Valley Highway and Midland Highway, that service Victoria’s Food Bowl and Southern NSW. The Nagambie Bypass (located on the Goulburn Valley Highway) and the proposed Shepparton Bypass (the alignment of which runs through the GV Link site) will further boost access to markets for freight transporters in the longer-term.

The rail terminal at Mooroopna provides broad gauge access for business in the area and will support the development of a dedicated rail terminal at GV Link, providing direct rail access to Melbourne and other major markets.

Council is currently in discussion with potential investors regarding GV Link land. Council has also recently coordinated a tender process for a large scale solar farm that would be located on the eastern side of GV Link. A successful tenderer has been selected for the future solar farm.

### Cost of Project – Stage 1: \$20m



Stage 1a is the first stage of GV Link which will allow for the development of a section of land within Stage 1 (refer to master plan above). The development of the 10.7ha lot will include investment in infrastructure which will increase the project’s overall marketability and enhance opportunity for additional investment on the GV Link site.

**Economic Benefit associated with GV Link Project (Stage 1 – 6):**

Total Employment

Construction Phase - 800 direct and 1,280 indirect FTE jobs

Permanent Jobs – 3,400 FTE on-site jobs.

**Total Economic Output**

Increase in industry value added - \$72.5 million pa

**2018 ELECTION ASK 12****G.V. Link – Stage 1A**

Construction

\$20m