



GREATER
SHEPPARTON

AGENDA

Greater Shepparton City Council

COUNCIL MEETING

5.30pm, Tuesday 16 June 2020

VIRTUALLY VIA ZOOM

COUNCILLORS

Cr Seema Abdullah (Mayor)
Cr Dinny Adem (Deputy Mayor)
Cr Bruce Giovanetti
Cr Chris Hazelman OAM
Cr Kim O'Keeffe
Cr Les Oroszvary
Cr Dennis Patterson
Cr Fern Summer
Cr Shelley Sutton

VISION

GREATER SHEPPARTON, GREATER FUTURE

*A THRIVING ECONOMY IN THE FOODBOWL OF VICTORIA WITH
EXCELLENT LIFESTYLES, INNOVATIVE AGRICULTURE
A DIVERSE COMMUNITY AND
ABUNDANT OPPORTUNITIES*

**A G E N D A
FOR THE
COUNCIL MEETING
TO BE HELD ON
TUESDAY 16 JUNE, 2020 AT 5.30PM**

**CHAIR
CR SEEMA ABDULLAH**

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RISK LEVEL MATRIX LEGEND

Note: A number of reports in this agenda include a section on “risk management implications”. The following table shows the legend to the codes used in the reports.

Likelihood	Consequences				
	Negligible (1)	Minor (2)	Moderate (3)	Major (4)	Extreme (5)
Almost Certain (5) Would be expected to occur in most circumstances (daily/weekly)	LOW	MEDIUM	HIGH	EXTREME	EXTREME
Likely (4) Could probably occur in most circumstances (i.e. Monthly)	LOW	MEDIUM	MEDIUM	HIGH	EXTREME
Possible (3) Reasonable probability that it could occur (i.e. over 12 months)	LOW	LOW	MEDIUM	HIGH	HIGH
Unlikely (2) It is not expected to occur (i.e. 2-5 years)	LOW	LOW	LOW	MEDIUM	HIGH
Rare (1) May occur only in exceptional circumstances (i.e. within 10 years)	LOW	LOW	LOW	MEDIUM	HIGH

- Extreme** Intolerable – Immediate action is required to mitigate this risk to an acceptable level. Event/Project/Activity is not to proceed without authorisation
- High** Intolerable – Attention is needed to treat risk.
- Medium** Variable – May be willing to accept the risk in conjunction with monitoring and controls
- Low** Tolerable – Managed by routine procedures

PRESENT:

1. ACKNOWLEDGEMENT

“We the Greater Shepparton City Council, begin today’s meeting by acknowledging the traditional owners of the land which now comprises Greater Shepparton. We pay respect to their tribal elders, we celebrate their continuing culture, and we acknowledge the memory of their ancestors.”

2. PRIVACY NOTICE

This public meeting is being streamed live via our Facebook page and made available for public access on our website along with the official Minutes of this meeting.

3. APOLOGIES

4. DECLARATIONS OF CONFLICT OF INTEREST

In accordance with sections 77A, 77B, 78 and 79 of the *Local Government Act 1989* Councillors are required to disclose a “conflict of interest” in a decision if they would receive, or could reasonably be perceived as receiving a direct or indirect financial or non-financial benefit or detriment (other than as a voter, resident or ratepayer) from the decision.

Disclosure must occur immediately before the matter is considered or discussed.

5. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION

That the minutes of the 19 May 2020 and 2 June 2020 Council Meetings as circulated, be confirmed.

6. PUBLIC QUESTION TIME

7. INFRASTRUCTURE DIRECTORATE

7.1 Public Toilet Strategy (including Submissions during Consultation)

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Manager Parks, Sport and Recreation

Proof reader(s): Director – Infrastructure

Approved by: Director – Infrastructure

Executive Summary

The public toilet strategy was last adopted by Council in 2013.

This public toilet strategy was revised and at the December Ordinary Council Meeting, Council agreed to release the draft strategy for public comment between 13 January 2020 and 10 February 2020.

Following public consultation, changes to the draft strategy have been made and the final strategy is now presented to Council for adoption.

The public toilet strategy includes an indicative capital placement and refurbishment plan that will be used to inform the development of future capital works budgets.

RECOMMENDATION

That the Council:

1. note feedback from the community consultation process;
2. adopt the Public Toilet Strategy.

Background

The objective of the public toilet strategy is to formalise the Greater Shepparton City Council's commitment to the provision of quality, universally accessible and appropriately located public toilet amenities to meet community needs. This strategy will guide the provision and management of public toilets with respect to:

1. Asset management of existing facilities
2. Location
3. Proximity
4. Building materials, character and configuration
5. Investment program

The strategy applies to public toilets within our municipality that are owned and managed by Council. The strategy excludes toilets within permanently staffed Council buildings, community centres, local commercial centres and leased areas.

7. INFRASTRUCTURE DIRECTORATE

7.1 Public Toilet Strategy (including Submissions during Consultation) **(continued)**

Review of strategy

The public toilet strategy provides an overview of public toilets facilities in our municipality. It has been developed to guide the provision of universally accessible public toilet facilities and associated infrastructure for the future. This strategy will focus on appropriate, achievable, and cost effective ways in which Council's public toilets can be improved and established to best meet the community's needs.

Feedback was received from various community members during the consultation period.

The majority of community feedback was in regards to;

- Requests for the provision of new public toilets at a number of locations
- Adjustment to the proposed opening and closing times
- General maintenance items relating to individual toilets

Changes have been made to the draft strategy where considered appropriate to reflect the feedback received.

The main changes to the strategy include;

- Requests for new facilities were included in the indicative capital placement and refurbishment plan. The new sites added as a result of community consultation include Craigmuir Lakes (Mooroopna), Mooroopna Recreation Reserve, Shepparton East (Midland Highway), Lake Bartlett (Tatura) and the Australian Botanical Gardens
- The original document proposed 8am to 8pm operating hours, this has been changed to "daylight hours"
- The indicative capital placement plan has also been updated to include some additional sites that have been identified as requiring renewal or upgrade through consultation.

Council Plan/Key Strategic Activity

Leadership and Governance

1.9 – Service standards and service delivery models are realistic and meet community expectations and demand while being financially viable and in line with Council's core business.

Social

2.1 – Greater Shepparton is a welcoming, inclusive and safe place for all.

2.9 – Public places, open space and community facilities are safe and accessible for all and presented to a high quality.

Built

4.4 – Quality infrastructure is provided and maintained to acceptable standards.

Risk Management

There are no significant identifiable risks associated with the proposed recommendation. Having a strategy adopted for the upgrade and renewal of assets to meet current standards is a good risk management initiative.

Strategy Considerations

The recommendation does not conflict with any existing Council strategy.

Financial Implications

The strategy assumes Council continues to allocate \$5 million over the next 10 years to build new, renew and upgrade existing public toilets through the capital investment

7. INFRASTRUCTURE DIRECTORATE

7.1 Public Toilet Strategy (including Submissions during Consultation) **(continued)**

program. It is recognised that allocation of funding towards this strategy and program of works is subject to the annual budget process and adjustments throughout the life of the strategy.

Legal/Statutory Implications

There are many applicable relevant codes, regulations and legislation that apply in relation to the provision of public facilities. This includes Australian Standard AS 1428.1 (Design for Access, the Mobility), the Federal Disability Discrimination Act and the Disability (Access to Premises - buildings) Standards 2010 (the Premises Standards).

Environmental/Sustainability Impacts

The public toilet strategy considers relevant environmental/sustainability impacts associated with the provision of public toilets.

Social Implications

The provision of high quality, suitably located, well maintained and fully accessible public toilet facilities allows all members of the community to participate in social and community activities.

The public toilet strategy will place emphasis on actions to address gaps in accessibility such as the lack of adult change and maternal care facilities.

Economic Impacts

The public toilet strategy aims to provide high quality amenities to create a positive experience for visitors and residents. Improved amenities may increase visitation and pedestrian/cycle travel throughout the municipality to recreation, entertainment, retail and tourism destinations.

Consultation

The strategy has been subject to a public consultation period and is now considered ready for Council adoption.

Strategic Links

a) Greater Shepparton 2030 Strategy

2.3.5 Infrastructure - The existing infrastructure will continue to be effectively managed to enhance its performance and longevity.

Community life objectives - To ensure that facilities, services and policies are accessible and inclusive, and appropriate to the sporting and recreation needs of the community.

Conclusion

Council officers recommend the adoption of the public toilet strategy. The strategy will enable Council officers to guide the Greater Shepparton City Councils provision, management and servicing of public toilet facilities throughout the municipality.

Attachments

1. Public Toilet Strategy Community Feedback [↓](#) Page 147
2. Public Toilet Strategy [↓](#) Page 156

7. INFRASTRUCTURE DIRECTORATE

7.2 Light Horse Brigade Memorial - Proposed Site Location

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Administration Officer – Parks, Sport & Recreation,

Team Leader Sports Development and Strategic Planning

Proof reader(s): Manager Parks, Sport & Recreation

Approved by: Director Infrastructure

Executive Summary

A working group consisting of representatives from the Returned and Services League (RSL), Council and community members was established in 2010 to explore the possibility of establishing a suitable memorial for the Light Horse Brigade featuring Sir Murray Bouchier, now known as the Sir Murray Bouchier Advisory Committee. On 1 December 2010 the Committee wrote to the Council, seeking endorsement of the Queens Gardens as an appropriate site for the erection of a proposed memorial.

At the Ordinary Council Meeting on 21 February 2017 Council resolved that Monash Park was the most appropriate site for the memorial, should funding be obtained. This has since allowed for the William Cooper statue to be erected in Queens Gardens.

In March 2019, the Minister for Veteran's Affairs, Darren Chester announced that Council was successful in obtaining funding to commemorate the Light Horse Brigade featuring Sir Murray Bouchier and works have commenced on constructing the life-size sculpture.

Further discussions with the Committee and Council officers have taken place as the project has progressed and the Committee has requested that Council revisit its previous resolution regarding the proposed location for the Memorial with a view to adopt a new site identified at the Queens Gardens. The Committee believes the Monash Park site is not appropriate and the new site proposed at the Queens Gardens is preferable given its close proximity to the War Memorial and that it is on the route taken for respective marches. Other locations around the civic precinct were also briefly assessed, but none were considered suitable for various reasons.

RECOMMENDATION

That the Council resolve to adopt the North West corner of Queens Gardens as the new site for the Light Horse Brigade Memorial featuring Sir Murray Bouchier, thus superseding a previous resolution of Council from the Meeting on 21 February 2017 where the location of Monash Park was chosen for the Sir Murray Bouchier Memorial.

7. INFRASTRUCTURE DIRECTORATE

7.2 Light Horse Brigade Memorial - Proposed Site Location (continued)

Background

The Council was first approached by the Shepparton RSL sub-branch in 2008 with a proposal to develop a memorial for Sir Murray Bouchier and the matter was raised in State Parliament by the former member for Shepparton, the Honourable Jeanette Powell on 16 April 2008. The Bouchier Memorial Working Group, now known as the Sir Murray Bouchier Advisory Committee, was formed in 2010, with representatives of the RSL, Council and interested community members, with the intention of seeking funding for a memorial. On 1 December 2010, the Committee wrote to Council, seeking endorsement of the Queens Gardens as an appropriate site for the erection of a proposed memorial.

At the Ordinary Council Meeting on 21 February 2017 Council resolved that Monash Park would be the preferred site for the memorial and rescinded its previous resolution from 19 April 2011.

Moved by Cr Sutton
Seconded by Cr Giovanetti

That the Council:

1. rescind the previous resolution of Council made at the Ordinary Council Meeting on 19 April 2011 which identified the Queens gardens as the preferred site for the Sir Murray Bouchier memorial;
2. accept the proposed location of Monash Park for the Sir Murray Bouchier memorial.

CARRIED.

The Committee along with Council officers have considered in more detail the Monash Park location and believe that the most appropriate site is at Queens Gardens and identified that it could be located at the North West corner of the Gardens. The preference to have the Memorial at this location includes consideration of its close proximity to the War Memorial, being on the route taken for respective marches, accessibility, prominence and availability of adjacent parking. Other locations around the civic precinct were also assessed against these criteria, however this site proved the most favourable.

Locating the memorial in this location will require the removal or relocation of the palm tree at this site and re landscaping the corner area. Investigations have also determined there are no underground service limitations at this site.

See image below of the proposed preferred site, as indicated by a yellow star –

7. INFRASTRUCTURE DIRECTORATE

7.2 Light Horse Brigade Memorial - Proposed Site Location (continued)



** palm tree proposed for removal*

Extensive consultation with the Committee, RSL memorabilia experts and historians has been carried out to ensure the sculpture is an accurate depiction of the Light Horse Brigade featuring Sir Murray Bouchier. Authenticity has been an important element along the way, bearing in mind that this will be an artist's impression of what might have been at the time. A 1/3 scale maquette has been completed with the target date for project completion of the statue now estimated for April 2021.

7. INFRASTRUCTURE DIRECTORATE

7.2 Light Horse Brigade Memorial - Proposed Site Location (continued)

The Queens Gardens Landscape Master Plan which was updated in August 2015 suggests the central feature could be further developed with additional features such as raised garden beds, a fountain and/or statue. Since the updated Landscape Master Plan, the William Cooper statue has been erected in the central feature. In relation to the North West corner it suggests that these corner gardens could be planted with appropriate Victorian style ornamental plantings such as annuals, succulents and cacti or small palms with colourful low foliage plants below. A garden bed will remain around the base of the statue and will form part of the successful annual planting that has been taking place in recent years, with this year seeing colourful pansies planted around the CBD.

Council Plan/Key Strategic Activity

Social

2.3 – Lifelong learning is valued and fostered in our community

2.5 – Creativity and participation in arts is nurtured and encouraged

4.3 – Greater Shepparton's heritage places, cultural landscapes, and objects are protected and conserved for future generations

Risk Management

Officers consider that the main potential risk is vandalism. Officers believe this risk will be managed by the prominent location of the statue with a garden bed around the base, ample lighting and CCTV in the area.

Policy Considerations

This proposal does not conflict with any current Council policies.

Financial Implications

There are no significant financial implications associated with this report. There will be minimal ongoing costs including insurance and maintenance of the statue. Any installation costs will be considered as part of separate budget submission once the weight and dimensions of the statue are known.

External funding has been obtained to assist with the construction and installation of the statue from the Department of Veterans' Affairs and the Shepparton RSL.

Legal/Statutory Implications

There are no legal or statutory implications associated with this report.

Environmental/Sustainability Impacts

There are no environmental or sustainability impacts associated with this report.

Social Implications

The placement of this statue in a prominent location will support ongoing learning and awareness of Sir Murray Bouchier and the Light Horse Brigade.

Economic Impacts

There are no economic impacts associated with this report.

Consultation

Ongoing consultation has taken place with the Sir Murray Bouchier Memorial Advisory Committee which includes representation from the RSL, general community, a Councillor and Council staff.

7. INFRASTRUCTURE DIRECTORATE

7.2 Light Horse Brigade Memorial - Proposed Site Location (continued)

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

Nil

b) Other strategic links

Nil

Conclusion

The Light Horse Memorial featuring Sir Murray Bouchier is an important symbol to recognise the Battle of Beersheba and Sir Murray Bouchier's contribution, being the mounted charge of the 4th and 12th Light Horse Brigade. The project has received wide community support and will be a significant feature of our local history.

Attachments

Nil

7. INFRASTRUCTURE DIRECTORATE

7.3 Contract No. 2009 Design and Construction Route 5 Pedestrian Bridge and Associated Works

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest..

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Project Engineer

Proof reader(s): Team Leader PMO, Manager Projects

Approved by: Director Infrastructure

Executive Summary

The construction of the RiverConnect Route 5 pedestrian bridge to Australian Botanic Gardens across the Broken River is identified in the RiverConnect paths Master Plan. The proposed pedestrian bridge and path will connect an existing section of the Yanha-Gurtji shared path adjacent to Lincoln Drive, to the Australian Botanic Gardens in Botanic Gardens Avenue.

The Route 5 pedestrian bridge was included in Council's 2019/20 Capital Program and has now been re-budgeted into the 2020/21 Capital Program. The shared path upgrades for Route 3 and Route 5 has received funding from the Building Better Regions Fund and Regional Development Victoria.

RECOMMENDATION

That the Council:

1. accept the tender submitted by Fleetwood Urban of Wetherill Park, NSW for Contract No. 2009 Design and Construction of Route 5 Pedestrian Bridge and Associated Works for the Lump Sum price of \$782,683.00 (including GST).
2. authorise the Chief Executive Officer to sign and seal the contract documents.

Contract Details

This tender is for a Design and Construct contract. Therefore the tenderers were requested to provide a concept design that forms the basis of their tendered lump sum price, and would provide the evaluation panel with an indication of the structure and aesthetic of the bridge.

The concept design and lump sum price was to take into account the following items:

- The bridge deck is envisaged to be 3200mm wide, with a minimum clear width of 2700mm between hand rails.
- Hand rails to be installed on both sides of bridge at a minimum height of 1.2m above bridge deck and conform to AS 1657 requirement.
- Accessible ramp to AS 1428 requirements.
- Pedestrian bridge requirements as described in AS 5100 or propose alternative bridge guidelines and demonstrate use in past projects as an alternative.
- Concrete landings at either end of bridge to transition between bridge and Council constructed pathways.

7. INFRASTRUCTURE DIRECTORATE

7.3 Contract No. 2009 Design and Construction Route 5 Pedestrian Bridge and Associated Works (continued)

- Non-slip deck surface.
- Bridge deck to be free draining of water, leaves and general debris.
- (Optional) Board walks connecting the natural surface to the bridge approaches/abutments.
- 150m of 2.5m wide asphalt shared path.

Tenders

Tenders were received from:

Tenderers
Timber Restoration Systems Pty Ltd, Caboolture QLD
Civil Win, Reservoir VIC
Moggill Cove Pty Ltd, Kialla VIC
Gradian Projects, Shepparton VIC
Toisch Pty Ltd, Bruarong VIC
CAF (Build) Consulting, Shepparton VIC
Fleetwood Urban, Wetherhill Park NSW
ACE Infrastructure Pty Ltd, Nunawading VIC

Tender Evaluation

The tender evaluation identified Fleetwood Urban as the highest scoring tenderer. Fleetwood Urban were the lowest price tender and they have extensive experience in the construction of pedestrian bridges. They have based their submission on a suspension-style bridge which will be carried forward into design and construction.

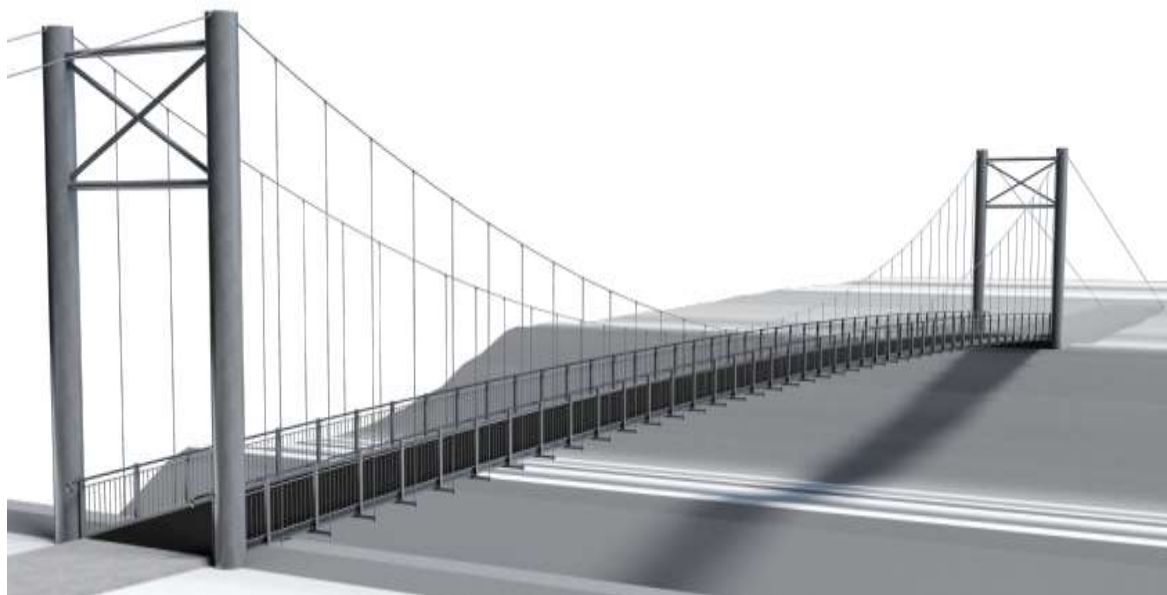


Figure 1 – Fleetwood Urban concept design

Council Plan/Key Strategic Activity

This procurement is consistent with the strategic objective in the Council Plan for 2017-2021, to “provide and support appealing relevant infrastructure that makes Greater Shepparton an attractive, liveable regional city.”

7. INFRASTRUCTURE DIRECTORATE

7.3 Contract No. 2009 Design and Construction Route 5 Pedestrian Bridge and Associated Works (continued)

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
River flooding	Likely	Moderate	Moderate	Monitor the rainfall with respective flooding levels and plan the works accordingly
Timeframes	Likely	Moderate	Moderate	Strict monitoring of works and allowance for additional resources for completion of work in given timeframe.
Access to site, pedestrian management during construction	Likely	Moderate	Moderate	Site layout, temporary fencing and work methodology to maximise access for path users during works but also communicate diversions as required.
Damage to native vegetation and habitat	Likely	Moderate	Moderate	Nominated zone for construction activity and use of disturbed area on Botanic Gardens bank.
COVID-19	Possible	Moderate	Moderate	No negative impacts recorded in construction and adherence of relevant safe procedures.
Bushfires & smoke	Likely	Moderate	Moderate	Abandon site, Delay works and use of protective gear for smoke

Policy Considerations

There are no conflicts with Council Policy.

7. INFRASTRUCTURE DIRECTORATE

7.3 Contract No. 2009 Design and Construction Route 5 Pedestrian Bridge and Associated Works (continued)

Financial Implications

	Approved Budget Estimate for this proposal ¹ \$	This Proposal GST Exclusive \$	Variance to Approved Budget Estimate \$	This Proposal GST Inclusive ² \$
Revenue - Building Better Regions Fund	\$610,740			
Revenue – Regional Development Victoria	\$500,000			
Expense	\$1,226,300*	\$711,530	\$514,770	\$782,683
Net Total	\$1,226,300	\$711,530	\$514,770	\$782,683

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

*The Route 5 pedestrian footbridge was included in Council's 2019/20 Capital Program and has now been re-budgeted into the 2020/21 Capital Program.

Legal/Statutory Implications

Tender process has been carried out according to the requirements of *Section 186* of the *Local Government Act 1989*.

Environmental/Sustainability Impacts

The works are being undertaken above, in and adjacent to the Broken River. Fleetwood Urban has demonstrated relevant projects in working on and around waterways and has an accredited environmental management system to support their proposal.

Strategic Links

a) Greater Shepparton 2030 Strategy

Infrastructure – The provision and restructure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth.

b) Other strategic links

Nil

Conclusion

The evaluation panel has assessed Fleetwood Urban as the highest scoring tender. Fleetwood Urban has also demonstrated considerable experience in pedestrian bridge construction and the panel is confident that they can deliver this project well based on the information submitted.

Attachments

Nil

7. INFRASTRUCTURE DIRECTORATE

7.4 Contract No. 1895 Design of Signalization, Landscape and Upgrade of Wyndham Street & Fitzjohn Street, Shepparton - Variation

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Project Manager

Proof reader(s): Manager Projects, Team Leader Engineering Investigation Design

Approved by: Director Infrastructure

Executive Summary

The purpose of this report is to make Council aware of and authorise payment of a Variation to Contract No. 1895 - Design of Signalization, Landscape and Upgrade of Wyndham Street and Fitzjohn Street, Shepparton. This contract variation results from the need to undertake additional design works following a direction from Regional Roads Victoria to change the Detailed Design prior to final approval.

Council, along with the Consultant, had obtained RRV approval for the Functional Design of the intersection and had subsequently developed the Detailed Design to the point of final sign-off by RRV. However a change in responsible officer at RRV for the project saw previously agreed elements of the design being rejected during the final review. This has led to re-work including alteration of the intersection layout and co-ordination with relevant authorities. The Consultant has submitted a lump sum variation cost (Variation No.6) of \$22,670.00 excluding GST for the re-work needed to achieve RRV approval and enable the project to move into the construction phase. The Superintendent has assessed the claim and has directed the design works to proceed on the basis that the change in scope was unavoidable and the costs being claimed are reasonable.

In accordance with Council's Procurement Policy for contracts valued between \$50,000 and \$250,000, Council approval is required for payment of variations where the total of all variations exceeds \$30,000. The original contract sum for Contract No 1895 was \$143,350.00 excluding GST. This variation brings the total costs of variations for this contract to \$43,547.00 excluding GST, and therefore requires Council approval for payment.

RECOMMENDATION

That the Council

1. Approve payment of Contract Variation No.6 for Contract 1895 - Design of Signalization, Landscape and Upgrade of Wyndham and Fitzjohn Street, Shepparton with a value of up to \$24,937.00 (including GST).
2. Authorise the Chief Executive Officer to approve payment of any additional variations up to a total value of \$20,000 (including GST) required to complete the project.

7. INFRASTRUCTURE DIRECTORATE

7.4 Contract No. 1895 Design of Signalization, Landscape and Upgrade of Wyndham Street & Fitzjohn Street, Shepparton - Variation (continued)

Background

CAF Consulting Pty Ltd was awarded Contract 1895 for the Design of Signalisation, Landscape and Upgrade of Wyndham Street and Fitzjohn Street under delegation for the amount of \$143,350.00 excluding GST in March 2019.

CAF Consulting submitted Functional Design plans for RRV to review and received approval from RRV to proceed to Detailed Design in November 2019. Full Detailed Design plans were subsequently prepared and submitted to RRV for what was expected to be final approval of the design in March 2020. However, a change in responsible officer at RRV for the project saw previously agreed elements of the design being rejected during the final design review. Given that RRV are the responsible authority for Wyndham Street, Council was obliged to obtain RRV approval before proceeding to construction phase. Council officer's consultation with RRV has minimised the amount of change required to the design, but the changes that remained meant that re-design work was necessary. The remaining changes are focussed on improving safety for cyclists travelling through the intersection.

The re-design work includes alteration of the intersection layout and co-ordination with relevant authorities.

During the delivery of this project, the following variations have been approved:

Variation No	Description	Amount Ex GST
1	Re-establishment of title boundary in Wyndham Street, West side between Hassett Street and Fitzjohn Street Shepparton	\$1,340.00
2	Additional survey investigation on the existing stormwater outfall	\$1,520.00
3	Additional investigation of underground services (depthing non-destructive)	\$6,778.20
4	Additional investigation of underground services – Water main (depthing non-destructive)	\$1530.00
5	Additional investigation of underground services - Rising Main and Gas Main (depthing non-destructive)	\$9,709.00
Total		\$20,877.20
Original Contract Sum		\$143,350.00
Current Contract Sum (inclusive of variations 1-5 above)		\$164,227.20

In accordance with Council's Procurement Policy for contracts valued between \$50,000 and \$250,000, Council approval is required for payment where the total value of variations exceeds \$30,000. The original contract sum for Contract No 1895 was \$143,350.00 excluding GST. This variation (Variation No. 6) is valued at \$22,670.00 excluding GST which brings the total costs of variations for this contract to \$43,547.20 excluding GST, and therefore requires Council approval for payment.

The Superintendent has assessed the variation amount as being reasonable and consistent with market rates.

7. INFRASTRUCTURE DIRECTORATE

7.4 Contract No. 1895 Design of Signalization, Landscape and Upgrade of Wyndham Street & Fitzjohn Street, Shepparton - Variation (continued)

Council Plan/Key Strategic Activity

1.4 Financial management is responsible and effective in responding to challenges and constraints with a focus on financial sustainability of the Council.

Risk Management

Minor risks have been identified and will be addressed at the operational level.

Policy Considerations

There are no conflicts with existing Council policy. The action sought under this report ensures compliance with Council's Procurement Policy and Council's Exercise of Delegations Policy.

Financial Implications

The Superintendent has assessed the need for the variation and the variation estimate and has concluded that the works are necessary to achieve the project intent and the estimate of additional cost to be reasonable.

The approved 2019/20 capital budget of \$550,000 is sufficient to accommodate the recommended variation.

It is also noted that Council is seeking funding through the State Government for this project. If this funding is obtained the cost of this variation will be shared by Regional Roads Victoria (RRV) via State Funding which is considered reasonable given the work is done at their request.

	Approved Budget Estimate for this proposal ¹ \$	This Proposal GST Exclusive \$	Variance to Approved Budget Estimate \$	This Proposal GST Inclusive ² \$
Revenue	0	0	0	0
Expense	\$550,000.00	\$205,079.02	-\$344,920.98	\$225,586.92
Net Total	\$550,000.00	\$205,079.02	-\$344,920.98	\$225,586.92

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

Legal/Statutory Implications

This recommendation is consistent with the Local Government Act 1989.

Environmental/Sustainability Impacts

No environmental impacts have been identified as a result of this recommendation.

Social Implications

The construction of a signalisation intersection at this intersection will improve safety and traffic flow and will enhance community outcomes.

Economic Impacts

Whilst there are financial implications listed above, there are no economic impacts identified as a result of this variation.

7. INFRASTRUCTURE DIRECTORATE

7.4 Contract No. 1895 Design of Signalization, Landscape and Upgrade of Wyndham Street & Fitzjohn Street, Shepparton - Variation (continued)

Consultation

Consultation has occurred with Regional Roads Victoria, the Consultants and Council's Project Manager. Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

The provision and restructure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth.

b) Other strategic links

Infrastructure – Public Transport, Bicycle and Pedestrian Network.

Conclusion

Officers recommend that Variation No.6 to Contract No. 1895 be approved in accordance with the Superintendent's assessment of the claim.

Attachments

Nil

7. INFRASTRUCTURE DIRECTORATE

7.5 Australian Botanic Gardens Shepparton - Dissolution of Section 86 Committee of Management and Recommendation for Advisory Committee

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Team Leader Landscaping and Native Open Space

Proof reader(s): Manager Parks Sport and Recreation

Approved by: Director Infrastructure

Executive Summary

Since 2011 a Special Committee known as the Australian Botanic Gardens Special Committee (The Committee) was delegated the responsibility to oversee the development and management of the Australian Botanic Gardens Shepparton (ABGS) on the Former Kialla Landfill site.

In May 2019 Council received official resignation of all Committee members following release of the 2019/2020 draft budget which included reduction in capital budget and increase in operational budget after The Committee wrote to Council in January 2018 advising that they were no longer able to commit to maintenance of the Gardens. All management and maintenance of ABGS became responsibility of Council Officers effective immediately.

After subsequent discussions between outgoing Committee members and Council staff, it is recommended that Council formally dissolve the Committee of Management and approve the establishment of an Advisory Committee relating to future development designs, promotion of the Gardens and management of plant collection records.

7. INFRASTRUCTURE DIRECTORATE

7.5 Australian Botanic Gardens Shepparton - Dissolution of Section 86 Committee of Management and Recommendation for Advisory Committee (continued)

RECOMMENDATION

That the Council:

1. Dissolve the Australian Botanic Gardens Special Committee effective immediately
 - 1.1 Acknowledge the contribution made by the members of the Australian Botanic Gardens Special Committee;
 - 1.2 Revoke *Greater Shepparton City Council Instrument Delegation Australian Botanic Gardens Special Committee* adopted by Council on 17 October 2017 effective immediately.
2. Establish an Australian Botanic Gardens Shepparton Advisory Committee for advice on the continued development, promotion and ongoing recording of the plant collection for the Gardens
 - 2.1 Adopt the Australian Botanic Gardens Shepparton Advisory Committee Terms of Reference;
 - 2.2 Advertise for nominations for members of the Australian Botanic Gardens Shepparton Advisory Committee.
3. Note the intent for a Councillor to represent Council on the Australian Botanic Gardens advisory committee.

Background

The Australian Botanic Gardens Special Committee (originally Kialla Landfill Site Special Committee) was originally appointed by Council at an Ordinary Council Meeting on 17 May 2011 under Section 86 of the *Local Government Act 1989*.

Council has provided a capital budget allocation to the Committee each year since 2011 for the development of the gardens, whilst also providing resources towards various management and maintenance resources and tasks through the native open space (NOS) team including safety audits, vegetation management (slashing, weed control), track and erosion repair. NOS Officers have worked closely with The Committee to assist, advise and approve on designs and construction and used resources to repair or maintain assets and servicing requests from The Committee to help beautify the broader ABGS site. The Landscaping and Native Open Space Team Leader was a guest at all Committee meetings over the duration, they helped to facilitate The Committee's requests and Council's responsibilities.

Shepparton Botanic Gardens Associated was formed with the purpose of progressing opportunity for a Botanic Gardens development in Greater Shepparton. In 2011 with the designation of a site, their name was changed to The Friends of the Australian Botanic Gardens Shepparton (FABGS). They have since been instrumental in the development and maintenance of the site, and still continue to volunteer and conduct planting, promotion and assist Council Officers with strategy and future planning of the gardens.

7. INFRASTRUCTURE DIRECTORATE

7.5 Australian Botanic Gardens Shepparton - Dissolution of Section 86 Committee of Management and Recommendation for Advisory Committee (continued)

In a letter dated 17 January 2018 The ABGS Committee advised Council they were no longer able to manage the required level of maintenance at the site. With consideration to this, and following Councillor Briefing on 29 January 2019 outlining the findings of the Development Plan and Service Review and Future of the Gardens, the 2019/20 budget was adopted with the capital budget of \$65,000 (previously \$100,000 in 2018/19) with redistribution of \$35,000 to the Operating Budget (previously \$15,000) for Council to conduct all maintenance on the site as it currently exists.

Following the release of the Draft Budget, a submission from The Committee to the 2019/20 Draft Budget was received by Council and it stated the following *“The volunteers on this Committee are no longer prepared to carry out the huge amount of work associated with the Development and Management role laid down by Council in the ABGS Committee’s Terms and Conditions, when insufficient funding and support is being provided by Council. Letters of resignation from the members will be sent to Council by the end of May, informing Council that the final day of membership will be June 30 2019”* and that *“governance, administration, financial and physical work from July 1st will need to be provided by Council staff”*.

A subsequent letter dated 26 May 2019 (attached) gave notice of resignation of all Committee members. From 1 July 2019 the Parks, Sport and Recreation department (PSR) has assumed full management, development and maintenance responsibility. Exiting Committee members were thanked for their significant contribution over the years in a letter from the CEO dated 24 June 2019. Many of the exiting Committee members remain members of FABGS.

Discussions between Council Officers and outgoing Committee members following the resignation proposed the establishment of an Advisory Committee.

In a letter dated 28 February 2020, FABGS Shepparton wrote to Council recommending the establishment of an Advisory Committee with a role in guidance, policy, promotion, future design, strategy and documentation of plant collection.

Council Officers have worked with The Committee to ensure that all records, equipment and keys which were the responsibility of The Committee were returned to Council by 30 June 2019.

The Committee have expended all funds back to Council in consultation with Council prior to handing the management back to Council.

Council Plan/Key Strategic Activity

This proposal supports the following goals of the *Council Plan 2017-2021*:

Leadership and Governance

1.3 Council demonstrates strong leadership and sound decision making in the best interests of the community.

1.7 Council advocates on issues, priorities and needs that matter to our community in partnership with key stakeholders.

1.9 Service standards and service delivery models are realistic and meet community expectations and demand while being financial viable and in line with Council’s core business.

7. INFRASTRUCTURE DIRECTORATE

7.5 Australian Botanic Gardens Shepparton - Dissolution of Section 86 Committee of Management and Recommendation for Advisory Committee (continued)

Social

- 2.1 Our community is supported to achieve and sustain physical, emotional and spiritual health and wellbeing.
- 2.4 Social and cultural, educational and employment opportunities are created to enable children, young people, individuals and families to actively participate in their community.
- 2.6 Volunteering is promoted and encouraged along with other measures to improve community resilience.
- 2.7 Public places, open space and community facilities are safe and accessible for all and presented to a high quality.

Active and Engaged Community – We will improve liveability through social and recreational opportunities, a range of inclusive community services and activities, and valuing our diversity.

Objective 1: *“Continue to enhance community capacity building”*

Enhancing the Environment

Objective 1: *“Ensure that the environment is a major priority in planning for the future”*

Built

- 4.4 Quality infrastructure is provided and maintained to acceptable standards.
- 4.5 Assets are well managed and their renewal is being planned through long term renewal strategies.

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
Delegation of Council powers to a committee	Possible	Major	High	The appointment and removal of members by formal resolution of Council reduces governance risks by ensuring that all members of a committee are covered by Council’s public liability insurance.
Lack of communication between the committee and Council	Possible	Minor	Low	A council Officer will be assigned as the designated contact for the Committee
Advisory committee members not covered under Council’s Insurance Policy.	Possible	Minor	Low	All committee members will be required to complete volunteer registration forms prior to the commencement of the role.

7. INFRASTRUCTURE DIRECTORATE

7.5 Australian Botanic Gardens Shepparton - Dissolution of Section 86 Committee of Management and Recommendation for Advisory Committee (continued)

Policy Considerations

There are no conflicts with existing Council policies

Financial Implications

There are no further financial implications arising from this proposal. The current budget and draft 20/21 budget are based on these arrangements.

Legal/Statutory Implications

This report recommends dissolving the Australian Botanic Gardens Special Committee and revoking and amending (as appropriate) all associated delegation documents to ensure compliance with the *Local Government Act 1989* and Greater Shepparton City Council Corporate Procedure 07.PRO5.

Environmental/Sustainability Impacts

An Advisory Committee would have an official capacity in community involvement, promotion and education in local natural values.

Social Implications

The ABGS will remain available to the community for use. Community are encouraged to join FABGS and/or Advisory Committee and continue to act in an advisory capacity providing ongoing feedback to Council regarding any matters relating to the facility in the future.

Economic Impacts

An Advisory Committee would have an official capacity in promotion of the Gardens.

Consultation

Consultation has been undertaken with the Australian Botanic Gardens Special Committee, Friends of Australian Botanic Gardens Shepparton, Council's Parks, Sport and Recreation Department and Council's Community Strengthening Branch.

Strategic Links

a) Greater Shepparton 2030 Strategy

There are no direct links to the *Greater Shepparton 2030 Strategy*.

Community Life – Mosaic of Gardens - Emphasis is placed on selection of native species where appropriate and also the participation of interest groups and the community.

Environment

- Sustainable / Best practice land management

b) Other strategic link

Local Government Act 1989

Conclusion

The Australian Botanic Gardens Special Committee has undertaken a valuable role in managing and operating an important community and Council asset. Council recognises the substantial contribution that all committee members, past and present, have made in maintaining and improving the Australian Botanic Gardens Shepparton.

Council will continue to maintain ABGS to a high standard and make it available to the community for enjoyment and use. Through the extension of Yanha Gurtji shared paths network to the site (Route 5) due for construction in 2020/21, there will be provision for

7. INFRASTRUCTURE DIRECTORATE

7.5 Australian Botanic Gardens Shepparton - Dissolution of Section 86 Committee of Management and Recommendation for Advisory Committee (continued)

greater visitor access to the site. The declaration of a Climate Emergency has made it even more crucial to be able to showcase sustainable options for the community where they understand that species selection has been undertaken in an informed and official manner through the process of an Advisory Committee.

It is appropriate to formally dissolve the ABGS Special Committee. Establishment of an Advisory Committee will assist Council's future management of the site.

Attachments

- | | |
|--|----------|
| 1. Establishment of Advisory Committee for the Australian Botanic Gardens Shepparton ↓ | Page 184 |
| 2. Australian Botanical Gardens Shepparton - Resignation from Committee - Effective 30 June 2019 ↓ | Page 186 |
| 3. Australian Botanical Gardens - Committee Terms of Reference ↓ | Page 187 |

7. INFRASTRUCTURE DIRECTORATE

7.6 Contract No. 1973 Construction of Flood Lighting to Vibert Reserve - Variation

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Project Manager

Proof reader(s): Manager Projects, Team Leader Project Management Office

Approved by: Director Infrastructure

Executive Summary

The purpose of this report is to authorise payment of Variation 3 for \$72,657.23 ex GST to Contract 1973 Construction of Flood Lighting to Vibert Reserve and to provide the CEO authorisation to approve payment of any additional variations required to complete the contract up to a limit of \$10,000.00 inc GST.

At the time of contract tender and award Powercor had nominated a supply point and tenders were based on that location. During construction Powercor advised a requirement to change the supply point due to capacity issues. This has resulted in additional costs to the contract to enable the project to be completed.

In accordance with Council's Procurement Policy, for contracts above \$250,000.00 inc GST, Council approval is required for variations, where the total value of all variations exceeds 20% of the contract sum. The original contract sum for this contract, C1973, was \$299,210.10 ex GST. Variation 3, for which approval is sought, brings the total percentage for all variations for this contract to 35.4% of the original approved contract sum and therefore requires Council approval.

RECOMMENDATION

That Council:

1. Authorise payment of Variation 3 under Contract 1973 - Construction of flood lighting to Vibert Reserve with a value of \$79,922.95 inc GST.
2. Authorize the Chief Executive Officer to approve payments, up to a limit of \$10,000 inc GST, if additional variations are required to complete the project.

Background

Watters Electrical Pty Ltd was awarded Contract 1973 for the construction of flood lighting to Vibert Reserve under the Chief Executive Officer's delegation for the amount of \$299,210.10 ex GST in November 2019.

Variation 3, totalling \$72,657.23 ex GST, equates to 24.3% of the contract sum. The approval of Variation 3 brings the cumulative variation sum for this contract to \$106,066.93 ex GST, being 35.4% of the original approved contract sum.

The Superintendent has assessed the variation amount as being reasonable and consistent with market rates.

7. INFRASTRUCTURE DIRECTORATE

7.6 Contract No. 1973 Construction of Flood Lighting to Vibert Reserve - Variation (continued)

The additional works have been assessed as necessary to gain approval from the power supply authority (Powercor) to proceed and enable the project to reach practical completion.

The project has several key milestones remaining before completion and it is likely other minor variations will be required to complete the project. Therefore to enable efficient management of the contract it is recommended that the Chief Executive Officer be authorised to approve any additional variations up to a limit of \$10,000 inc GST.

Council Plan/Key Strategic Activity

Greater Shepparton Council Plan 2017-2021.

Social

2.9 Public places, open space and community facilities are safe and accessible for all and presented to a high quality.

Built

4.4 Quality infrastructure is provided and maintained to acceptable standards

Risk Management

Negligible to minor risks have been identified and will be addressed at the operational level as part of standard contract management practices.

Policy Considerations

There are no conflicts with existing Council policy. The action sought under this report ensures compliance with Council's Procurement Policy and Council's Exercise of Delegations Policy.

Financial Implications

The Superintendent has assessed the need for the variation and the variation estimate and has concluded that the works are necessary to achieve the project intent and the estimate of additional cost to be reasonable.

The approved 2019/20 capital budget for Vibert Reserve projects is \$378,500 ex GST. The table below shows that this variation will result in expenditure of \$26,777.03 ex GST over the approved budget.

	Approved Budget for this proposal ¹ \$	Estimated Expenditure Including this recommendation GST Exclusive \$	Variance to Approved Budget Estimate \$	This Proposal GST Inclusive ² \$
Revenue	0	0	0	0
Expense	\$378,500.00	\$405,277.03	\$26,777.03	\$445,804.73
Net Total	\$378,500.00	\$405,277.03	\$26,777.03	\$445,804.73

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

7. INFRASTRUCTURE DIRECTORATE

7.6 Contract No. 1973 Construction of Flood Lighting to Vibert Reserve - Variation (continued)

Legal/Statutory Implications

This recommendation is consistent with the Local Government Act 1989.

Environmental/Sustainability Impacts

No environmental impacts have been identified as a result of this recommendation.

Social Implications

No social impacts have been identified as a result of this recommendation.

Economic Impacts

No economic impacts have been identified as a result of this recommendation.

Consultation

Ongoing engagement has been undertaken throughout this project with Vibert Reserve user groups. User groups are provided with regular updates in relation to this project and are aware of the delays encountered.

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy Community Life

1. To ensure that facilities, services and policies are accessible and inclusive, and appropriate to the sporting and recreation needs of the community.
- 1.2 Encourage parks and facilities to cater for a range of recreational and sporting activities.

b) Other strategic links

Nil

Conclusion

Officers recommend that the variation to Contract No. 1973 be approved for payment in accordance with the Superintendent's assessment of the claim.

Attachments

Nil

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Design Officer

Proof reader(s): Manager Projects

Approved by: Director Infrastructure

Other: Team Leader – Business & Industry Development

Executive Summary

Following feedback on the refined concept design and consideration of expert opinion on future scenarios for the redevelopment of the Maude Street Mall, a variation to the redevelopment layout is proposed (Option 4a).

Option 4a provides an improved layout with increased flexibility for adaption to changing future requirements, aligns closely with consultation feedback suggestions, reduces impact on trading during construction, provides greater retention of trees and provides more efficient connection from Fryers Street to High Street. Option 4a retains and maximises areas available for recreation and public events.

In summary the layout provides one way slow moving traffic from Fryers Street to High Street with parallel parking both sides and retains existing pavement from building line to veranda line where possible. The revised design retains the strong linkage to the Fraser Street tower area and public toilets with the children's play area.

The design will include allowance for connection with a potential town square development adjacent to the Telstra Tower at the eastern end of Fraser Street and allowance for the potential introduction of one-way slow moving traffic along Stewart Street at a future date. A concept design for a future town square will be progressed as part of the detailed design of Option 4a.

It is recommended to progress this layout to detailed design and contract specification. Noting that Council has been successful in its application for \$8.575M funding announced under the Federal Government's Building Better Regions Fund (BBRF) program. Noting also that tenders for construction will be issued following completion of detailed design and contract specification, with construction commencing in 2021.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

RECOMMENDATION

That the Council:

1. Adopt Option 4a for the redevelopment of the Maude Street Mall.
2. Authorise the Chief Executive Officer to negotiate a variation to Contract 1922 for the detailed design of the Maude Street Mall Precinct in line with Option 4a.
3. Acknowledge the \$8.575M funding under the Building Better Regions Fund and note that a tender will be issued for the construction of the works as specified under Contract No.1922, with works anticipated to commence in 2021.

Background

Concept Option 4 Adoption

At the September 2018 ordinary Council Meeting the following resolution was made:

- *Note that four conceptual design options for a redevelopment of the Maude Street Mall have been developed and public consultation has taken place. Feedback has been provided within the attached Maude Street Mall Concept Design Options Consultation Report;*
- *Adopt Option four – A shared Streetscape as the preferred design and progress to detailed design.*
- *Undertake a business case on the adopted option in conjunction with detailed design*
- *Note that detailed design work will examine opportunities to utilise existing infrastructure where possible and provide a plan for staging construction*

Design Consultant

Group GSA were procured to undertake Contract 1922 – Design of the Maude Street Mall precinct redevelopment, based upon the Council adopted Concept Option four.

Business Case Status

Group GSA has prepared a draft business case based upon the refined Option 4 concept layout plan.

Design Status

Group GSA has prepared a refined concept layout plan (based upon concept option 4) and a 50% functional design document package.

Community Engagement

The Group GSA prepared refined concept layout plan went out for community consideration and feedback. An engagement report was prepared summarising the engagement activities that took place in April – May 2020.

Engagement Report

The Engagement Report is attached to this Greater Shepparton City Council Ordinary Report.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Concept Option 4a Layout Plan

Concept option 4a layout plan is attached to this Greater Shepparton City Council Ordinary Report.

Recommendations resulting from Community Engagement

Feedback from community engagement highlighted a number of changes that should be made to the Group GSA refined concept layout to improve success and future functionality of the precinct.

The following table summarises the outcomes of the community engagement process:

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
Economic growth	Actively attract new traders to the mall (e.g. Supermarket, cafes...) Project is only viable if Shops are filled	Design has included breakout locations for cafes to inhabit as temporary activation areas. Council have in the past approached traders to set up within the Maude Street Mall, but in current state key traders were not attracted to the space.	Proactively work towards attracting investment within the mall area once construction is complete, leveraging from the success of Fryers Street. Encourage new investors to take advantage of grant programs that incentivise investment.
Timing and Program	Due to the global and local economic issues surrounding Covid-19, It is not appropriate to construct the mall until traders are settled.	Construction timing is to be coordinated with traders within Mall in order to minimise impact on trade. Construction of works can be delayed until traders are back to normal.	Council to consult with traders within Mall and funding authorities to coordinate a construction program that minimises impact upon trade.
Timing and Program	A 12-month full mall shutdown due to construction would be devastating. Reduce impact on Traders.	The construction program is to be coordinated with Mall traders. This will consider options including but not limited to; - Full Mall Construction (Shorter Construction Period) - Staged Construction (Longer overall Construction Period, but shorter impact on individual traders) etc. All efforts will be made to limit construction effect on	Council to coordinate with Mall Traders, Construction contractor and design team prior to commencement of works in order to finalise approach. Retain existing pedestrian pavement in front of shops to provide cost savings and reduce construction duration.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
		<p>Holiday Periods and key trading times.</p>	
<p>Traffic and Parking Within The Mall</p>	<p>Stewart St traffic will be unsafe: Retain as a congregation space for people waiting before and after attending the cinema</p>	<p>Best practice in design for shared zone has been considered. Following VicRoads Traffic Management Guidelines.</p> <p>The current designs safety has been reviewed by the projects Traffic Engineers to support the Stewart Street Shared Zone. As part of the projects detail design and approvals, the project will undertake an additional safety audit completed by a third-party to pick up on any</p> <p>Third party assessment could be undertaken at an earlier stage if council requires. If council believe this can be held off, design team would recommend for this to be conducted towards the end of the design process in</p>	<p>There will be no introduction of traffic and parking to the Stewart Street section of the Mall redevelopment as part of Stage 1. The only traffic introduced to the Mall as part of Stage 1 will be one-way from Fryers Street to High Street.</p> <p>The design of the Stewart Street section of the Mall redevelopment layout is to make allowance for a future introduction of vehicular one-way low speed traffic as part of possible future Stage 2.</p>

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
		<p>order to capture the complete proposal.</p> <p>Chamber of Commerce recommend this to be retained as a pedestrian only zone to allow new 'Art Walk' to compliment Fryers Street.</p> <p>Removal of the Stewart Street Exit would be a fundamental deviation from Option 4 resulting in North / South through traffic, or a complete reconsideration of traffic flows through the mall.</p>	
Traffic and Parking Within The Mall	10km/h speed limit is impractical	<p>The proposal has been designed as per VicRoads Traffic Management guidelines for Shared Zones.</p> <p>This guideline recommends 20km/h as a maximum design speed, but as pedestrian safety is a key focus within the mall, a 10km/h speed is a standard recommended by Vicroads and has been recommended by the design team traffic engineers in order to reduce risk. Speeds can be raised to 20k/h if required.</p> <p>Best practice in design for shared zone has been</p>	Low speed traffic options with traffic calming measures are to be implemented.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
		<p>considered.</p> <p>An increase in speed limit would require a more dedicated roadway and impact on the aesthetic and versatility of the space.</p>	
<p>Traffic and Parking Within The Mall</p>	<p>Roads and Carparks will be congested: Fear that the mall will replicate issues found at Fraser Street</p>	<p>With the inclusion of a parking space availability sign located so to be seen prior to entry into mall, the design has been developed to reduce risk of congestion.</p> <p>Maude Street One-Way Road: The design is intended to filter traffic through that is unable to find a car space within the mall, to park in the multi-level carpark on Stewart Street.</p> <p>Southern Car Park: Queries raised regarding the ease of use and safety of the 3-point turn with the potential to cause congestion.</p> <p>The designs safety has been reviewed by Traffic Engineers to support the 3-point turn.</p>	<p>Remove the southern carpark from the design and extend the proposed low speed southbound road (with parallel parking along both sides) from Fryers Street all the way to High Street.</p> <p>This will commit less Mall space to vehicles and parking, providing additional flexible event space.</p>

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
Traffic and Parking Within The Mall	Would rather a street running from Fryers to High	<p>Inclusion of a street from Fryers to High would be a fundamental deviation from Option 4.</p> <p>A predominant view proposed by the Chamber of Commerce and agreed by many is a one-way street going from north to south with parking either side.</p> <p>The pros/cons of adopting this in lieu of a car park in the southern end might include:</p> <p>Pros:</p> <ul style="list-style-type: none"> - Continuous traffic flow through the Mall. Increase in visitor turnover. <p>Cons:</p> <ul style="list-style-type: none"> - Existing trees within Mall would be significantly affected by the proposal designed by the Chamber. - Long term stay visitors would reduce in comparison to current proposal. - Significant loss in car parking numbers. 	Provide a southbound one-way road. This will provide a low speed path of travel through the Mall for vehicles from Fryers Street to High Street, allowing continuous traffic flow through the Mall, with increased visitor turnover.
Traffic and Parking Within The Mall	Remove traffic from mall all-together. Update the current Mall (No Cars).	Upgrade works to retain existing mall structure would be a complete	By aligning the proposed one-way low speed road from Fryers Street to High

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
	Traffic within the Mall will Attract Hoon Drivers	<p>reconsideration of the project. As it would not include Option 4 strategies, this would be a complete deviation of the project.</p> <p>The current design has incorporated a 3-point turn rather than a round-about in order to reduce risk of hoon behaviours.</p>	Street along the east side of the Mall, the western side of the Mall is maintained as a pedestrianised area.
Traffic and Parking Within The Mall	Emergency vehicle access and parking to be included & Mall-wide safety is to be considered within design.	<p>The design intends to coordinate with emergency services in order to allow appropriate emergency vehicle access points and pathways through the Mall.</p> <p>Hostile Vehicle Management, CCTV and Emergency Vehicle Access to be considered through detail design (Management plan to be provided prior to implementation)</p>	Meet with and coordinate design with emergency services throughout the design process in order to ensure the redeveloped mall is appropriately prepared for a potential emergency.
Traffic and Parking Within The Mall	Parking Numbers in the North is too low. Increase numbers. Change side of Parking for ease of use	Current proposal is a commitment to the Option 4 strategy. The design team is currently looking into changing the side for parking.	Implement parallel parking to both sides of the low speed one-way road to increase available parking spaces to the north end of the Mall.
Cluttered Streetscape	Remove some of the clutter in the northern section of the site. Fear that clutter will block views to shopfronts.	Design was intending to provide opportunities for informal seating and long-term stay, community use spaces. The proposal tries to maximise informal pedestrian use of the mall. This	Reduce the heights of urban elements and density of infrastructure including; Raised garden beds and Raised Decking / Informal Seating areas.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
		<p>intends to increase pedestrian traffic and act as a catalyst for economic growth within the Mall.</p> <p>Sightline issues raised in relation to shopfront visibility is understandable. The proposal could look to reducing urban element heights in order to maximise visual permeability through the Mall. These changes can be made without significantly deviating from the current proposal</p>	
Existing Tree Removal:	Retain Existing Trees: Existing trees attract many native birds	<p>The design is to be revised in order to retain some key existing trees within the mall.</p> <p>Any road works throughout the Mall will have significant impacts on the health and success of the existing trees within the mall. The design attempts to future proof mall by removing trees that would be impacted through works and replacing with several trees that would replace malls canopy at tree maturity.</p> <p>Tree numbers were impacted by the requirement to maximise car parking numbers.</p>	<p>By aligning the proposed one- road to the east side of the Mall, existing trees along the west side of the Mall are able to be retained. Were this road to be constructed down the centre of the Mall, trees along the east and west sides of the Mall would be lost due to root damage.</p> <p>Retain if at all possible all existing trees not directly impacted by proposed roadways/parking.</p> <p>Replacement/new trees of suitable species and advanced size to be installed in tree cells to ensure rapid growth and control of root growth.</p>

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
		Some Trees have been ear-marked for retention	
Existing Tree Removal:	Do not plant English Plane trees back in the mall	The design team is coordinating with council to decide on replacement tree species allocation. Plane Trees have not been considered for replacement due to maintenance and health implications including asthma, hay fever etc.	Council Arborist to determine with consultant tree species suitable for the region.
Project Budget	The redevelopment works are far too expensive. Is there a way to minimise cost of project?	The design team has been designing to a budget that has been supplied as part of the project brief. The Option 4 strategy is a costly construction project, a significant reduction in project cost would mean for a fundamental deviation from Option 4.	Retain existing pedestrian pavement in front of shops to provide cost savings by reducing construction duration. By no longer providing traffic entry to the Mall from High Street, civil works at the south end of the Mall are significantly simplified.
Maintenance & Safety	Reduce vandalism through opening street	CCTV and All-hours lighting is to be included within Mall redevelopment in order to reduce antisocial behaviour	Co-ordinate CCTV design with consultant / Victoria Police / Council
Maintenance & Safety	Maintain cleanliness to the mall in order to minimise antisocial behaviour.	Council to implement maintenance and management program to accommodate the upkeep of the proposed redevelopment works	Council to provide consultant with levels of management available for the Mall.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
Accessibility	Ensure that mall is all-ability friendly	<p>Design accommodates for all abilities with, but not limited to the following;</p> <ul style="list-style-type: none"> - Additional Disabled Parking Spaces within Carpark - Kerbs removed from design allowing wheelchair access throughout mall. - All abilities playground - Wayfinding signage <p>Equitable access to all (e.g. Children, elderly, wheel-chair bound, parents with prams, temporarily injured.)</p>	<p>Consultant to Coordinate detail design with their DDA Consultant and with Council</p> <p>Kerbs are not to be used for roads/car parks to permit greater accessibility through the Mall, in particular when roads are closed to hold events.</p>
Accessibility	Allocation for bikes should be incorporated into the design.	Bikes have been considered through the Mall. As a shared space, this would encourage slow moving bikes to be able to flow through mall roads and pathways.	Implementation of a southbound one-way low speed road from Fryers Street to High Street will provide a safe path of travel through the Mall for bicycles.
Town/Square	The design scope should be including the development of a "Town Square" in the vicinity of the Telstra Tower at the eastern end of Fraser Street.	<p>The extension of the design into the eastern end of Fraser Street would require a further reduction of 14 car parking spaces in Fraser Street.</p> <p>Businesses have not been consulted on that potential outcome as part of this project.</p>	<p>Design to include consideration of an interface with a potential future town square at the eastern end of Fraser Street.</p> <p>Council to undertake a concept design as part of the current design contract.</p>
Playground	Play space looks place-less, consider the colour scheme as the renders look retro	Design team's intention was for the playground to be iconic and memorable.	Design team to consider possible alterations to play space elements.
Future-proofing	The design should be accommodating of future community needs by taking a	Some design elements were already inclusive of this approach, e.g. no	Design to consider opportunities for increased inclusion of "modularity" of

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Issue / Theme	Suggestions Received	Considerations / Discussion	Council Officer Recommendations
	<p>modular approach to the use of space, i.e. design elements should be able to be transformed to perform different functions in the future and allow the precinct to evolve along with society.</p> <p>For the area to be activated traders need to create the experience that consumers/community are seeking.</p> <p>Future transport modes should also be accommodated such as drone vehicles (both airborne and on road) and the progression to a more “click & collect” commercial environment.</p> <p>Ultimately foot traffic drives better commercial outcomes than vehicles and this must be part of the future options.</p>	<p>formal kerbs to delineate roads or parking spaces to increase flexibility for alternative uses of the space.</p>	<p>infrastructure and spaces within the precinct.</p> <p>Design to be supportive of a higher turnover of vehicles, both manned and unmanned, to access businesses within the precinct.</p> <p>Council to consider potential sites for airborne drone passenger services to be established.</p>

Building Better Regions Fund Application

Council submitted an application for funding through the Federal Government’s Building Better Regions Fund. Council’s application has been successful and the project now has an external funding source of \$8.575M which is to be matched 1:1 by Council funds.

Council Plan/Key Strategic Activity

The Maude Street Mall Precinct Redevelopment links to the following objectives outlined in the Council Plan 2017-2021:

- 2.9 Public places, opens space and community facilities are safe and accessible for all and presented to a high quality.
- 3.5 Shepparton is the regional city centre supported by well-planned and designed existing and emerging commercial activity centres.

The activation of Maude Street Mall is nominated as a key capital project.

Economic Development Tourism and Major Events Strategy 2017-2021 - *Revitalise the Maude Street Mall to reinvigorate the space and attract customers back to the Mall*

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Risk Management

There are a number of risks including financial and non-financial risks associated with large complex infrastructure projects. These risks will be managed through standard project management and procurement policies.

Policy Considerations

There are no policy implications associated with this recommendation.

Financial Implications

Based on the Concept Design of Option 4 the construction cost of this project is estimated at \$17.15M and Council has been successful in its application for funding of \$8.575M from the Federal Government's BBRF program. The final cost estimate will be established as part of the detailed design and it is anticipated that some cost savings will be realised from the adoption of Option 4a. Council is now working with the Federal Government to finalise the terms of the funding agreement. It is anticipated that construction will commence in the 20/21 financial year with the bulk of construction to occur in the 21/22 financial year.

The 20/21 budget will be adjusted once detailed design cost estimates and construction timing is confirmed.

The table below shows the financial implications associated with the detailed design contract, Contract No.1922. The variance to budget is based on an estimate of the design variation costs.

	Approved Budget for this proposal ¹ \$	Estimated Expenditure Including this recommendation GST Exclusive \$	Variance to Approved Budget Estimate \$	This Proposal GST Inclusive ² \$
Revenue	0	0	0	0
Expense	\$482,420.00	\$612,420.00	\$130,000.00	\$673,662.00
Net Total	\$482,420.00	\$612,420.00	\$130,000.00	\$673,662.00

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

Legal/Statutory Implications

There are no legal or statutory implications associated with this recommendation.

Environmental/Sustainability Impacts

Option 4A retains more of the established trees in the Mall precinct and involves less demolition of existing infrastructure.

Social Implications

This proposal builds on the social implications identified as part of the original adoption of Option 4. Adopting Option 4a strengthens the social outcomes from this project as it aligns better with community feedback while enhancing the connectedness of the CBD, the family friendly environment, the children's playground and builds town pride. Importantly it provides an appropriate context for consumers with modularity and flexibility to adapt to changing futures or specific event requirements.

7. INFRASTRUCTURE DIRECTORATE

7.7 Maude Street Mall Precinct - Final Concept Design (continued)

Economic Impacts

It is anticipated that a completed redevelopment of the current Maude Street Mall precinct will attract new visitors and to the area in order to experience the new features and urban design elements provided. It is also anticipated that the revitalised area would be more appealing for future investment which would lead to an increase in visitation. This increased visitation will provide opportunity for local businesses to leverage more trade.

Consultation

The Group GSA refined concept plan went out to the community and stakeholders by the following means;

- Group GSA zoom presentation & Q&A stakeholder sessions:
 - Chamber of Commerce
 - Shepparton Show Me
 - Village Cinema
 - Target
 - Traders and landlord, No 1
 - Traders and landlord, No 2
 - Harris Scarfe
- Media releases
- Advertising
- Social media
- Council website

Group GSA prepared an engagement report summarising the engagement activities that took place and submissions/feedback that was received in April – May 2020.

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

Direction 5 - *The provision and restructure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth*

b) Other strategic links

Nil

Conclusion

Based on the feedback received through the consultation process for the revised Concept Design, it is recommended that Council adopt Option 4A to proceed to Detailed Design and implementation.

Attachments

Maude Street Mall - New Concept Plan [↓](#) Page 191

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: SAM Admin, SAM Transition Manager

Proof reader(s): SAM Director

Approved by: SAM Director

Other: Director - Community

Executive Summary

The Shepparton Art Museum has been offered a major public artwork for the Collection by Tony Albert, titled *House of Discard, 2019* as a donation by Cultural Gift.

This proposal is an opportunity to enhance the outside of the SAM building with a major public artwork. The subject lends itself to the context, and its design would enhance the building and streetscape. Conceived by an internationally recognised Indigenous artist, it has the potential to further relations with Shepparton's local Aboriginal community.

The new SAM project was originally scoped with the intention of a major public art commission to be located in the SAM Forecourt. This was subsequently removed from the building scope due to budgetary constraints.

A paper was presented to the SAM Advisory Committee for discussion. They discussed and reviewed the proposal at the Meeting on 22 April 2020 and recommend proceeding with this project as an exciting opportunity.

The cost of installing this artwork will sit within the SAM operational budget (\$7025). The adequate lighting, conduit, fixing and engineering are estimated to be around \$25,000. It is proposed that costs will be borne by the new SAM construction budget.

The Greater Shepparton Executive team have agreed to the placement and installation of work in the nominated space, SAM will progress the donation by Cultural Bequest in the usual manner for subsequent accession into the SAM Collection.

RECOMMENDATION

That the Council supports the recommendation of the SAM Advisory Committee to display the public artwork by Tony Albert, *House of Discards, 2019*, on the forecourt of new Shepparton Art Museum.

Background

Opportunity

Shepparton Art Museum has been offered the donation by Cultural Gift of a major public artwork by Indigenous artist Tony Albert, *House of Discards, 2019*. The work is of a scale and material that it needs to be presented in an external site, as a large outdoor steel

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)

and acrylic sculpture reaching nearly 5 metres. The work is being offered to SAM by Sullivan + Strumpf, on behalf of the artist.

The opportunity fulfils one of the original design briefs for the new SAM building, which was originally conceived as having a major public work at SAM's entrance. Budget considerations meant that this part of the project was eliminated at a very early stage. The potential acquisition of this work and display at the entrance of new SAM would fulfil this part of the new SAM business case and concept scope.

SAM's continuing commitment to work with our indigenous community and reflect, acknowledge and celebrate First Nations culture is reflected in our ongoing work. SAM is developing an Aboriginal engagement plan that will underpin our work. The opportunity to work more closely with Kaiela Arts, SAM's local Aboriginal art centre which will be co-located in SAM, is one we welcome.

Featured so prominently at SAM's entrance, and located within the SAM Collection, the proposed artwork demonstrates another tangible example of reconciliation in action.

The Artist

Tony Albert is currently represented in the SAM Collection with an early photographic work *We Can be Heroes*, 2013, acquired with the assistance of the Robert Salzer Foundation.

SAM has also recently worked with Albert to present a major text work as part of *Collector/ Collected*, a series of contemporary artists' responses to collecting and why we collect.

Albert's practice explores contemporary legacies of colonialism in ways which prompt audiences to contemplate elements of the human condition. Mining imagery and source material from across the globe, Albert draws on both personal and collective histories to explore the ways in which optimism might be utilised to overcome adversity. His practice is concerned with identity and the ascribing of social labels; unpacking what it means to judge and be judged in the absence of recognition or understanding.

Artwork

House of Discards is an extension and progression of previous works made by Albert since 2011, that explored ideas around the 'play' of cards as metaphor and structural symbol relating to colonial and indigenous Australian histories. *House of Discards* speaks of unresolved pasts and futures to be told through its dual black and white card faces. Albert is also referencing the imagery that often appears on the cards themselves, often featuring the artwork of Indigenous artists such as Albert Namatjira, or appropriated abstracted designs in the style of Indigenous art. Albert has called this kitch treatment and appropriation 'Aboriginalia', and directly references these uses and histories. The very structure of the card stack also refers to precariousness, as a house made of paper, that can also – stacked well – hold up quite substantial weights.

Dimensions and Weight

Tony Albert, *House of Discards*, 2019
 steel, acrylic

Total: 510 x 360 x 128 cm, Weight: 1000kg

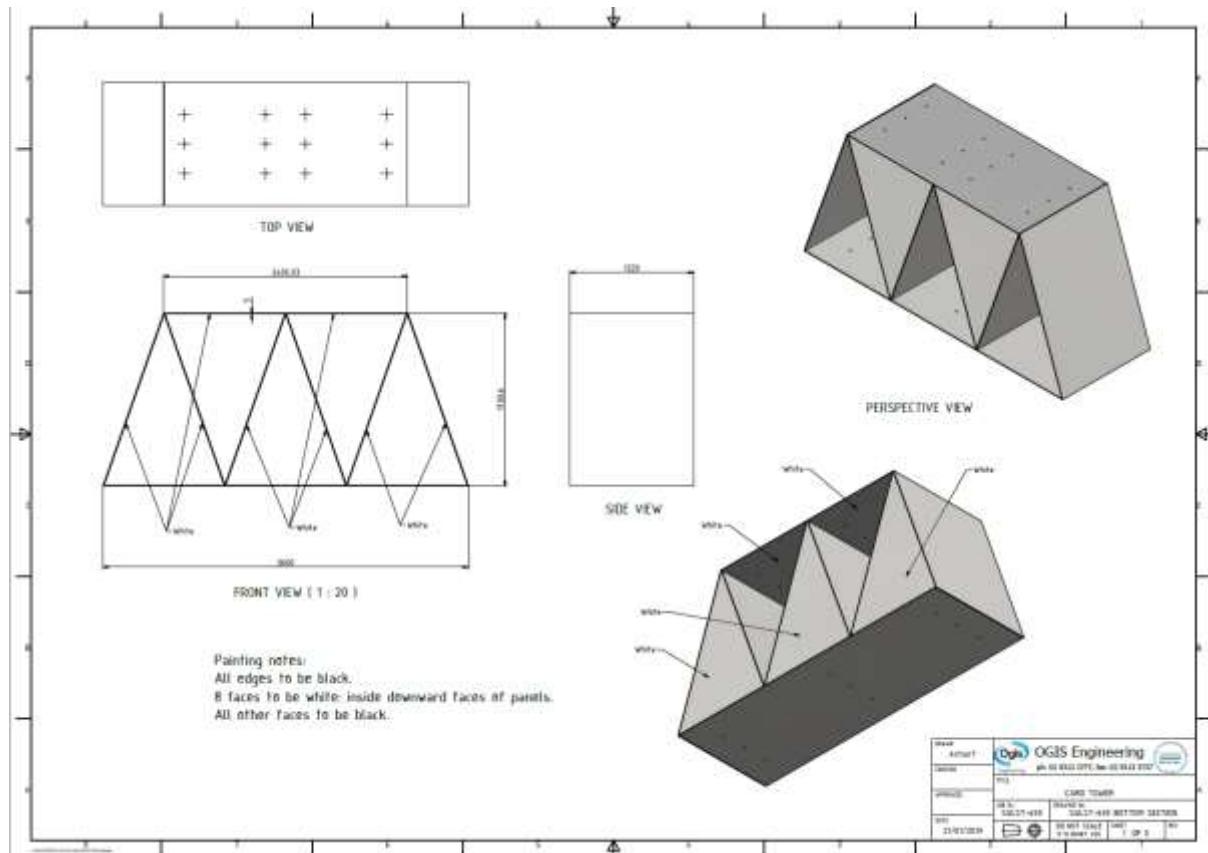
Top: 1700.6 (h) x 1210.06 (w) x 1280 (d) mm, Weight: 100kg

Middle: 1700.6 (h) x 2405.03 (w) x 1280 (d) mm, Weight: 400kg

Bottom: 1700.6 (h) x 3600 (w) x 1280 (d) mm, Weight: 500kg

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)



Installation

The work requires a concrete footing which is already available at the new SAM forecourt.

There are holes in the base of the work to enable it to be bolted to the ground. Sullivan and Strumpf has advised that the install will take one day. We estimate three professional SAM installers at a total cost of \$2,160 plus forklift hire \$265 +GST. There are no electrical components or moving parts.

*Additional Installation Information provided from Carriageworks Exhibition Manager: Installation was simply done with a forklift and blankets to cover the tines and lifting underneath the top of each section. Place the bottom piece, level it, place the top piece on the middle piece, bolt them together and place both onto the bottom piece, bolt them together. The bolts used were mild steel M12 Hexagon nut and hexagon button head cap screws.

Care instructions on cleaning, or protective/conservation measures for durability of the work:

The work can be hosed down, and cobwebs swept off if they form.

Specifications from the manufacturer:

3 Welded Sections, 8mm Mild Steel with 5mm Mild Steel Connection Plates. Blasted, Zinc Primer, Wet Spray Painted Black with internal downward faces in White.

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)

There is acrylic on the inside of the triangles the final finish is Dulux Durethane™ a non-yellowing clear two pack polyurethane finish available in high gloss and low sheen. Durethane™ has outstanding chemical and abrasion resistance and exterior durability.

Features:

- Non yellowing
- Excellent UV resistance
- Outstanding chemical resistance

Benefits:

- Resists moisture, grease, detergents and chemicals

Lighting

Sullivan and Strumpf recommend some ground lighting. There are some strong angles and therefore shadows to be played with. Recommendation to install five (5) in ground lights, based on discussions with the Project Manager.

Location Options

SAM identified three possible locations around new SAM. After consultation with the SAM Project Manager two were deemed unsuitable. The third, and preferred site, is on the immediate forecourt at SAM's entrance. This will create a strong visible presence. From a construction perspective, is the only site suitable. It will offer greater visibility from the streetscape, mitigating potential damage or risk.



8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)

Provenance

The work was originally commissioned work by Carriageworks in Sydney as part of the major exhibition *The National*, 2019. The exhibition, presented concurrently at AGNSW, MCA and Carriageworks, attracted significant critical acclaim as a major national First Nations led exhibition. For further details see <http://www.the-national.com.au/artists/tony.albert/house-of-discards/>

Should the work enter the SAM collection, this major public work by an internationally recognised Indigenous Australian artist would be the only other permanent public site of Tony Alberts work. In May 2012 Tony Albert was commissioned as an official war artist and spent two weeks training with the North West Mobile Force (NORFORCE). As a result of his experiences in the Northern Territory Albert created a significant body of work celebrating the contribution of contemporary young Indigenous Australians to the defence of Australia.

YININMADYEMI Thou didst let fall, 2015 is located in Hyde Park, Sydney, and was commissioned by Albert to acknowledge Aboriginal and Torres Strait Islander men and women who served in the nation's military.

The artwork features four standing bullets and three fallen shells, alongside a series of coolamons, or traditional holding vessels. The bullets reference global conflict, while their arrangement - with some standing and some fallen - represents those who survived and those who were sacrificed in the name of war and nationalism.

Considerations

The work is of a robust nature and materials, and would lend itself to the proposed context and site.

The subject-matter, by an Indigenous artist with a history of working in our region, would be appropriate for the context and site.

Cultural Gift Valuations

Artworks donated through the Australian Government's Cultural Gifts Program must be valued by two independent accredited valuers which SAM would be responsible for arranging and paying for. The cost estimate for this is \$600 +GST.

Storage & Transport

The work is currently being stored at International Art Services (IAS) warehouse in Sydney. Due to the size and weight of the work a dedicated truck would be required to transport the work from Sydney to Shepparton. IAS has quoted the transport to cost \$4,000 +GST and a forklift will be required to unload the truck.

Council Plan/Key Strategic Activity

Active & Engaged Community (Social)

1.5 Embrace and strengthen cultural harmony and diversity

1.8 Increase education and learning opportunities for our community

1.16 Value arts, culture and heritage as an integral part of our dynamic community.

Risk Management

Sullivan and Strumpf have noted that the tower was approved by the manufacturer's engineers throughout the entire process. SAM staff will follow up should this be necessary.

It has been confirmed by Sullivan and Strumpf that steel edges are not abrasive to touch,

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)

but not confirmed if they have been smoothed specifically. While the work has previously been installed in public, further information can be sought.

The following risks were identified in relation to displaying the art in public:

Risks	Likelihood	Consequence	Rating	Mitigation Action
Public safety and accessibility	Almost certain	Major	High	If approved by Council we will work with the SAM Project Manager and Council OHS to ensure adequate OHS measures.
Vandalism	Almost certain	Moderate	High	High visibility and light at night next to main road
Stakeholder management/backlash community	Possible	Minor	Low	Consultation outlined below undertaken
Maintenance	Likely	Minor	Low	Minimal maintenance required, with occasional cleaning with water being the main one.

Policy Considerations

Officers have not identified any current policy implications associated with this report

Financial Implications

Any costs associated with the installation of this public artwork will need to be covered by the new SAM construction budget.

Types of costs	Actual Costs	Verified by
Install Crew – Salary	\$2,160	SAM Curator (Estimate)
Artwork Valuation	\$600	SAM Collections Manager (Estimate)
Artwork Transport	\$4,000	SAM Collections Manager (Quote from IAS)
Forklift hire	\$265	SAM Curator (Quote)
5 in-ground lights, conduit, fixing details and engineering calculations	\$25,000	SAM Project Manager (Estimate)
Total	\$32,025	

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)

Legal/Statutory Implications

Officers have not identified any Legal/Statutory implications associated with this report.

Environmental/Sustainability Impacts

Officers have not identified any environmental/sustainability implications associated with this report.

Social Implications

Good public artwork generates conversation and discussion. The placement of this artwork in a prominent location will support ongoing learning and awareness around Australia's First Peoples and reconciliation. Albert offers a metaphor to discuss these ideas through his use of generic playing cards, which both indigenous and non-indigenous people can relate to. Albert often uses humour and self-parody to talk about difficult truths. The work promotes diversity, aboriginal rights and social cohesion.

Economic Impacts

There are no economic impacts associated with this report.

Consultation

SAM staff have undertaken the following consultation to progress the report to this stage:

- Kaye Thomson, Director of Community and informal discussion with ELT
- SAM Advisory Committee
- Thomas Lyle, SAM Project Manager
- Claire Barnes, Acting Team Leader, Community Strengthening

Some initial conversations with stakeholders have occurred and should this paper be endorsed, SAM will need to undertake further consultations with the following key community groups, organisations and individuals:

- Key members of the local Aboriginal community, including Kaiela Arts board and staff; Yorta Yorta Nation; Kaiela Institute; ASHE; Rumbalara Football Netball Club; Rumbalara Health, Bangarang Cultural Centre
- Denton Corker Marshall, architects
- Kane Construction

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

Community Life: Lifelong Learning

2. To promote learning through arts and culture programs

Community life: Health and Social Services

2. To encourage and implement activities that will strengthen community

These objectives will be achieved using the SAM Collection, which is directly influenced and developed further by acquisitions coming in to the Collection.

b) Other strategic links

Nil

8. COMMUNITY DIRECTORATE

8.1 Tony Albert - Artwork Acquisition (continued)

Conclusion

Based on the information provided in this report, and through recommendation to endorse the acquisition made by the SAM Advisory Committee, we recommend that the acquisition be accepted into the SAM Collection and displayed in public at the forecourt of New SAM.

Attachments

- | | |
|--|----------|
| 1. Tony Albert Report for Recommendation ↓ | Page 193 |
| 2. Technical Drawings - Tony Albert - House of Discards ↓ | Page 197 |
| 3. Site Plan - Tony Albert - House of Discards - Potential Locations ↓ | Page 200 |

8. COMMUNITY DIRECTORATE

8.2 Riverlinks Westside - Joint Use Agreement with the Department of Education

Disclosures of conflicts of interest in relation to advice provided in this report
Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report
Author: Manager Performing Arts and Conventions
Proof reader(s): Director Community
Approved by: Director Community

Executive Summary

Riverlinks Westside (formerly Westside Performing Arts Centre) is located on the Mooroopna campus of Greater Shepparton Secondary College (formerly Mooroopna Secondary College). It is owned by the Department of Education and Training and has been operated by Riverlinks on behalf of Greater Shepparton City Council since the building opened in 1997.

In August 2016, Council approved commencement of negotiations to enter into a Community Joint Use Agreement (CJUA) with a term of 25 years. Negotiations to finalise this CJUA began in late 2016 but stalled in 2018 due to uncertainties regarding the Shepparton Education Plan and the future of the Mooroopna campus. Both parties were unwilling to commit to a term of 25 years during this period of uncertainty.

In March this year, DET offered an amended CJUA with a term of 10 years, plus an option of a further five years if acceptable to both parties.

This CJUA will provide a degree of security over the facility until a decision is made about the future of the Mooroopna campus. At that point, DET and Council would be in position to negotiate more long term arrangements for the facility.

RECOMMENDATION

That the Council enter into a Community Joint Use Agreement with the Department of Education and Training for the use of the facility called Riverlinks Westside located on the Mooroopna campus of Greater Shepparton Secondary College. The term of the Agreement is set as ten (10) years with a further term of five (5) years if acceptable to both parties.

Background

History and use

Westside was constructed with financial support from Council, local community and the Department of Education. It is mainly used by local performance organisations and schools, often for quite elaborate musical productions. Touring promoters hire the venue for bands and comedians whilst Riverlinks presents many of its Theatre Season performances at Westside. The venue has an orchestra pit and fly tower, unlike Eastbank, which makes it ideal for plays, opera and musicals.

Over 60% of performances at Westside are produced by local community or school organisations. In 2018, Shepparton Theatre Arts Group (STAG) produced "Wicked"

8. COMMUNITY DIRECTORATE

8.2 Riverlinks Westside - Joint Use Agreement with the Department of Education (continued)

which attracted about 3,000 patrons delivering a box office income over \$130,000 so these activities are of considerable size and importance for our community.

Westside is therefore a vital component of Riverlinks operations and an integral part of the Greater Shepparton community.

Why a lease arrangement matters

After 20 years of operation, there is a pressing need for capital improvement to the building. Without such upgrades, the facility will lose its appeal as an entertainment venue and gradually become a liability rather than an asset.

Council obviously will not approve capital expenditure on a facility where there is no security of tenure. This is why an agreement with a suitable length of lease is so vital.

At the moment, there is uncertainty regarding the future role of Mooroopna campus under the Shepparton Education Plan. For this reason, neither party wishes to enter a longer term agreement for the use of the facility. However, once DET has determined whether the campus has a continuing role to play in the Shepparton Education Plan, it may either:

- offer a longer term lease to Council of the land and premises, or
- offer to sell the land and facility to Council.

If DET does elect to offer to sell the land and facility to Council, the price would be at a community use discount, with the value determined by the Valuer General Victoria.

Both of the options above would eventually place Council in a position to consider long term development and capital improvement to the facility.

Condition of the facility

The auditorium is in reasonably good condition and has a suitable layout and ambience for a theatre venue (although the seating has cramped leg room).

Over the years, Council has been able to maintain or upgrade stage facilities and equipment to a safe and satisfactory standard. The stage itself is a good size although there is work required to bring the backstage area up to reasonable standard.

The foyer, however, is much too small for the capacity of the venue and its layout is poor. Access to the box office and kiosk is not good.

The public toilets are in very poor condition and certainly not up to the standard the public expects when going out for a night of entertainment. The condition of the toilets continues to deteriorate and will become an ever greater barrier to public attendance.

Need for Capital improvements: Foyer and public toilets

If Westside is going to maintain a reputation as a suitable and attractive venue for public entertainment, some areas will need capital improvement. These are primarily the public toilets and foyer areas as well as exterior landscaping and backstage improvements. It is assumed that funding would be available from state or federal agencies to match funding from Council.

Council Plan/Key Strategic Activity

Social objectives:

2.5 Creativity and participation in arts and culture is nurtured and encouraged.

8. COMMUNITY DIRECTORATE

8.2 Riverlinks Westside - Joint Use Agreement with the Department of Education (continued)

2.9 Public places, open spaces and community facilities are safe and accessible for all and presented to a high quality.

Built:

4.5 Assets are well managed and their renewal is being planned through long term renewal strategies.

Risk Management

The long term risk is that no proper agreement is finalised with the DET and that Council does not have security of tenure over the facility. This means neither Council nor other funding agencies will approve capital improvements to the facility and the venue will deteriorate to a point that it becomes a liability rather than an asset.

In the short term, there is a risk that DET makes no timely plans for the Mooroopna campus once it is closed under the Shepparton Education Plan and that the buildings around Westside fall into disuse or disrepair. This would reduce the attractiveness of the facility as a place of entertainment.

Risks	Likelihood	Consequence	Rating	Mitigation Action
DET has no clear plans for the site and allows surrounding buildings to remain empty (attracting vandals) once the campus has closed.	Possible	Moderate	Medium	Maintain ongoing communication with DET and lobby for a definite outcome.
DET closes the campus and wishes to sell the whole site including Westside to another party.	Unlikely	Moderate	Low	Lobby DET to offer Westside as a separate sale.
DET closes the campus and offers Westside site to Council at an unacceptable price.	Possible	Moderate	Medium	Negotiate with DET and apply pressure to sell at a reasonable price.

Policy Considerations

No policy considerations are identified in this report.

Financial Implications

Ongoing operation of this facility requires Council investment; this is standard practice for performing arts venues which provide an important role for the community. Cost to Council of Westside in 2018/19 was approximately \$59,800. This represents good value to Council relative to other performing arts facilities in the country.

Eventually, for reasons provided above, there will be a need for capital improvements to the venue. There are no estimates for this at present as the facility is not a Council asset and there is no long term agreement for the building.

Legal/Statutory Implications

No legal implications are identified in this report.

Environmental/Sustainability Impacts

There will be some energy efficiencies achieved during refurbishment. Upgrade of air

8. COMMUNITY DIRECTORATE

8.2 Riverlinks Westside - Joint Use Agreement with the Department of Education (continued)

conditioning plant is urgently required in order to prevent complete breakdown and also to eliminate use of ozone depleting R22 gas.

Social Implications

Performing arts is recognised as a contributor to the social vibrancy and wellbeing of a community. Westside is a cultural hub that enables many local residents to become involved in creative arts, bringing people together and enriching their lives in many varied ways. Its location in Mooroopna has a positive influence on the image of the town.

Economic Impacts

Although events at Westside stimulate a certain amount of economic activity in the area, economic impact is of less significance than social ones.

Consultation

The school Council, Principal and staff at the Mooroopna Campus of Greater Shepparton Secondary College, Riverlinks and Council staff, the Victorian School Building Authority and the Area Executive Director Goulburn North East Victoria Department of Education and Training have been consulted throughout the process of negotiating the proposed CJUA.

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

Shepparton's population is expected to reach 80,000 over the next decade. Demand for use at Westside can therefore be expected to grow from many quarters: school productions, community organisations and attendance by the general public. Riverlinks is identified in the Plan as a major contributor to the cultural life of the region.

b) Other strategic links

No other strategic links are identified in this report.

Conclusion

The future role of the Mooroopna campus under the Shepparton Education Plan has not yet been determined. The facility of Riverlinks Westside is located on this campus and therefore neither DET nor Council are willing to enter into a long term agreement for this facility.

A shorter term Agreement for a period of 10 years is being offered by DET and should be accepted as this will deliver a formal agreement for the operation of the facility until a longer term solution can be found.

Such a solution may take the form of a long term lease or possibly purchase by Council of the site. Both of these options would enable Council to consider proper development and much needed capital improvement to the facility.

Attachments

Westside Joint Use Agreement - Draft April 2020 [↓](#) Page 203

8. COMMUNITY DIRECTORATE

8.3 Local Law Permit Exemptions for Section 86 Committees of Management

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Committees Liaison Officer

Proof reader(s): Acting Team Leader Community Strengthening and Manager - Neighbourhoods

Approved by: Director - Community

Other: Team Leader – Governance, Team Leader – Risk and Assurance

Executive Summary

Local Law No. 1 - Community Living was adopted by Council in June 2018 and included the creation of an events clause intended to streamline the booking process for Council facilities.

Local Law No. 1 Part 10.1(a) states that a person must not conduct an event on Council land without a permit and Local Law No.1 Part 9.1(a) states that a Council permit is required for the consumption of liquor on public land. This includes Council land and facilities where management has been delegated to a Committee of Management under Section 86 of the *Local Government Act 1989*.

To comply with Local Law No. 1 parts 9.1 and 10.1, event bookings at such facilities are required to follow both the Committee of Management booking process and the Council event booking process. This both undermines the purpose of the Committee of Management and is impractical for many common uses of the facilities.

It is recommended that an exemption to Local Law No. 1 Parts 9.1 and 10.1 is granted to Council facilities managed by delegated Committees of Management pursuant to Local Law No. 1 Part 11.1(c).

8. COMMUNITY DIRECTORATE

8.3 Local Law Permit Exemptions for Section 86 Committees of Management (continued)

RECOMMENDATION

That the Council, pursuant to Part 11.1(c) of Local Law No. 1 – Community Living 2018 (Local Law), exempt from the need to obtain a permit under Parts 9.1 and/or 10.1 of the Local Law any:

- (a) person who has entered into a hire agreement with the relevant delegated Committee of Management; and/or
- (b) events held at any of the following Council facilities which is managed by a Committee of Management established by Council for the purpose:
- Arcadia Recreation Reserve and Community Centre
 - Bunbartha Recreation Reserve
 - Caniambo Hall
 - Central Park Recreation Reserve
 - Congupna Recreation Reserve and Community Centre
 - Dhurringile Recreation Reserve and Community Centre
 - Dookie Memorial Hall
 - Dookie Recreation Reserve and Community Centre
 - Harston Hall
 - Karramomus Hall and Recreation Reserve
 - Katandra West Community Facilities
 - Kialla District Hall
 - Lemnos Recreation Reserve
 - Murchison Community Centre
 - Tallygaroopna Memorial Hall
 - Tallygaroopna Recreation Reserve and Community Centre
 - Toolamba Recreation Reserve and Community Centre

Background

Local Law No. 1 - Community Living was adopted by Council in June 2018 and included the creation of an events clause intended to streamline the booking process for Council facilities.

Local Law No. 1 Part 10.1(a) states that a person must not conduct an event on Council land without a permit and Local Law No.1 Part 9.1(a) states that a Council permit is required for the consumption of liquor on public land. This includes Council land and facilities where management has been delegated to a Committee of Management under Section 86 of the *Local Government Act 1989*.

To comply with the Local Laws, bookings of such facilities would be required to follow both the Committee of Management booking process and the Council event booking process to obtain event and consumption of liquor permits (if required).

The Committees of Management are delegated the responsibility to manage these facilities by Council and endeavour to ensure the facility meets the needs of the community.

8. COMMUNITY DIRECTORATE

8.3 Local Law Permit Exemptions for Section 86 Committees of Management (continued)

The practical application of Local Law No. 1 in respect of events at these facilities is prohibitive to both the Committees of Management and the community who seek to use the facilities. Pursuing compliance is difficult due to the range of users and may result in lost revenues for the committees due to onerous booking processes. As it stands, the current booking process for these facilities is currently non-compliant with Local Law No. 1.

In many cases, the cost of the required Council event and consumption of liquor permits would be prohibitive for facility users as they exceed the cost of the facility hire. Bookings are often received at the last minute for facility use, and Council permit applications are not able to be processed in these timeframes.

Permits are required for any exclusive use and some facility users are required to apply for multiple permits throughout the year. Sporting clubs are major users at a number of facilities and require different permits for matches and training to the permits for social events. Individual permits are also required for any ad-hoc community events undertaken by the sporting club, such as opening the bar at wakes.

The process of hiring facilities managed by Committees of Management should be kept simple to ensure ease of use for community members and to ensure compliance by the volunteer committees is achievable.

It is recommended that Committees of Management delegated under Section 86 of the *Local Government Act 1989* and any persons who hire a facility pursuant to a hire agreement with the relevant Committee of Management are exempted from Local Law No. 1 Parts 9 and 10 pursuant to Part 11.1(c).

Council Plan/Key Strategic Activity

Exempting Section 86 facilities from requiring Events and Consumption of Liquor permits has links to the following Council Plan objectives:

Leadership and Governance

1.3 Council demonstrates strong leadership and sound decision making in the best interests of the community.

1.7 Council advocates on issues, priorities and needs that matter to our community in partnership with key stakeholders.

1.9 Service standards and service delivery models are realistic and meet community expectations and demand while being financial viable and in line with Council's core business.

Social

2.9 Public places, open space and community facilities are safe and accessible for all and presented to a high quality.

Risk Management

The risks associated with an exemption to parts 9.1 and 10.1 of Local Law No. 1 can be mitigated by ensuring the Committee of Management hiring agreements adequately address the provision intended to be covered by the Local Law.

8. COMMUNITY DIRECTORATE

8.3 Local Law Permit Exemptions for Section 86 Committees of Management (continued)

Risks	Likelihood	Consequence	Rating	Mitigation Action
Breach of hire conditions	Possible	Moderate	Medium	Hiring agreements to be updated to include conditions that allow the Committee the right to suspend or cancel the agreement if the conditions of the hire agreement are breached or are outside of the scope of the original hire agreement.

Policy Considerations

The following were considered:
 Council Plan 2017-2021
 Committees of Management Administration Manual
 Local Law No. 1 – Community Living

Financial Implications

Financial impacts to Council are negligible; however impact to the Committees of Management may be more substantial. In some cases, the cost of applying for the required permits is greater than the facility hire. In these instances, enforcing the permits could result in reducing the use of facilities as well as affecting the financial sustainability of the Committees of Management.

Legal/Statutory Implications

Local Law No. 1 Part 11.1(c) makes provision for an exemption to be granted to a person or an activity. The recommendation made in this report is based on legal advice confirming that it is within the scope of Local Law No. 1.

Environmental/Sustainability Impacts

There are no adverse environmental/sustainability impacts.

Social Implications

Community facilities offer a space for people to meet and participate in community life and are vital for place-making and social cohesion and interaction. It is important that the process for hiring Committee of Management facilities is kept as simple as possible to support community use.

Economic Impacts

There are no major economic impacts as a result of this report.

Consultation

The permit process and proposed exemptions have been discussed with Council's Governance, Local Laws and Risk teams.

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

Direction 2 - Community

b) Other strategic links

Nil.

8. COMMUNITY DIRECTORATE

8.3 Local Law Permit Exemptions for Section 86 Committees of Management (continued)

Conclusion

It is recommended that an exemption to Local Law No. 1 Parts 9.1 and 10.1 is granted to Council facilities managed by delegated Committees of Management pursuant to Local Law No. 1 Part 11.1(c).

Attachments

Nil

8. COMMUNITY DIRECTORATE

8.4 Small Town Festive Decoration Grant - 2020

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Community Development Officer

**Proof reader(s): Acting Team Leader Community Strengthening,
Manager Neighbourhoods**

Approved by: Director Community

Executive Summary

The Small Town Festive Decorations Grant program provides small towns and localities with a population of less than 10,000 people the opportunity to apply for a grant of up to \$2,000 to install festive decorations to celebrate the festive season.

The grant enables local community organisations to purchase and install sustainable festive decorations to decorate their Main Street, public space, and/or high visibility areas.

This report includes the acquittal summary of the one grant awarded to the Dookie & District Development Forum during the transition Round in 2019.

Due to the current COVID-19 pandemic, Council Officers will work with approved applicants, and will seek approval of variations where appropriate and support organisations to complete the projects as intended.

8. COMMUNITY DIRECTORATE

8.4 Small Town Festive Decoration Grant - 2020 (continued)

RECOMMENDATION

That the Council

1. Receives and acquits the 2019 Small Town Festive Decoration Grant Program
2. Approves the allocation of \$6,000 of funding under the Small Town Festive Decorations Grant Program 2020 for the following applicants:

Organisation	Project	Allocation Excluding GST	Allocation Including GST
Dookie & District Development Forum	Lighting up the Gladstone Hotel in Dookie – Stage 2	\$2,000	\$2,000*
Merrigum Community Group Inc.	Decorate Our Town	\$2,000	\$2,000*
Toolamba Lions Club Inc.	Toolamba Christmas Street Decorations	\$2,000	\$2,000*
TOTAL		\$6,000	\$6,000

*Not registered for GST

3. Due to the current COVID-19 pandemic, Council Officers will work with approved applicants, and will seek approval of variations where appropriate and support organisations to complete the projects as intended.

Acquittal - Small Town Festive Decoration Grant 2019

There was only one applicant for the Small Town Festive Decoration transition round offered in May 2019. The Dookie & District Development Forum have successfully completed the acquittal process and provided the required receipts and documentation. The following is a summary of the project as provided by the organisation.

Dookie & District Development Forum – Lighting up Gladstone Hotel

The ground floor of the Gladstone Hotel was the next stage of a progression of lights down Mary Street Dookie. The lighting was installed by Bonnett's Electrical Contractors Shepparton. The Gladstone Hotel in Dookie has reported more brides wanting to have photos taken outside the Hotel, therefore increasing the business opportunity for our district. It has increased the WOW factor of our small town, particularly at night. This is part of an overall plan to light up the main street of Dookie. It will take us several years to see the completion of the entire plan with the help of the Greater Shepparton City Council Small Town Festive Decoration Grants.

Background

The Small Town Festive Decorations Grant program provides small towns and localities with a population of less than 10,000 people, the opportunity to apply for a grant of up to \$2000 to install festive decorations to celebrate the festive season.

The grant is aimed at creating a festive atmosphere with each town, by purchasing and installing sustainable festive decorations to decorate their main street, public space, and/or high visibility areas in each town to celebrate the festive season.

8. COMMUNITY DIRECTORATE

8.4 Small Town Festive Decoration Grant - 2020 (continued)

Applications for the Small Town Festive Decorations Grant opened on Monday 24 February 2020 and closed Monday 23 March 2020. A total of three eligible applications were submitted.

As this grant program is targeted at small towns and localities each town were contacted via email and via Community Plan meetings to discuss their plans for Christmas decorations for 2020. Applications were assessed by a panel of Council Officers and recommendations made for Council approval.

The following applications are recommended for funding through the Small Town Festive Decoration Grant 2020.

Dookie & District Development Forum – Lighting up the Gladstone Hotel – Stage 2

In 2019 the Dookie & District Development Forum (DDDF) received a grant to light up the first floor balcony of the Gladstone Hotel in Dookie. We wish to continue lighting up the second storey balcony and roof of the building with the grant for 2020. This will add to the Memorial Hall that was lit up in 2016 and 2017 and the Dookie Emporium in 2018. The DDDF want to light up as many of the buildings as we can in Mary Street Dookie to increase the Christmas cheer in our small town.

Merrigum Community Group Inc

The Merrigum Community Group wish to purchase supplies to build a wooden Santa Sleigh and large wooden present boxes as well as to purchase new Christmas decorations to be hung in Judd Park within the area that Council deem appropriate.

Toolamba Lions Club Inc

Each year the Toolamba community embrace the Christmas festive season. The Toolamba Lions endeavour to assist the community in this activity by decorating the streets of Toolamba building greater community togetherness and community pride. This year we will purchase a jumbo polyresin Christmas Sleigh and funny Sitting Reindeer. We feel that this will create a great photo opportunity for the families in our community to gather around the sleigh and take family photos. The decorations will be installed within Colaura Gardens, our public community park, which is where the majority of other festive decorations are set up.

Council Plan/Key Strategic Activity

Social – Develop resilient, inclusive, healthy communities that make Greater Shepparton a safe and harmonious place to live, work, learn and play.

2.1 Greater Shepparton is a welcoming, inclusive and safe place for all.

2.5 Creativity and participation in arts and culture is nurtured and encouraged.

2.6 Volunteering is promoted and encouraged along with other measures to improve community resilience.

8. COMMUNITY DIRECTORATE

8.4 Small Town Festive Decoration Grant - 2020 (continued)

Risk Management

As the proposed Dookie lighting project installation will be completed by a qualified contractor the risk is deemed to be minor.

Risks	Likelihood	Consequence	Rating	Mitigation Action
Climbing Risks and fall from Heights	Unlikely	Low	Moderate	Discuss the requirement to limit direct access to the decorations which present this risk. Risk management measures can be discussed with affected towns. Qualified contractors completing electrical installations
Injury during the creation of decorations	Rare	Low	Minor	Assist the towns with the creation of a Job Safety Analysis. Creation of a JSA will assist applicants to consider the safest way to complete their task and assessment of the associated risks.
Injury during the installation and removal of decorations	Unlikely	Low	Moderate	Assist the towns with the creation of a JSA. Creation of a JSA will assist applicants to consider the safest way to complete their task and assessment of the associated risks. Qualified contractors completing electrical installations.
Injury due to falling decorations	Rare	Low	Moderate	Discuss with applicants the use of qualified tradespersons to assist with install/removal or engage persons with appropriate skills.

Policy Considerations

There are no identified conflicts with Council policies.

Financial Implications

	Approved Budget Estimate for this proposal ¹	This Proposal GST Exclusive	Variance to Approved Budget Estimate	This Proposal GST Inclusive ²
	\$	\$	\$	\$
Revenue	Nil	Nil	Nil	
Expense	\$15,000	\$6,000	\$9,000	\$6,000
Net Total	\$15,000	\$6,000	\$9,000	

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

Legal/Statutory Implications

This proposal conforms with relevant legislation.

8. COMMUNITY DIRECTORATE

8.4 Small Town Festive Decoration Grant - 2020 (continued)

Environmental/Sustainability Impacts

This proposal does not present any negative environmental/sustainable impacts.

Social Implications

The Small Town Festive Decoration program strengthens community partnerships and relationships in each small town, as they play a significant role in ensuring that their town has an exciting festive atmosphere. The collective of community volunteers and organisations who manufacture, organise, order, install and store decorations each year guarantee that the Christmas spirit is spread beyond the borders of Shepparton into the greater municipality.

The Christmas decorations in 2020 will be more important than ever as community comes out of COVID-19 isolation and can celebrate the festive season.

Economic Impacts

The purchase of materials and acquisition of services from local businesses will contribute to the local economy.

Consultation

Level of public participation	Promises to the public/stakeholders	Examples of techniques to use
Inform	Ensure the information about the grant and application process is widespread	Targeted emails and contact with small town community groups and organisations
Consult	Discussions with small communities population under 10,000	Community Plan Meetings Email survey sent out
Involve	Community Development Officers provide assistance to community organisations	Consultation on an individual basis during the application process as requested
Collaborate	Community organisations and member in small towns collaborate to complete the project	Successful applicants will drive their own Festive Grant project
Empower	Whilst decision making regarding successful grant applications is made by Council community groups will be responsible for the delivery of projects	Provide communities with the opportunity when completing acquittal documentation to provide feedback on how we can improve the delivery of this program in the future

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

Topic: Community Life

Theme: Health and Social services

Objective 2. To encourage and implement activities that will strengthen community spirit.

b) Other strategic links

Council Plan 2017-2021

Greater Shepparton Volunteer Strategy and Action Plan 2012-2018

8. COMMUNITY DIRECTORATE

8.4 Small Town Festive Decoration Grant - 2020 (continued)

Conclusion

It is proposed that Council approve the recommended applications received for the Small Town Festive Decoration Grant 2020 at a total cost of \$6000.

Attachments

Nil

9. CORPORATE SERVICES DIRECTORATE

9.1 Council Plan 2019-20 Quarter 3 Progress Report

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Corporate Planning Analyst

Proof reader(s): Manager Corporate Governance

Approved by: Director Corporate Services

Executive Summary

In accordance with Section 125 of the *Local Government Act 1989*, Council developed and adopted a four year Council Plan on 20 June 2017. The Council Plan contains Key Strategic Objectives and Strategies to achieve those objectives.

This report provides the third quarter update of 2019-20 in relation to the actions taken to achieve the Key Strategic Objectives identified in the 2017-2021 Council Plan and forms part of council's accountability framework. The report also includes progress made in achieving the Key Strategic Activities contained within the 2019-20 Budget, which form Council's Performance Statement.

The Council Plan becomes the organisational focus for the development of Directorate and Business Unit plans and ultimately the individual responsibilities of officers, which are subsequently reflected in those officers' annual appraisals.

Of the identified general actions for progress reporting in relation to measuring achievement, the vast majority of actions (38 out of 52) are on target.

RECOMMENDATION

That the Council note the Council Plan 2019-20 Quarter 3 progress report that provides details in relation to achieving the Measures of Success identified in the Council Plan 2017-2021.

Background

The 2017-2021 Council Plan identified Goals, Key Strategic Objectives and Strategies for implementation across the life of the plan.

Based on the outcomes of the community consultations, Council identified five themes to describe what we are working towards in achieving the community's vision of a Greater Shepparton - Greater Future. As these goals explicitly align with the Municipal Public Health Planning Framework (Department of Health Services, 2001) with the emphasis on the built, social, economic and natural environments, the Council Plan also addresses the legislative requirements for the Municipal Health and Wellbeing Plan.

9. CORPORATE SERVICES DIRECTORATE

9.1 Council Plan 2019-20 Quarter 3 Progress Report (continued)

These five themes are:

1. Leadership and Governance - Provide strong civic leadership, advocacy and good governance in the operation of Greater Shepparton City Council.
2. Social - Develop resilient, inclusive, healthy communities that make Greater Shepparton a safe and harmonious place to live, work, learn and play.
3. Economic - Build a thriving, resilient economy where Greater Shepparton is recognised as a competitive place to invest and grow business.
4. Built - Provide and support appealing relevant infrastructure that makes Greater Shepparton an attractive, liveable regional city.
5. Environment - Enhance and protect the clean, green environment that makes Greater Shepparton the unique place it is.

Council Plan/Key Strategic Activity

Council is high performing; customer focused and is marked by great people and quality outcomes. (Leadership and Governance)

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
Failure to report to Council and the community	Unlikely	Moderate	Moderate	Continue quarterly reports to Council

Policy Considerations

There are no policy considerations associated with this report.

Financial Implications

The report contains no financial implications, however many of the initiatives contained within the Council Plan required Council to allocate funds in its 2019-20 budget to provide the finances to continue implementation of the Council Plan.

Legal/Statutory Implications

The report complies with Councils' obligations to monitor and report on progress in relation to achieving the strategic objectives and strategies contained within the council plan. The provision of regular reporting, in addition to the Annual Report, provides an opportunity for Council and the community to consider the progress made towards achieving the targets set by Council against the Council Plan.

Environmental/Sustainability Impacts

The report contains no environmental/sustainability impacts, however many of the initiatives contained within the Council Plan were targeted at improving Greater Shepparton's sustainability, both as an organisation and a municipality.

Social Implications

The report contains no social implications, however there are a number of initiatives contained in the Council Plan that were aimed at improving the health and well-being of the Greater Shepparton communities and the wider municipality. This is expected to improve social outcomes.

Economic Impacts

The report contains no economic impacts however there were a number of initiatives contained in the Council Plan that were aimed at improving the economic wellbeing of the Greater Shepparton municipality.

9. CORPORATE SERVICES DIRECTORATE

9.1 Council Plan 2019-20 Quarter 3 Progress Report (continued)

Consultation

Internal consultation occurred with the responsible officers regularly updating individual actions and the overall review of all plans by the Executive Team.

Community consultation was achieved by publishing quarterly reports in the Council meeting agenda and including the plan and quarterly updates on Councils website.

Level of public participation	Promises to the public/stakeholders	Examples of techniques to use
Inform	Keep Informed	Council Meeting Minutes Council Website

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

a) Greater Shepparton 2030 Strategy

The Council Plan 2017-2021 plays a pivotal role in the delivery of the short-term plans and aspirations of council and the community whilst following the long term strategies of Greater Shepparton 2030.

b) Council Plan 2017-2021

The Council Plan 2017-2021 supports the short term direction of the organisation (4 years) and provides linkage to the strategies developed and or implemented over the duration of the plan

c) The Annual Budget 2019-20

The Annual Budget 2019-20 supports the short-term direction of the organisation (1 year)

Conclusion

This report provides the 2019-20 third quarter update with progress on achieving the Key Strategic Objectives contained within the 2017-2021 Council Plan and the Key Strategic Activities contained within the 2019-20 Budget.

Attachments

Council Plan 2019-20 Quarter 3 Progress Report [↓](#) Page 237

9. CORPORATE SERVICES DIRECTORATE

9.2 May 2020 Monthly Financial Report

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report:

Author: Manager Finance and Rates

Proof reader(s): Director - Corporate Services

Approved by: Director - Corporate Services

Executive Summary

The report presents Council's actual financial performance compared to the budget for the eleven months ended 31 May 2020.

RECOMMENDATION

That the Council receive and note the May 2020 Monthly Financial Report.

Background

The 2019/2020 Budget was adopted at the Ordinary Council Meeting held 18 June 2019. The 2019/2020 Adopted Budget provided for an operating surplus of \$25.33 million with revenue of \$153.32 million and expenditure of \$127.99 million. The 2019/2020 Adopted Budget also provided for capital works of \$73.68 million.

On 15 October 2019, Council adopted the 2019/2020 Q1 Adopted Forecast with an accounting surplus of \$23.29 million which is \$2.04 million less than the 2019/2020 Adopted Budget. The capital works program of \$73.0 million was forecast to be expended during the 2019/2020 financial year which is a decrease of \$0.7 million from the Adopted Budget.

Council adopted the 2019/2020 Q2 Adopted Forecast on 18 February 2020, with an accounting surplus of \$23.96 million which is \$0.67 million more than the Q1 Adopted Forecast. The capital works program was \$73.5 million which is an increase of \$0.6 million from the Q1 Adopted Forecast.

Council adopted the 2019/2020 Q3 Adopted Forecast on 21 April 2020, with an accounting surplus of \$28.81 million which is \$4.85 million more than the Q2 Adopted Forecast. This was largely due to an increase in non-monetary contributions (developer gifted assets). The capital works program is \$70.6 million which is a decrease of \$2.95 million from the Q2 Adopted Forecast.

Council's actual financial performance compared to the budget is presented to Council on a monthly basis.

The May 2020 Monthly Financial Report incorporates the following sections which are presented for Council's consideration:

- Operating Performance
- Capital Works Performance

9. CORPORATE SERVICES DIRECTORATE

9.2 May 2020 Monthly Financial Report (continued)

- Income Statement
- Balance Sheet
- Cash Flow Statement
- Capital Works Statement

Council Plan/Key Strategic Activity

The report is consistent with the leadership and governance goal “High Performing Organisation” as included in the *Council Plan 2017-2021*.

Risk Management

There are no risks identified in providing this financial report.

Policy Considerations

There are no conflicts with existing Council policies.

Financial Implications

There are no financial implications arising from this proposal.

Legal/Statutory Implications

Section 137 of the *Local Government Act 1989* provides that Council maintain a budgeting and reporting framework that is consistent with the principles of sound financial management. In addition Section 138 requires that at least every 3 months a statement comparing the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date is presented to the Council at a Council meeting which is open to the public. This report satisfies that requirement.

Environmental/Sustainability Impacts

There are no environmental or sustainability impacts associated with this report.

Social Implications

There are no social implications associated with this report.

Economic Impacts

There are no economic implications in providing this financial report.

Consultation

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Conclusion

The report presents Council’s actual financial performance compared to the budget for the eleven months ended 31 May 2020.

Attachments

May 2020 - Monthly Financial Statements [↓](#) Page 297

9. CORPORATE SERVICES DIRECTORATE

9.3 Contracts Awarded Under Delegation and Contracts Advertised but yet to be Awarded

Disclosures of conflicts of interest in relation to advice provided in this report
Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report
Author: Acting Team Leader Contracts and Procurement
Proof reader(s): Manager Corporate Governance
Approved by: Director Corporate Services

Executive Summary

To inform the Council of the status of requests for tenders that have been awarded under delegation and those that have been publicly advertised but are yet to be awarded.

RECOMMENDATION

That the Council note:

1. contracts awarded under delegated authority by the Chief Executive Officer;
2. contracts awarded under delegated authority by a Director;
3. contracts awarded under delegated authority by a Manager; and
4. requests for tenders advertised but not yet awarded.

Contracts Awarded under Delegated Authority by the Chief Executive Officer

Contract Number	Contract Name	Contract details, including terms and provisions for extensions	Value inclusive of GST	Awarded to
2022	SAM Art Collection Relocation	Lump Sum Contract for the SAM Art Collection Relocation	\$259,611.55	IAS Logistics Pty Ltd

Contracts Awarded under Delegated Authority by a Director

Contract Number	Contract Name	Contract details, including terms and provisions for extensions	Value inclusive of GST	Awarded to
2030	Provision of Development of Council Plan 2021-2025	Request for Quotation (Select) Lump Sum Contract for the Provision of Development of Council Plan 2021-2025	\$95,326.00	MosaicLab

9. CORPORATE SERVICES DIRECTORATE

9.3 Contracts Awarded Under Delegation and Contracts Advertised but yet to be Awarded (continued)

Contracts Awarded under Delegated Authority by a Manager

Contract Number	Contract Name	Contract details, including terms and provisions for extensions	Value inclusive of GST	Awarded to
2050	Construction of Midland Highway Recreational Path, Shepparton East	Request for Quotation (Select) - Lump Sum Contract for the Construction of Midland Highway Recreational Path, Shepparton East	\$ 74,881.84	One Stop Civil Pty Ltd T/A Tactile Australia

Requests for Tenders advertised but not yet awarded

Contract No.	Contract Name	Contract detail, including terms and provisions for extensions	Status
1980	Provision of Waste Operations Software	Lump Sum Contract for the Provision of Waste Operations Software	Tender closed 5 February 2020. Tender currently being evaluated.
2019	Supply of 40 RPM Bikes, Aquamoves Leisure Centre, Shepparton	Request for Quotation (Select) - Lump Sum Contract for the Supply of 40 RPM Bikes, Aquamoves Leisure Centre, Shepparton	Tender closed on 6 April 2020. Tender currently being evaluated.
2004	Construction of Katandra West Basin Station Upgrade	Lump Sum Contract for the Construction of Katandra West Basin Upgrade, Katandra West	Tender closed on 15 April 2020. Tender currently being evaluated.
2011	Supply and Delivery of Sealed Roads Stabilisation Services	Schedule of Rates Contract for the Supply and Delivery of Sealed Roads Stabilisation Services	Tender closed on 20 May 2020. Tender currently being evaluated.
1995	Renewal of Stock Pens in Shepparton Saleyards	Lump Sum Contract for the Design, Supply and Installation for Renewal of Stock pens in Shepparton Saleyards.	Tender closed on 20 May 2020. Tender currently being evaluated.
2043	Detailed Design of Princess Park Pavilion, Shepparton	Lump Sum Contract for Detailed Design of Princess Park Pavilion, Shepparton	Tender closed on 6 May 2020. Tender currently being evaluated.

9. CORPORATE SERVICES DIRECTORATE

9.3 Contracts Awarded Under Delegation and Contracts Advertised but yet to be Awarded (continued)

Requests for Tenders advertised but not yet awarded (continued)

Contract No.	Contract Name	Contract detail, including terms and provisions for extensions	Status
2045	Provision of North Street Streetscaping – Fryers Street to Vaughan Street, Shepparton	Request for Quotation (Select) - Lump Sum Consultancy Services Contract for the Provision of North Street Streetscaping between Fryers Street to Vaughan Street, Shepparton	Tender closed on 22 May 2020. Tender currently being evaluated.
2046	Provision of Tatura North East Integrated Water Management Plan	Request for Quotation (Select) - Lump Sum Contract for the Provision of Tatura North East Integrated Water Management Plan	Tender closed on 22 May 2020. Tender currently being evaluated.
2047	Provision of Tatura North East Traffic Impact Assessment	Request for Quotation (Select) - Lump Sum Contract for the Provision Tatura North East Traffic Impact Assessment	Tender closed on 22 May 2020. Tender currently being evaluated.
2027	Replacement of Cladding – 90 Welsford Street, Shepparton	Lump Sum Contract for the Replacement of Cladding – 90 Welsford Street, Shepparton	Tender scheduled to close on 10 June 2020.
2010	Construction of the Sports City Storage Compound	Lump Sum Contract for the Construction of the Sports City Storage Compound	Tender scheduled to close on 10 June 2020.
2029	Aquamoves 25m Indoor Pool Refurbishment & Tile Renewal	Lump Sum Contract for the Aquamoves 25m Indoor Pool Refurbishment & Tile Renewal	Tender scheduled to close on 10 June 2020.
1961	Construction of Aquamoves Outdoor 50m Pool Heating	Lump Sum Contract for the Construction of Aquamoves Outdoor 50m Pool Heating	Tender scheduled to close on 24 June 2020.

Policy Considerations

Through the *Instrument of Delegation to the Chief Executive Officer* the Council has delegated authority to the Chief Executive Officer to award a contract up to the value of \$500,000 including GST.

The Council through the *Exercise of Delegations Policy* has delegated authority to the Director Corporate Services to approve a contract up to the value of \$500,000 and the Director Infrastructure, Director Community and Director Sustainable Development to approve a contract up to the value of \$150,000 for goods and services and \$200,000 for works. Through this Policy, the Manager Projects department also has delegated authority to approve contracts up to the value of \$100,000, for goods, services or works.

Legal/Statutory Implications

Section 186 of the *Local Government Act 1989* (the Act) establishes the requirements for tendering and entering into contracts.

9. CORPORATE SERVICES DIRECTORATE

9.3 Contracts Awarded Under Delegation and Contracts Advertised but yet to be Awarded (continued)

Section 186(1) of the Act requires that before Council enters into a contract for the purchase of goods or services to the value of \$150,000 or more, or for the carrying out of works to the value of \$200,000 or more, it must give public notice of the purpose of the contract and invite tenders or expressions of interest from any person wishing to undertake the contract.

Conclusion

It is important that decisions and actions taken under delegation be properly documented and transparent in nature. The report details the publicly advertised contracts awarded by the Chief Executive Officer and Directors under delegated authority of the Council during the period 1 May 2020 to 30 May 2020.

Attachments

Nil

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Manager Finance and Rates

Proof reader(s): Director Corporate Services

Approved by: Director Corporate Services

Executive Summary

The report presents the Budget 2020/2021 for Adoption.

The Budget 2020/2021 was approved for public submission by Council on 28 April 2020. Public notice was given on 1 May 2020 and submissions invited. The submission period ended on 29 May 2020 and forty submissions were received. Eleven of the written submitters elected to be heard at a Special Council Meeting on 2 June 2020.

The Budget 2020/2021 Budget proposes a 2.0 per cent increase in rates revenue and 1.67 per cent increase in kerbside collection charges which will generate \$81.85 million, excluding supplementary valuations. The proposed rating structure for 2020/2021 has been informed by the Rating Strategy 2017-2021.

RECOMMENDATION

That the Council, having publicly advertised the preparation of the Budget 2020/2021 and after consideration of the public submissions received, adopt the Budget 2020/2021 as presented including;

- a) in accordance with section 158 and section 223 of the *Local Government Act 1989* declare the following rates and charges for the 2020/2021 financial year:

1. Amount intended to be raised

An amount of \$81,847,119 excluding GST (or such other amount as is lawfully raised as a consequence of this resolution) be declared as the amount which the Council intends to raise by general rates, the municipal charge, annual service charges and the cultural and recreational rate later described in this resolution, which amount is calculated as follows:

General Rates	\$65,949,064
Municipal Charges	\$6,058,845
Annual Services Charges	\$9,786,517
Cultural and Recreational Rate	\$52,693

2. General rates

2.1. A general rate be declared in respect of the 2020/2021 rating year, being the period 1 July 2020 to 30 June 2021.

2.2. In accordance with section 161 of the Local Government Act 1989, declare

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

that the general rate be raised by the application of differential rates.

- 2.3. A differential rate be respectively declared for rateable land having the respective characteristics specified in Appendix B of the budget document.
- 2.4. Each differential rate will be determined by multiplying the Capital Improved Value of each rateable land (categorised by the characteristics described in Appendix B of the budget document) by the relevant rate in dollar indicated as follows:

<u>Category</u>	<u>Rate in the \$</u>
General	0.00491137
Farm Land	0.00442023
Commercial/Industrial	0.01006831

3. Cultural and recreational rates

- 3.1. In accordance with section 4(4) of the *Cultural and Recreational Lands Act 1963*, the amount in lieu of rates payable in respect of each rateable land to which that Act applied be determined by multiplying the Capital Improved Value of that rateable land by 0.00358530 where the rateable land has the following characteristics:

Rateable outdoor recreational lands developed primarily for regional use as evidenced by paid administrative support and/or commercial business dealings in the operation or management of same.

Such rateable land as described below:

Property Location

71 Gowrie Street TATURA
 160-200 Ross Street TATURA
 7580 Goulburn Valley Highway KIALLA
 2 Fairway Drive MOORoopna
 15 Golf Drive SHEPPARTON
 55 Rudd Road SHEPPARTON
 7582 Goulburn Valley Highway KIALLA

4. Municipal Charge

- 4.1. In accordance with section 159 of the *Local Government Act 1989*, declare a municipal charge for 2020/2021 for the purposes of covering some of the administrative costs of Council.

4.1.1. The municipal charge be \$195.00 for each rateable land (or part) within the municipal district in respect of which a municipal charge may be levied.

5. Annual Service Charge

- 5.1. In accordance with section 162 of the *Local Government Act 1989*, declare an annual service charge for 2020/2021 for the dual service of kerbside collection and disposal of refuse along with kerbside collection of recyclables.

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

5.1.1 The service charge be the sum of, and based on the criteria specified as follows:

5.1.1.1 Collection and disposal of contents of 80 litre refuse bin and either a 120 litre or 240 litre recyclable bin - \$189.00** per service.

5.1.1.2 Collection and disposal of contents of 120 litre refuse bin and either a 120 litre or 240 litre recyclable bin - \$253.00** per service.

5.1.1.3 Collection and disposal of contents of 240 litre refuse bin and either a 120 litre or 240 litre recyclable bin - \$425.00** per service.

for each land (or part), other than land on which no building is erected, in respect of which an annual service charge may be levied.

5.2. In accordance with section 162 of the *Local Government Act 1989*, declare an annual service charge for 2020/2021 for the kerbside collection of recyclables only.

5.2.1 The service charge be the sum of, and based on the criteria specified as follows:

5.2.1.1 Collection and disposal of contents of either a 120 litre or 240 litre recyclable only bin - \$85.00** per service

for each land (or part), other than land on which no building is erected, in respect of which an annual recyclable only service is requested and provided.

5.3. In accordance with section 162 of the *Local Government Act 1989*, declare an annual service charge for 2020/2021 for the kerbside collection of green organic waste.

5.3.1 The service charge be the sum of, and based on the criteria specified as follows:

5.3.1.1 Collection and disposal of contents of either a 120 litre or 240 litre green organics bin - \$85.00** per service

for each land (or part), other than land on which no building is erected, in respect of which an annual service charge may be levied.

[**Note: These charges do not include GST which applies to all service charges that are levied against non-residential and non-rural properties.]

6. Setting of interest rate on unpaid rates and charges

That in accordance with section 172 of the *Local Government Act 1989*, the Council charge interest for rates and charges which have not been paid by the due dates, as specified under section 167 of the *Local Government Act 1989*.

7. Payment of rates and charges

That in accordance with section 167 of the *Local Government Act 1989*, the Council declare that a person can pay a rate or charge (other than a special

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

rate or charge) by:

7.1. Four (4) instalments which are due and payable on the dates fixed by the Minister by notice published in the Government Gazette; or

7.2 Ten (10) instalments which are due and payable in the ten month period that commences September and ends in June.

8. Consequential

8.1 That the Chief Executive Officer be authorised to levy and recover the general rates, municipal charge and service charges in accordance with the *Local Government Act 1989*.

- b.) authorise borrowings of \$10.0 million during the 2020/2021 financial year for Maude Street Upgrade, Stadium/Munarra Wetland and Drainage Upgrade, Shepparton Sports and Events Centre – Stage 1, Karibok Park – Retardation Basin and Recreational Area and Localised Drainage projects.
- c.) changes to the draft budget as disclosed in Appendix C of the Budget 2020/2021 document including a net increase in operating surplus of \$0.2 million, an additional \$0.2 million of re-budgeted capital works from 2019/2020 and a net increase in of \$1.85 million in new capital works in 2020/2021 resulting from changes from public submissions, grant funding announcements and other new items; and
- d.) authorise the Chief Executive Officer to give notice of the adoption of the Budget in accordance with section 130 of the Local Government Act 1989.

Background

The Budget 2020/2021 has been prepared in accordance with the requirements of the *Local Government Act 1989*.

Council updates its Strategic Resource Plan as part of its corporate planning framework to assist in preparing a budget within a longer term framework.

The Strategic Resource Plan highlights the significance of rates and charges as a source of revenue and guides Council on the amount required to be raised to maintain services, renew existing assets and invest in new and upgraded assets.

The Budget 2020/2021 reflects year one of the updated Strategic Resource Plan and takes into account the activities and initiatives which contribute to achieving the strategic objectives specified in the Council Plan.

The Budget 2020/2021 has been developed under the key financial principles which aim to a) budget for an underlying operating surplus annually, b) fund the capital renewal of existing assets as a priority and c) consider the use of borrowings as a legitimate and responsible financial management tool.

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

Impact of COVID-19

The Budget 2020/2021 has been prepared on the assumption that restrictions as at April 2020 relating to COVID-19 impacting Council services and the community will continue through to 30 September 2020.

These assumptions have been based on financial information contained within the 2019/2020 Quarter 3 Forecast Review adopted at the Ordinary Council Meeting on 21 April 2020.

Reductions in income through reduced user fees and Council's efforts to support local businesses and the community, through the Stage 1 \$1.5 million Greater Shepparton Economic Response to COVID-19 Package, have been estimated at \$2.55 million. This has been partially offset by an estimated reduction of \$329,000 in Employee Costs and Materials & Services expenditure.

The total estimated impact of COVID-19 on the Budget 2020/2021 is a net cost to Council of \$2.22 million which equates to a 10 per cent impact to Council's liquidity.

As more information becomes available on the financial impacts of COVID-19 to Council operations, it is highly probable that changes, due to COVID-19, to the adopted budget will be required at future Quarterly Forecast Reviews during 2020/2021.

Council will continue to be transparent in disclosing any changes and will ensure compliance with the *Local Government Act 1989* in regards to Adopted and Revised Budgets.

2019/2020 Forecast/Actual

The Budget 2020/2021 provides comparisons with the 2019/2020 financial year forecast. The Q3 Adopted Forecast adopted at the 21 April 2020 Ordinary Council Meeting has been used as the basis for the 2019/2020 Forecast/Actual in the Draft Budget document that was made available for public submission.

Budget 2020/2021 – Rates and Charges Revenue

The Budget 2020/2021 proposes a 2.0 per cent increase in total rates revenue and 1.67 per cent increase in kerbside collection charges, both excluding supplementary valuations, which will generate \$81.85 million.

Section 4.1.2(l) of the Budget 2020/2021 document confirms Council's compliance with the State Government's Fair Go Rates System (Rate Cap).

A further \$818,468 in supplementary rates and \$183,881 in penalty interest is budgeted for 2020/2021 taking the total rates and charges figure to \$82.85 million. Note these items, along with the kerbside collection charges, do not form part of the rate cap.

2020/2021 Rating Differentials

The proposed rating structure for the 2020/2021 year has been informed by the Rating Strategy 2017-2021 and previous consultation undertaken by Greater Shepparton City Council in February 2018.

In June 2018, Council adopted changes to the number of rating differentials to make Greater Shepparton's rating strategy easier to understand, simpler to administer while also maintaining fairness for all ratepayers. Importantly, these changes determine only

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

the share of revenue contributed by each property, not the total amount of rates collected by Council.

The Budget 2020/2021 is based on the previously adopted changes. No changes to the rating differentials are proposed in the Budget 2020/2021.

Rating Differential Category	Rating Differential %
General	100%
Farm	90%
Commercial/Industrial	205%

Appendix B of the Budget provides the objectives of each Rating Differential.

Rates and Charges - 2020 Centralised Annual Valuations

Since 2019, the Valuer-General Victoria (VGV) is the sole valuation authority to conduct annual valuations for rating purposes.

The Budget 2020/2021 includes valuation data for 2020/2021 with valuations as at 1 January 2020 that have been certified by the Victorian Valuer-General. All rating information contained within the budget, including rates in the dollars, are based on these updated valuations.

Movements in individual property valuations (Capital Improved Value or CIV) will have an impact on individual rate notices and are difficult to communicate through the 2020/2021 Budget document.

Section 4.1.2(f) of the Budget 2020/2021 provides an indication of the valuation movements for each rating differential group, however, individual property valuation movements will not be advised until the 2020/2021 annual rates notices for each property are distributed.

The VGV has confirmed that no changes have been made to the 2020 general valuation due to COVID-19. The 2020 general valuation has a relevant date of 1 January 2020 and is therefore based on market conditions at, and immediately before, that date. Any market changes occurring now, or in the future, due to COVID-19 will be applicable to future revaluation cycles. This means that rates notices for 2020, typically issued around August, will be based on valuations prior to the pandemic.

Fire Services Property Levy

The State Government has announced it will create a state wide Fire Services Property Levy irrespective of the property location. From 1 July 2020, most properties will see either a reduction or no increase in the variable rate. The fixed rate component of the levy will be indexed in accordance with the legislation.

Budget 2020/2021 – Key Points

The Budget 2020/2021 provides for an Operating Surplus of \$5.67 million. Refer to Section 4.1 of the Budget 2020/2021 document.

The Budget 2020/2021 Schedule of Fees and Charges is included as Appendix A. It is budgeted that the adopted fees and charges will raise \$20.42 million during the 2020/2021 financial year.

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

The Budget 2020/2021 provides for a \$61.8 million capital works program. Incorporated in the capital works program is \$25.32 million for renewal works and \$22.64 million for new works. Refer to Section 4.5 of the Budget 2020/2021 document for further information.

Funding sources for the capital works program include \$36.79 million from Council operations, cash reserves and investments, \$12.86 million from external grants and cash contributions and \$10 million in borrowings.

Any grants or contributions received by Council prior to 30 June 2020 will be considered as Council Cash for the purposes of the Budget 2020/2021 as Council was in possession of the funds at the commencement of the budget year.

Budget 2020/2021 Financial Performance Indicators

Section 5 of the Budget 2020/2021 document highlights Council's current and projected performance across a range of key financial indicators. These indicators provide a useful analysis of Council's financial position and performance and should be used in the context of the organisation's objectives.

Other Internal and External Budget Influences

In preparing the 2020/2021 Budget, a number of internal and external influences in addition to COVID-19 have been taken into consideration, as they impact significantly on the services delivered by the Council in the budget period.

For example, uncertainty remains on other budgetary pressures such as the State Government's recently announced increase in the Landfill Levy which has been delayed until 1 January 2021. This has been costed at a \$510,000 increase for a full 12 month period based on 2019/2020 projections with further increases proposed in future years.

The volatility caused by COVID-19 on investment markets is placing pressure on the Local Authorities Superannuation Fund Defined Benefit Plan – Vested Benefit Index. This could require councils to fund a liability call in the future should the investment market performance continue to decline.

Budgetary pressures extending into future years include increases to Council insurance premiums, current averaging increases of approximately \$200,000 or 20 per cent per annum, impending Enterprise Bargaining negotiations, planned increases to the Superannuation Guarantee from 2021/2022 and the introduction of a fourth bin or a service for recycling of glass.

The Federal Government has recently announced \$8.58 million in funding for the Maude Street Mall development as part of the Building Better Regions Fund. With the funding agreement yet to be finalised, further work will be required to determine the financial impact of this announcement for the 2020/2021 budget year.

The financial impact of the above, along with other recent funding announcements, such as the \$2 million Local Roads and Community Infrastructure Program, will be considered as part of the Quarterly Forecast Review process during 2020/2021.

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

Public Submissions

The Draft Budget 2020/2021 was authorised for exhibition by Council on 28 April 2020. Public notice was given on 1 May 2020 and submissions invited. The submission period ended on 29 May 2020 and forty submissions were received. Eleven of the written submitters elected to be heard at a Special Council Meeting on 2 June 2020.

The submissions ranged in content however generally contained the following themes:

- Municipal Charge Removal (14 submissions);
- Rate Increase Objection (5 submissions);
- Kialla Land Development (3 submissions);
- Tip Vouchers (3 submissions);
- Farm Rates (2 submissions);
- LUX Lighting Charges (2 submissions);
- Kensington Gardens Rates Consideration (1 submission);
- Sports Field Charges (1 submission);
- Indoor Sports Facility Charges (1 submission);
- Hockey Pitch Lighting (1 submission);
- Shepparton Search and Rescue Funding (1 submission);
- Shepparton Food Share Funding (1 submission);
- Shepparton Family and Financial Services (1 submission);
- Cussen Park Retaining Wall (1 submission);
- Affordable Housing (1 submission);
- Mountain Bike Strategy (1 submission);
- Wyndham Street Parking (1 submission);
- Wheeler Road Bushland Access and Littering (1 submission);
- Tourism and Marketing of Greater Shepparton (1 submission); and
- Macteer Park Land Acquisition (1 submission).

Amendments to draft budget including public submissions and capital re-budgets

Since the authorisation for exhibition of the Draft Budget 2020/2021 at the 28 April 2020 Ordinary Council Meeting, and in consideration of new information made available since that date including public submissions received by Council during the Section 223 process, the following amendments to the Budget 2020/2021 have been made:

Amendment	\$ Change (fav)/unfav
Early receipt of 50% (\$6.66m) of 2020/2021 Federal Financial Assistance Grant funding (received as income in 2019/2020) resulting in a reduction in operating grant income for the 2020/2021 year.	\$6.66m
Rebudgeting of capital grant income (\$5 million) and contributions (\$2.2 million) from 2019/2020 into 2020/2021	(\$7.15m)
Recognition of Federal Local Roads and Community Infrastructure Program grant funding	(\$2.03m)
Updating of valuation data from Stage 3 to Stage 4 (final) leading to a 0.21% decrease in the rates in the dollar for all rating differentials (refer Appendix C of the budget document). The updated valuation data, in compliance with the fair go rates system (rate cap), results in additional rates and charges income. The changes to the rate in the dollars (0.21%) are not considered material.	nil

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

Amendment	\$ Change (fav)/unfav
Changes to income statement (operational income and expenses and capital income) resulting from public submissions and/or new information:	
<i>a) Deferral of Benalla Road Upgrade – Florence Road Slip Lane</i>	(\$703k)
<i>b) Reduction in Planning consultants</i>	(\$160k)
<i>c) Removal of duplicate Lifeguard budget in Rural Pools</i>	(\$77k)
<i>d) Deferral of State Government Waste Levy increase to 1 Jan 2021</i>	(\$52k)
<i>e) Reduction in Council Plan development (to 2019/2020)</i>	(\$17k)
<i>f) Kialla Investigation Area 3 (public submission)</i>	\$200k
<i>g) SAM Building Maintenance</i>	\$127k
<i>h) Community Directorate restructure</i>	\$80k
<i>i) Event Sponsorships (COVID response/recovery – public submission)</i>	\$62k
<i>j) ICT Software upgrade (COVID impact)</i>	\$53k
<i>k) Industrial Area Investigation (public submission)</i>	\$50k
<i>l) Creative City Strategy (from 2019/2020)</i>	\$50k
<i>m) Mooroopna Cenotaph</i>	\$22k
<i>n) Shepparton Food Share contribution increase (public submission)</i>	\$20k
<i>o) Shepparton Family and Financial Services increase (public Submission)</i>	\$10k
<i>p) Shepparton Search and Rescue increase (public submission)</i>	\$1k
<i>n) Free Off-Street Parking (fully offset by reduced materials & services)</i>	\$0k
<i>o) Working For Victoria funding (fully offset by expenditure)</i>	\$0k
Total	(\$0.33m)
Re-budgeted (carry forward) capital works from 2019/2020 to 2020/2021:	
<i>a) Katandra West Hall Toilet Renewal</i>	\$200k
Total	\$0.2m
New Capital Works items including those resulting from public submissions and/or new information:	
<i>a) Gym Equipment Cardio and Strength Renewal (duplication)</i>	(\$82k)
<i>b) Animal Shelter Improvements</i>	\$320k
<i>c) Sir Murray Bouchier Memorial</i>	\$201k
<i>d) Kialla West School Crossing</i>	\$150k
<i>e) Doyles Road Complex Boom Gates</i>	\$80k
<i>f) Riverlinks Eastbank – Sound System Upgrade</i>	\$63k
<i>g) Sports City Irrigation Pump Upgrade</i>	\$55k
<i>h) Shared Path Extension – Railway Station to Victoria Park Lake</i>	\$50k
<i>i) Tom Collins Drive</i>	\$25k
<i>j) Katandra Main Road/Labuan Road Intersection (fully grant funded)</i>	\$0k
<i>k) Safe Travel in Local Roads – Mooroopna (fully grant funded)</i>	\$0k
<i>l) Safe Travel in Local Roads – Shepparton (fully grant funded)</i>	\$0k
	\$0.94m

Note: All amendments are disclosed in Appendix C of the Budget 2020/2021 document

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

Council Plan/Key Strategic Activity

The Budget 2020/2021 is consistent with the five strategic goals of the Council Plan which include:

1. Leadership and Governance
2. Social
3. Economic
4. Built
5. Environment

The Budget 2020/2021 also includes Service Performance Outcome indicators and Financial Performance indicators (sections 2 and 5) as required by the *Local Government (Planning and Reporting) Regulations 2014 No. 17*. The final outcomes of these indicators will be reported in the 2019/2020 audited annual report (Performance Statement).

Risk Management

A well planned budget will reduce the risk that Council will not be able to provide the services expected and required by the community.

Risks	Likelihood	Consequence	Rating	Mitigation Action
Failure to comply with the Local Government Act 1989	Unlikely	1	High	Recommendations for council to authorise the provision of public notice for the Budget 2020/2021
Operating surplus not achieved	Possible	3	Medium	Monthly financial performance and Quarterly Forecast Reviews reported to Council
Capital works budget not delivered within the financial year	Possible	3	Medium	Performance reporting, greater focus on 10 year capital works planning

Policy Considerations

There are no conflicts with Council policy. The annual budget resources the Council Plan to enable the outcomes in the Council Plan to be achieved, including Council policies.

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

Financial Implications

The full financial implications are outlined in the background section of this report and within the attachments.

	2019/2020 Forecast/Actual ('000s)	2020/2021 Budget ('000s)	Variance \$ ('000s)	Comments
Revenue	159,465	153,068	6,397	Early receipt of 50% (\$6.7m) of 2020/2021 Federal Financial Assistance Grant funds in 2019/2020.
Expense	129,476	147,401	17,925	Working From Victoria expenditure (approx. \$8m fully offset by State grant funding), Victoria Park Lake intersection works \$5m and Depreciation expense increase \$4m
Net Surplus	29,988	5,667	24,321	

Legal/Statutory Implications

The Budget 2020/2021 has been prepared in accordance with the requirements of the *Local Government Act 1989 (the Act)* and the *Local Government (Planning and Reporting) Regulations 2014 No. 17*.

In accordance with section 127 of the Act, Council must prepare a Budget for each financial year containing the relevant financial statements and a detailed list of capital works expenditure.

Section 129 of the *Local Government Act 1989* requires the Council to give public notice of the preparation of the budget and a person has a right to make a submission on any proposal contained in the budget (as per section 223 of the Act).

Environmental/Sustainability Impacts

Environmental and sustainability impacts have been considered when developing the Budget 2020/2021.

Social Implications

The Budget 2020/2021 provides resources for the implementation of various strategies, plans, works and the delivery of services required to achieve the objectives of the Council plan including an active and engaged community.

Economic Impacts

The boost from the Greater Shepparton City Council capital works program is important with \$61.8 million of infrastructure works proposed for the 2020/2021 financial year to encourage economic activity.

9. CORPORATE SERVICES DIRECTORATE

9.4 2020/2021 Budget (continued)

Consultation

Public notice was given in the Shepparton News on Friday 1 May 2020 that Council's Draft Budget 2020/2021 had been prepared and was available for inspection on Council's website, or at Council's offices in Welsford Street and Doyles Road and that written submissions were invited in accordance with Section 223 of the *Local Government Act 1989*.

Submissions were to be received by 5.00pm Friday 29 May 2020. A Special Council meeting was held on 2 June 2020 for those submitters who wished to speak in support of their written submissions.

The Council Website, social media and advertisements were utilised to raise awareness of the Draft Budget 2020/2021 and encourage the community to seek further information. Two budget information sessions via Zoom were organised for 13 and 14 May 2020.

Members of the public were able to ask questions on the budget through Council's website and organise appointments with the Manager Finance and Rates should they wish to obtain further information.

Strategic Links

a) Greater Shepparton 2030 Strategy

The Budget 2020/2021 is linked to the *Greater Shepparton 2030 Strategy* via the Council Plan.

b) Other strategic links

The Budget 2020/2021 is linked to the Council Plan by the funding of the Strategic Objectives contained in the Council Plan.

Conclusion

The Budget 2020/2021 is tabled for adoption.

Attachments

Nil

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.1 New Business Grant - Thrive4Life

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Team Leader Business and Industry Development

Proof reader(s): Manager Economic Development

Approved by: Director Sustainable Development

Other: Grants Coordinator

Executive Summary

Council's New Business Grant provides funding for infrastructure or initiatives that support the establishment of new businesses in Greater Shepparton's CBD and on the main streets within the region's small towns.

Council officers have received and assessed one application that is now being recommended for funding. Council officers have recommended awarding funding 'Thrive4Life' to a total value of \$2,200 (Incl. GST).

Thrive4Life has previously been operating from the Greater Shepparton Business Centre and has outgrown the centre and has expanded to a shopfront premise at 284 Wyndham Street Shepparton. Thrive4Life has applied for funding for works associated with updating staff amenities including providing staff with tea room facilities at their new premises to ensure they comply with relevant state legislation.

Thrive4Life is still currently operating under the current COVID-19 restrictions and are planning on undertaking the works to their premises immediately at this stage pending approval of the new business grant support. If COVID-19 restrictions impact on Thrive4Life business operations Council Officers will work with the applicant to determine appropriate timelines to deliver this project.

RECOMMENDATION

That the Council approves the grant assessment panel's recommendation to fund Thrive4Life under the New Business Grant Program, for the total sum of \$2,200 (including GST).

Background

In 2017 Council resolved to establish the New Business Grant as an initiative to assist in the establishment of new businesses within the municipality.

Council adopted a set of guidelines for the Grant that outlined the strategic purpose and functionality of the grant program. The adopted guidelines outline that grant funding be used for infrastructure or property works that assist in the establishment of a new business.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.1 New Business Grant - Thrive4Life (continued)

The grant has a total annual budget of \$30,000 (GST exclusive) with applicants able to apply for a maximum of \$10,000 with a one-to-one dollar matching investment. The grant is open year-round with three rounds per annum.

Through their assessment the internal panel made up of Council officers have recommended awarding grant funding for round two to the one applicant for the following project.

Organisation	Thrive4Life		
Project	Kitchenette and staff amenities upgrade – 284 Wyndham St, Shepparton		
Short project description	Staff amenities improvements including kitchenette replacement.		
Requested Council Contribution	\$3,750	Total Project Investment	\$18,472.06
Recommended Contribution	\$2,200 (Incl. GST)	Total job creation – currently employing 5 local staff and sub-contracting another 2, with growth potential (2 open positions currently)	
Recommendation from the Assessment panel	Based on the suitability of business within local market, CBD location, economic impact, and the creation of jobs, it is recommended that Council proceed with issuing funds to support this investment.		

The current kitchen and bathroom facilities within the new premises are unusable for Thrive4Life given that they have deteriorated and are not fit for purpose. Under Section 21(2)(d) of the Victorian Occupational Health and Safety Act, 2004, Employers are required to provide adequate facilities for the welfare of employees at any workplace under the control and management of the employer. The installation of improved staff amenities will help to ensure Thrive4Life are compliant with Victorian Legislation and attract and retain staff by providing a comfortable work environment. These works align with the New Business Grant guidelines.

It should be noted that Council does not fund projects retrospectively and it is Council's understanding that the works outlined within the table above have not been carried out. If the works have been undertaken, funds will not be issued to the applicant.

In line with the guidelines for the New Business Grant the assessment process takes into account:

- the scale of the works proposed in the application
- the suitability of the business to the local market
- the economic impact of the investment
- new employment opportunities
- use of local suppliers
- lease tenure of applicant

The recommended funding amounts have been developed through the applicant's satisfaction of the above assessment criteria.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.1 New Business Grant - Thrive4Life (continued)

Background of Thrive4 Life

Thrive4Life services areas including Echuca, Bendigo and Shepparton and surrounds specialising in providing home care packages and short term restorative care occupational therapy services.

Paediatric services provided by Thrive4life include, school skills, sensory skills, self-care skills, social skills, autism and intellectual disability therapy, mindfulness and meditation

Adult services provided by Thrive4life include assessments and recommendations (including but not limited to ramp, step, rail and other modifications) and education, activities involved in daily living, home environment, falls prevention, prescription of assistive aids and equipment, pressure care assessment, equipment prescription and education, energy conservation and work simplification strategies and carer education regarding manual handling.

Council Plan/Key Strategic Activity

3.1 Develop and implement a strategy which identifies resources needed to attract new business and industry to Greater Shepparton as well as retaining our existing business and industry.

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
Funding is used inappropriately	Unlikely	Minor	Low	Successful applicants must provide an itemised budget and enter into a funding agreement with Council. No funds are paid until satisfactory completion of activity. Applicants must also supply a full financial acquittal at the end of the project.
Works are non-compliant	Possible	Moderate	Moderate	All relevant planning and building approvals must be obtained and submitted prior to approval of grant application.
Grant funding does not achieve outcome	Possible	Moderate	Moderate	Applicants must supply a business plan and demonstrate the viability of their business. Applications will be assessed according to their capacity to deliver positive economic outcomes.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.1 New Business Grant - Thrive4Life (continued)

Policy Considerations

The New Business Grant is a recommended action within the Economic Development, Tourism and Major Events Strategy 2017-2021. This Strategy was adopted by Council in March 2017

Financial Implications

The recommendation is to award \$2,200 (GST Incl.) in total for the successful application.

The total annual budget for the New Business Grant is \$30,000.

This grant relates to the final round of the New Business Grant program for 2019/20 financial year.

	Approved Budget Estimate for this proposal ¹	This Proposal GST Exclusive	Variance to Approved Budget Estimate	This Proposal GST Inclusive ²
	\$	\$	\$	\$
Revenue	0	0	0	0
Expense	2,000	2,000	0	2,200
Net Total	2,000	2,000	0	2,200

¹ Budgets are GST exclusive

² For Contract Award reports the GST inclusive expense shall match the amount reported in the recommendation

Legal/Statutory Implications

Successful projects must satisfy all legislative requirements and approvals prior to receiving funding.

Environmental/Sustainability Impacts

There are no environmental or sustainability impacts from this recommendation.

Social Implications

There are no social implications for this recommendation.

Economic Impacts

The assessment process has taken into account the economic impacts of this application. The establishment of business will generate new employment opportunities and add to the market offering of the municipality and in particular the CBD.

This investment has created 5 jobs within the first six months of operation with this business starting out at the Greater Shepparton Business Centre as a sole operator. The nature of this business will add to the diversity of the CBD. Quotes sought for this project being covered under the New Business Grant pertain to local suppliers.

Consultation

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.1 New Business Grant - Thrive4Life (continued)

Strategic Links

a) Greater Shepparton 2030 Strategy

Direction 4: Promote economic growth, business development and diversification, with a focus on strengthening the agricultural industry.

Directions 5: The provision and restructure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth.

b) Other strategic links

Greater Shepparton Economic Development Tourism and Major Events Strategy 2017-2021 – Action 8.1 – *Establish a small business grant scheme aimed at supporting and attracting business to Greater Shepparton.*

Conclusion

An internal panel of Council officers have assessed the application for funding through the New Business Grant included within this report. The panel have recommended awarding funding based on the applicant's satisfaction of the assessment criteria in line with the adopted grant guidelines.

Attachments

Nil

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Graduate Strategic Planner Amendments

Proof reader(s): Team Leader Strategic Planning, and Manager Building Planning and Compliance

Approved by: Director Sustainable Development

Other: Principal Strategic Planner

Executive Summary

The purpose of this report is to provide an update on the status of transport network planning for Shepparton and to provide Council with a platform for transport infrastructure advocacy.

Shepparton has recently experienced significant investment from all tiers of government in the past few years to support a growing population and economy. Major recent investment includes the Shepparton Education Plan, the new Shepparton Art Museum, the Munarra Centre for Regional Excellence, the expansion of GV Health and Stage 1 of the Goulburn Valley Highway Shepparton Bypass. Facilitating these projects, as well as general population growth over the coming years, will result in increased traffic volumes within and through Shepparton. Without appropriate planning this has the potential to impact upon road safety, amenity, congestion, travel time variability and reduce network resilience to major disruptions if not appropriately planned for.

To ensure growth is properly planned for, Council has prepared a number of studies and strategies to plan for the future needs of the local and arterial transport network. This includes the *City of Greater Shepparton Strategy Plan 1996*, the *Greater Shepparton 2030 Strategy 2006* and, more recently, the draft *Shepparton Mooroopna 2050: Regional City Growth Plan 2019*. These studies provide a long term vision for Greater Shepparton and identify the infrastructure required to realise this vision, including transport infrastructure.

Council has undertaken various studies, projects and advocacy work to better understand and address the future needs of the transportation network across Greater Shepparton, and this report seeks to provide an update on this work.

A major undertaking of Council has been the investigation of the future upgrade of Ford and Wanganui Roads to realise and appropriately plan for its future role and function as a key strategic east-west link between Stage 1 of the Shepparton Bypass and the Shepparton Alternative Route (Doyles, Grahamvale and River Roads). Undertaken in conjunction with Regional Roads Victoria (RRV) in 2017-2018, the investigation sought to understand the options and constraints in upgrading the road and to assist in advocating for future funding. This followed the State Government commitment of \$10.2 million in the 2017/2018 financial year to undertake planning and other studies in preparation for Stage 1 of the Shepparton Bypass (see Figure One). The Federal Government has recently contributed \$208 million of the construction costs expected for Stage 1.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

In mid-2019, the responsibility for planning and designing changes to Stage 1 of the Shepparton Bypass, Wanganui Road, Ford Road, and the Shepparton Alternative Route was formally transferred from RRV to Major Road Projects Victoria (MRPV). MRPV is a dedicated government body charged with planning and delivering major road projects for Victoria. MRPV is part of the Major Transport Infrastructure Authority which was established on 1 January 2019 as an Administrative Office in relation to the Department of Transport.

MRPV has merged the business cases for all three projects into the Bypassing Shepparton business case, which is currently being prepared for submission to the Department of Transport for consideration in a future State budget.

As a result, Council officers' original intent to prepare indicative concept plans and costings has now been superseded by those being developed for the business case. It is recommended that Council receive and note the Conversation Report summarising the consultation phases of the investigation, and transfer all material relating to the upgrade of Ford and Wanganui Roads to the Department of Transport.

In light of the recent major government investment and the recent rezoning of the Shepparton North East Precinct, Council began planning for the Shepparton CBD Inner East Link Road (interim name). Council commissioned the *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report 2020* (IELR Report) to undertake a traffic assessment to understand the issues and opportunities of establishing the Inner East Link Road. The road will provide a safe and efficient alternative route to Wyndham Street for vehicles travelling between the south and north-east of the Shepparton CBD. It is estimated that the cost of realising the Inner East Link Road (interim name) will be \$15.3 million. It is recommended that Council note the IELR Report.

To complement this work, Council has recently prepared the *Building a Better Shepparton Road Initiative* document; an ask of government document that includes priority intersection upgrades across Shepparton (including the Inner East Link Road), as well as the associated benefits and costings required to support current and expected future growth. The purpose of the document is to assist in advocating for Federal and State Government funding to realise these upgrades.

It is recommended that Council note the *Building a Better Shepparton Road Initiative* document to support the continued advocacy for these upgrades.

As well as the above, the report will also provide a brief update regarding other transport initiatives being undertaken by Council.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

RECOMMENDATION

That the Council:

1. receive and note the *Conversation Report: Draft Wanganui Road and Ford Road Shepparton Feasibility Study Design Report 2018*;
2. note that Council received a petition relating to the use of Ford Road as an East-West Truck Link at the Ordinary Council Meeting held on 19 February 2019;
3. transfer all relevant materials relating to the upgrade of Ford and Wanganui Roads, including the *Draft Wanganui Road and Ford Road Shepparton: Feasibility Study Design Report 2018*, *Conversation Report: Draft Wanganui Road and Ford Road Shepparton Feasibility Study Design Report*, and all pre-draft and draft submissions received, to the Department of Transport for consideration;
4. note that the State Government is now the lead agency for the planning and design for the upgrades of Ford and Wanganui Roads;
5. note that Council will remain a significant stakeholder for the Ford and Wanganui Road upgrade;
6. note the draft *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report 2020*;
7. note the *Building a Better Shepparton Road Initiative* document, and commence advocacy work to secure funding from the State and Federal Governments; and
8. continue to advocate for funding for Stage 1 of the Shepparton Bypass, the upgrade for Ford and Wanganui Roads, and upgrades to the Shepparton Alternative Route.

Background

Shepparton is currently benefiting from significant investment from State and Federal Governments, with funding for major projects committed and construction for many well underway. Projects committed include the Shepparton Education Plan, the new Shepparton Art Museum, the Munarra Centre for Regional Excellence, the expansion of GV Health, and a Federal Government commitment for Stage 1 of the Shepparton Bypass. It is estimated that Greater Shepparton's population will grow to 77,690 by 2036, with new housing to be allocated in the Shepparton North East Precinct and other residential growth areas.

The committed infrastructure projects and population growth will fundamentally change how Shepparton's transport network functions, with an increased demand in road traffic and freight operations. It is expected that this will result in negative externalities to the community if an increase in traffic is not effectively managed. This includes an impact on road safety, amenity, congestion, travel time variability and reduce network resilience to major disruptions.

To cater for the expected increased traffic demands, Council has been working on a number of intersection and arterial road upgrades within Shepparton to cater for

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

increased traffic demand (see Figure One), as well as encouraging alternative modes of transport across Shepparton and Mooroopna. These projects and initiatives will have the benefit of reducing travel times, easing congestion, improving amenity and pedestrian safety, and supporting government investment in major projects, as well as supporting access to alternative modes of transport for those who are unable or do not wish to drive.

This report will provide an update on the transport projects and initiatives being undertaken by Council. These include:

- Ford and Wanganui Roads Investigation Study;
- Shepparton CBD Inner East Link Road (interim name);
- Building a Better Shepparton Road Initiative advocacy document and associated intersection upgrades;
- Welsford Street Upgrade;
- Shepparton Safe System Road Infrastructure Program & CBD Speed Limit;
- Bus Network Review Advocacy;
- North Street Streetscaping;
- Cycling Strategy Review and Strategic Cycling Corridors; and
- Shepparton North East and South East Precinct Structure Plans.

A number of these projects, including the upgrade of Ford and Wanganui Roads, the Shepparton CBD Inner East Link Road and the Welsford Street Upgrade, have been identified as priority projects for Council and reflected in policy for over 20 years. The *City of Greater Shepparton Strategy Plan 1996* (the Strategy) identified high volumes of traffic on Wyndham Street as a significant issue, which was having a negative impact on congestion and amenity within the Shepparton CBD.

The Strategy proposed to mitigate this problem by realising two inner-city bypass routes (see Figure Two); the City Bypass route which would encompass the eastern side of the CBD along Hawdon Street, Railway Parade and Hoskin Street as a secondary arterial road, and the upgrade of Welsford Street as a primary arterial road to enable the downgrading of Wyndham Street as a local route.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

Plan 7 - Transport

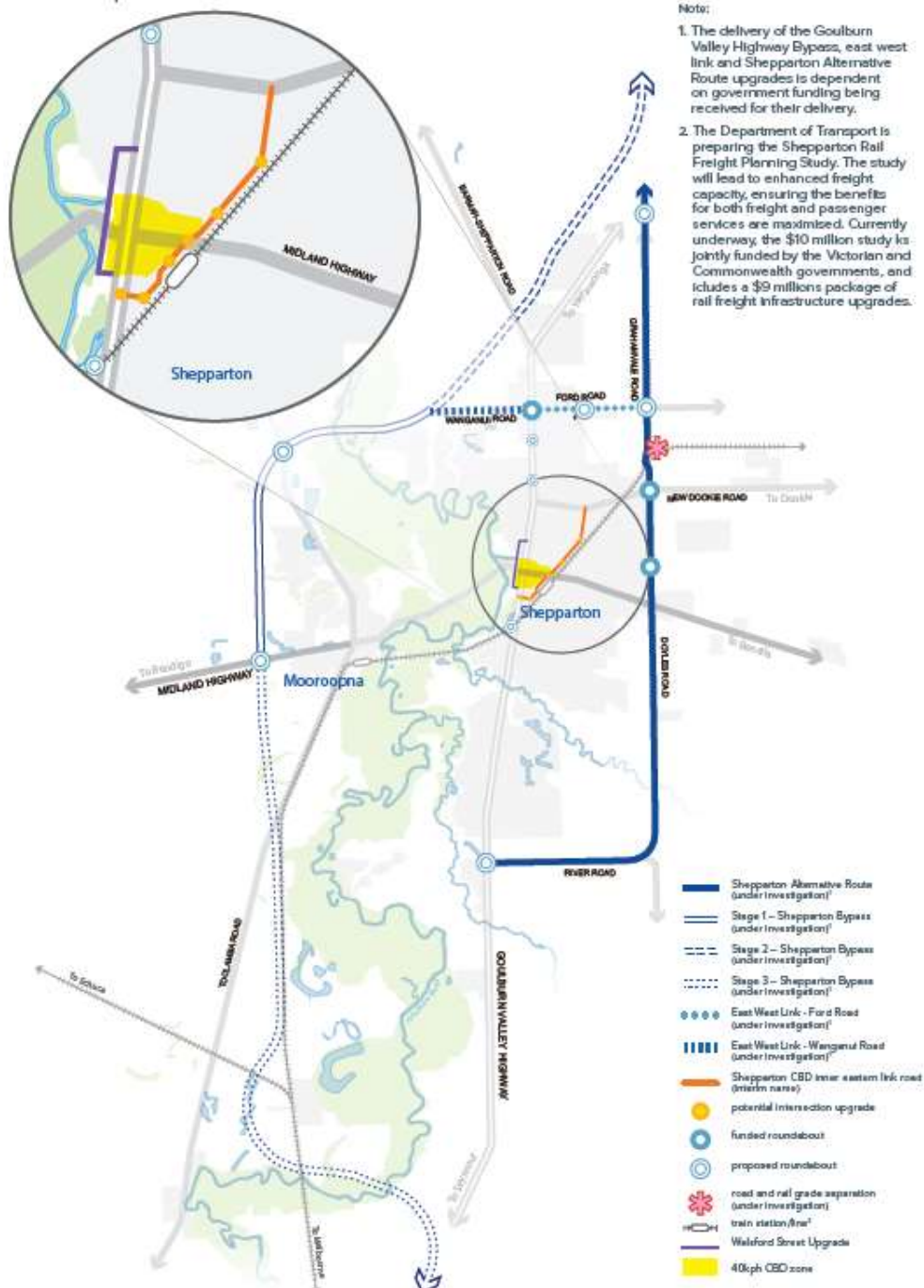


Figure One: Major transport projects in Greater Shepparton.

Ford Road has been long established as Council and Regional Roads Victoria's (RRV) adopted route to realise an east-west arterial link road in Shepparton North between the Goulburn Valley Highway and the Shepparton Alternative Route. The role has been assessed in a number of long-term strategic planning studies, including the adoption of the *Shepparton North Growth Corridor Outline Development Plan* in 2003 (see Figure Three), the *Greater Shepparton 2030 Strategy 2006* (see Figure Four) and the *Greater Shepparton Freight and Land Use Strategy 2013* (see Figure Five).

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

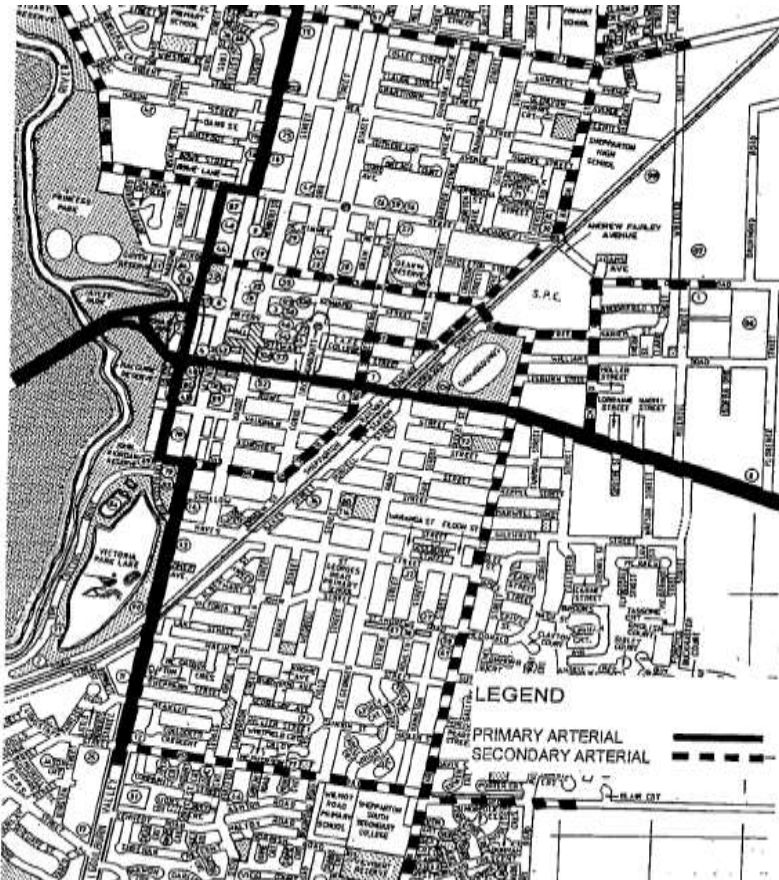


Figure Two: Extract from the *City of Greater Shepparton Strategy Plan 1996*.

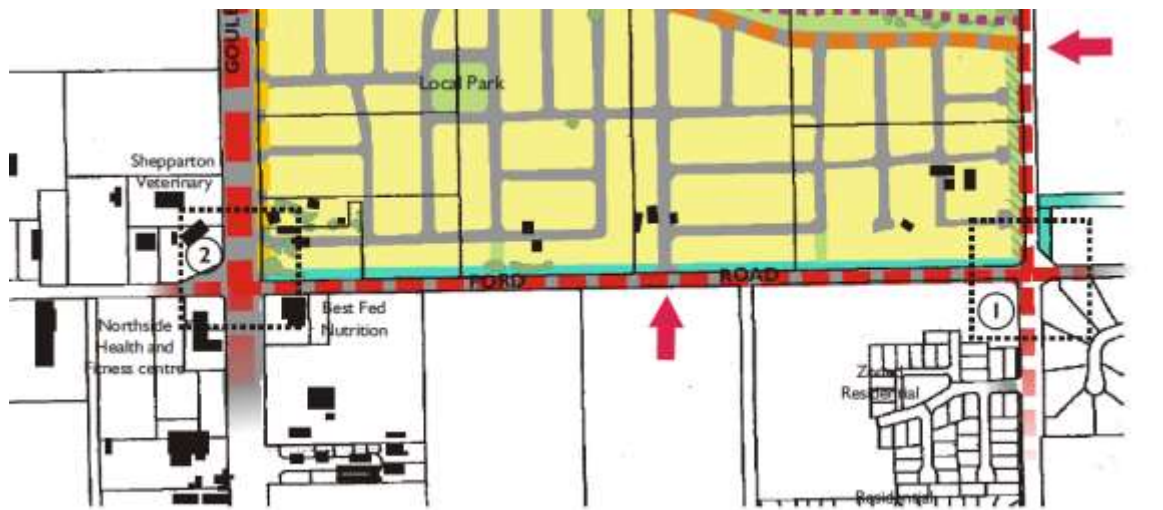


Figure Three: Extract from *Shepparton North Growth Corridor Outline Development Plan*: Ford Road is identified as secondary arterial road.

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10.2 Transport Planning for Shepparton (continued)

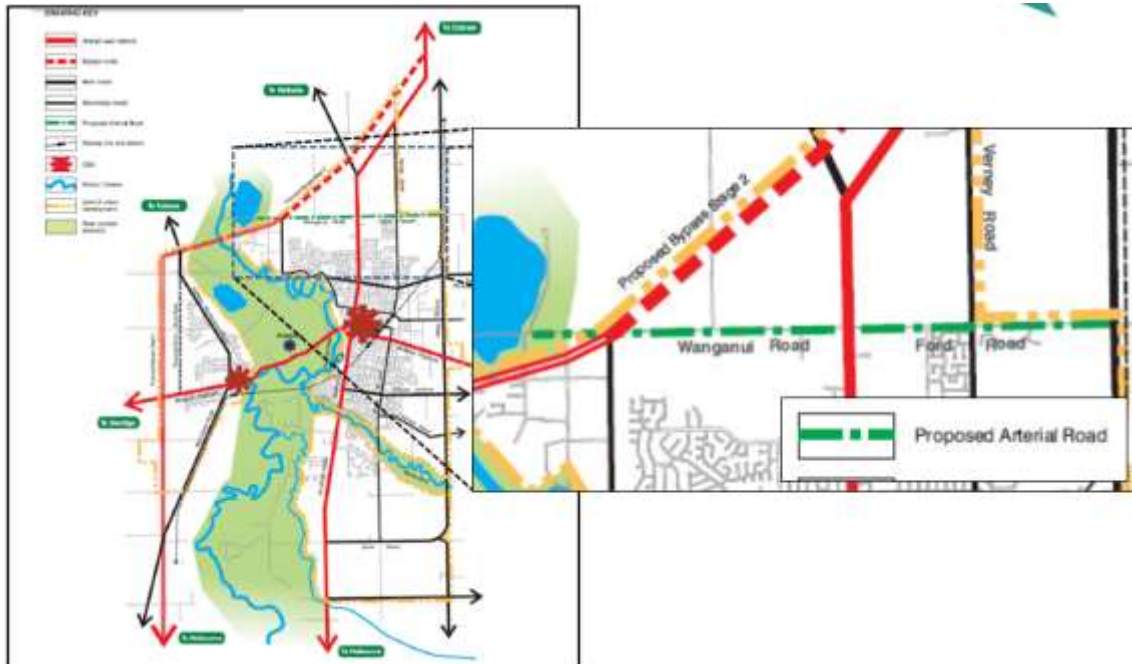


Figure Four: Extract from the *Greater Shepparton 2030 Strategy 2006*: Wanganui and Ford Roads are identified as ‘proposed arterial road’.

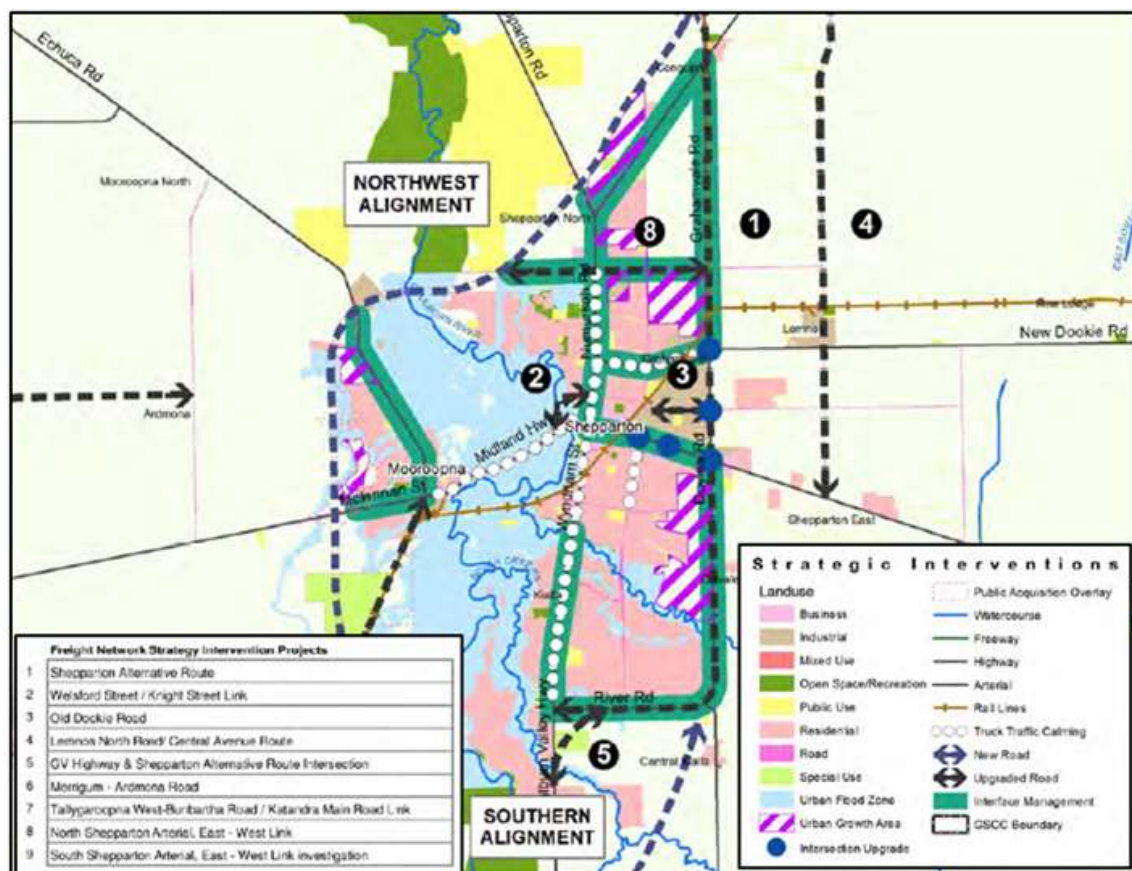


Figure Five: Extract from the *Greater Shepparton Freight and Land Use Strategy 2013*: Wanganui and Ford Roads are identified as ‘Freight Network Strategy Intervention Project 8 – North Shepparton Arterial, East-West Link’.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

After decades of strategic planning work, these projects are currently progressing towards implementation with Council and State Government currently progressing design and construction work.

Ford and Wanganui Roads Investigation Study

Following the completion of Stage 1 of the Goulburn Valley Highway Shepparton Bypass, Ford Road will become a key strategic east-west link between Stage 1 of the Shepparton Bypass and the Shepparton Alternative Route (Doyles, Grahamvale and River Roads) for traffic moving west-east and west-south (see Figure Six). It will also aid in the realisation of a freight supply chain network around Shepparton and Mooroopna.



Figure Six: Ford Road as a critical East West Link outlined in blue.

GTA Consultants Pty Ltd was engaged by Council in association with RRV in early 2017 to undertake an investigation of the options and constraints into the future upgrade of Ford Road as part of the preparations for Stage 1 of the Shepparton Bypass. The investigation sought to understand the options and constraints in upgrading the road and to assist in advocating for future funding. This would assist in mitigating any adverse impacts at the detailed design stage when funding is secured.

As part of this investigation, Council and GTA Consultants Pty Ltd conducted pre-draft consultation, which received 16 pre-draft submissions. The majority of submissions objected to Ford Road serving as an arterial east-west road.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

Following this pre-draft consultation phase, it became clear that additional studies were required to inform the investigation. GTA Consultants Pty Ltd completed the *Draft Wanganui Road and Ford Road Shepparton: Feasibility Study Design Report 2018* (Draft Ford and Wanganui Report) which took into consideration the issues identified during the consultation phase, as well as the findings and recommendations included in the additional studies. The extent of the investigation area is outlined in Figure Six.

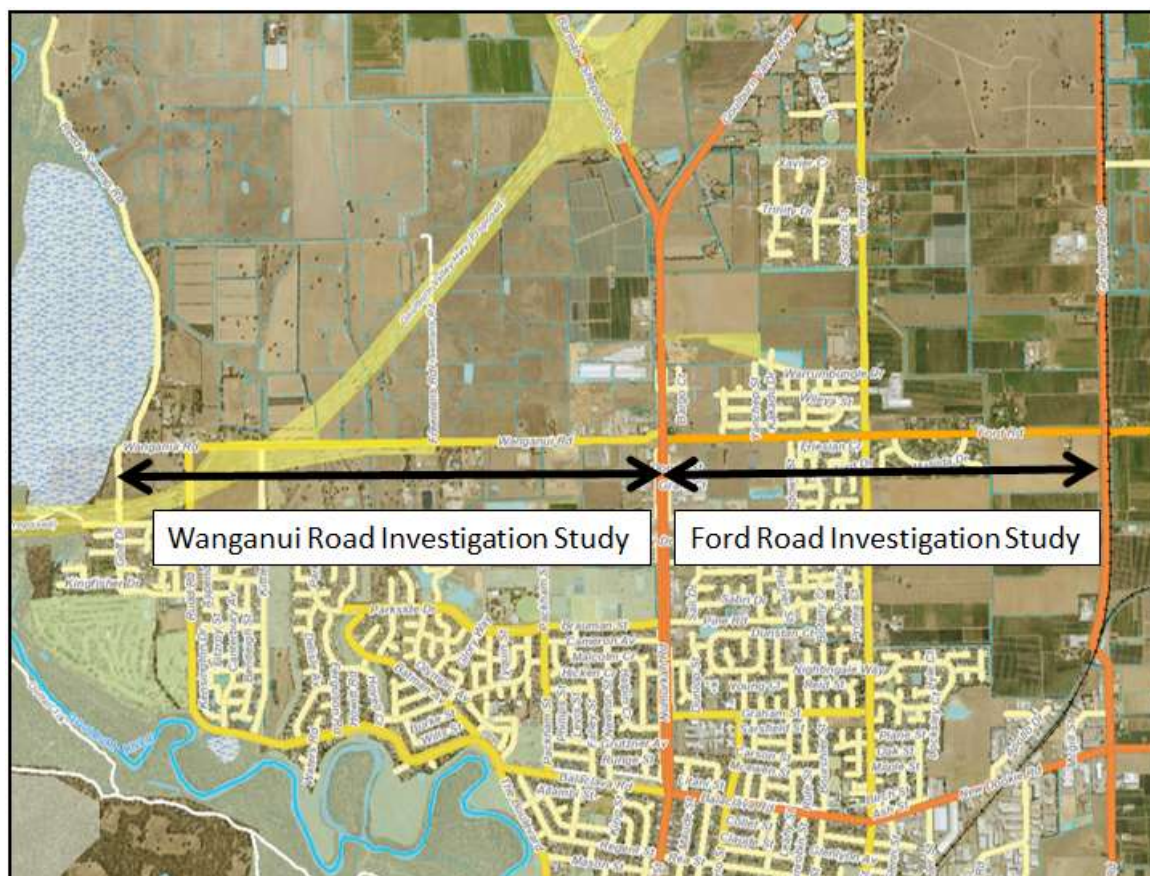


Figure Six: Extent of the Ford and Wanganui Roads Investigation Study.

The findings of the Draft Ford and Wanganui Report can be summarised as follows, it:

- highlighted issues associated with the upgrade of Ford and Wanganui Roads to serve as a key strategic east-west link between Stage 1 of the Shepparton Bypass and the Shepparton Alternative Route;
- provided a concept design to increase the road reserve cross section width from the existing 20 metre reserve to 33.6 metres for Wanganui Road;
- provided two concept designs to increase the road reserve cross section width from the existing 20 metre reserve to 25.4 metres and 27.4 metres for Ford Road;
- identified the following key intersection upgrades along the study area:
 - Ford Road, Goulburn Valley Highway and Wanganui Road as a roundabout;
 - Ford and Verney Roads as a signalised intersection; and
 - Ford and Grahamvale Roads as a roundabout.
- included a landscape master plan for the ultimate design of the entire route; and
- provided an opinion of probable costs for all works required to allow Ford and Wanganui Roads to act as an arterial east-west link. The total cost is estimated to be \$100.64 million.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

There are significant regional and local benefits in realising the upgrade of the route. It will:

- along with Stage 1, realise a freight supply chain network surrounding Mooroopna and Shepparton;
- remove freight movements from the Mooroopna and Shepparton CBDs, and have significant associated safety and amenity benefits;
- improve freight efficiencies for operators to strengthen their sustainability and provide opportunities for future economic prosperity;
- realise a landscaped boulevard along the entire route;
- provide for the segregation of various modes of transport and thereby improving users' safety;
- provide sheltered left and right-hand turn lanes for safe local turning movements;
- lead to improved drainage infrastructure along the entire route; and
- upgrade Ford Road to support its ongoing role and function as a key east-west connection.

At the Ordinary Council Meeting held on the 20 February 2018, Council resolved to:

1. endorse the *Draft Wanganui Road and Ford Road, Shepparton: Feasibility Study Design Report 2018*;
2. release the Draft Report for public comment for a period of eight weeks, commencing on 26 February 2018 and concluding on 23 April 2018; and
3. note that Council officers will report on any feedback, comments and submissions received during the public consultation period prior to the consideration of the *Draft Wanganui Road and Ford Road, Shepparton: Feasibility Study Design Report*.

As a result of the resolution, the Draft Ford and Wanganui Report was placed on community consultation for a period of eight weeks between 26 February and 23 April 2018. The extent of community consultation and results are listed in the *Conversation Report: Draft Wanganui Road and Ford Road Shepparton Feasibility Study Design Report 2018* (Conversation Report, see Attachment One).

Council made the Draft Report available at Council offices at Welsford Street, online on Council's website and social media, and issued a media release. Council conducted community drop-in sessions on the 6 March, 13 March and 5 April 2018 in partnership with RRV and GTA Consultants Pty Ltd.

Overall a total of 19 people attended the one-on-one sessions, and 89 submissions were received. Issues raised during the consultation period included:

- impacts on traffic safety and increase in traffic movements in the area;
- request to investigate alternative alignments;
- air pollution;
- impact on residential areas;
- the status of B-Double status on Ford Road;
- truck curfews; and
- impact on property prices.

As a result of community feedback, Council officers with assistance from GTA Consultants Pty Ltd undertook further targeted consultation regarding the alternative alignments the community suggested. On 7 May 2018, Council notified land owners and occupiers of land in proximity to the community suggested alternative alignments to inform them that Council was assessing these alignments and requesting feedback.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

Further community drop-in sessions took place on the 28 and 30 May 2018. A total of 11 people attended these sessions, with a further 34 submissions received during this consultation period. The summary of the community consultations undertaken and the results are listed in the Conversation Report.

At the Ordinary Council Meeting held on the 29 February 2019, Council received two petitions relating to Ford Road. The first opposed the use of Ford Road as an East – West Truck Link between the Goulburn Valley Highway and Grahamvale Road, with 1,423 signatures. The second called for the reversal of the B Double classification of Ford Road, with 880 signatures.

Future Direction

In the 2017/18 State Budget, \$10.2 million was allocated for planning and early works for Stage 1 of the Shepparton Bypass. The planning work was originally allocated to RRV, with the scope later expanded into the Bypassing Shepparton initiative overseen by Major Road Projects Victoria (MRPV). Bypassing Shepparton collates the planning work and the business cases for three major road projects that are interconnected with one another: Stage 1 of the Shepparton Bypass, upgrades to the Shepparton Alternative Route, and upgrades to Ford and Wanganui Roads.

As a result, following the community consultation phases in 2018, the responsibility for planning and designing major upgrades to the arterial road network in Shepparton (including Ford and Wanganui Roads) was transferred from RRV to MRPV. Both organisations completed further planning studies on the wider Shepparton and Mooroopna road network to help inform a number of future arterial road upgrades. This includes Stage 1 of the Shepparton Bypass, the east-west arterial link along Ford and Wanganui Roads, and the future upgrade of the Shepparton Alternative Route. MRPV also undertook an additional review of the proposed upgrade design for the entire Ford and Wanganui Roads route to ensure that the route complies with recently updated standards for arterial link roads. As a result of the changes to Department of Transport (DoT) requirements for road design (including flood immunity and safety requirements), Council officers put the work conducted by GTA Consultants Pty Ltd on hold.

It is understood that these infrastructure upgrades will be included in the Bypassing Shepparton business case for future submission to DoT and consideration in a future State Government budget.

Given this, it is recommended that Council transfer all materials relating to the upgrade of Ford and Wanganui Roads, including the Conversation Report and all submissions received, to DoT. It should be noted that Council retains the management of Ford and Wanganui Roads, and will remain a significant stakeholder in the preparation and implementation of the upgrades to Ford and Wanganui Roads. However the future planning and design and ultimately implementation and construction will be the responsibility of the State Government.

Shepparton CBD Inner East Link Road

The north east of Shepparton will see significant change in the future with growing traffic demands largely attributed to the population and economic growth as well as investment in major projects and the realisation of further growth fronts. One of these projects is the Shepparton Education Plan announced by the State Government in April 2017, which merges the four public high schools in the Shepparton / Mooroopna area into one

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

campus at the site of the former Shepparton High School at 31-73 Hawdon Street, Shepparton, known as the Greater Shepparton Secondary College (GSSC).

It is expected that the GSSC will see 2,600 students and over 200 staff accommodated on the site, with an ultimate capacity of 3,000 students. With the increase in the number of students accommodated on the site, it was important to investigate the potential impacts on the road network, but also undertake this assessment in light of the cumulative impact of other developments occurring in the area, and traffic increases on the network due to the growing residential community (including future growth) in Shepparton North.

To understand the impacts of the Shepparton Education Plan and other significant investment including the expanded GV Health and the North East Precinct, Council in conjunction with RRV engaged GTA Consultants Pty Ltd to prepare a preliminary transport assessment for the GSSC (*Transport Assessment Greater Shepparton College*). The emphasis of this assessment was to gain an understanding of how the local transport network is equipped to handle the expected increase in traffic movements around the GSSC and to identify the key transport implications.

The *Transport Assessment Greater Shepparton College* (report) suggested a series of intersection upgrades to mitigate the traffic impacts of the GSSC, and the cumulative impact of both other government investment and significant residential growth in North Shepparton. The report also recommended improvements to the pedestrian network to provide adequate connection to surrounding neighbourhoods; noting that key intersections need to be upgraded to encourage students walking to school by providing the necessary level of connection, convenience and safety.

To build on the findings of the report, it was considered that a more detailed traffic assessment would need to be undertaken. In June 2019, Council commissioned GTA Consultants Pty Ltd to prepare the *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report* (IELR Report, see Attachment Two), which includes a traffic impact assessment, cross section and intersection conceptual plans in order to understand the issues and opportunities of establishing an Inner East Link Road in the Shepparton CBD, and to mitigate the traffic impacts from the GSSC.

The Shepparton CBD Inner East Link Road (interim name) roughly follows the railway line between Hayes Street and Balaclava Road via Johnson Street, Hoskin Street, Railway Parade and Hawdon Street (see Figure Seven), and will provide a:

- safe and efficient alternative route to Wyndham Street for vehicles travelling from the south to north-east of the Shepparton CBD;
- link between destinations in and around the link-road as an alternative to using local residential and industrial roads; and
- route for cyclists and pedestrians accessing the school or travelling along the Strategic Cycling Corridor.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)



Figure Seven: Shepparton CBD Inner East Link Road (interim name).

The preferred alignment for the Inner East CBD Link Road is identified in the Greater Shepparton Planning Scheme as a Road Zone Category 2 (see Figure Eight); which identifies higher order local arterial roads.



Figure Eight: The route for the Inner East Link Road situated in the Road Zone Category 2, shown in orange.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

The intersections and conceptual plans were assessed using a traffic network model and detailed intersection modelling that aims to provide an understanding of the broader traffic impacts along the Inner East Link Road. A comparative analysis was conducted where conceptual plans for intersections were assessed against a base scenario where no intersection mitigation measures have been undertaken.

The assessment undertook the preparation of concept designs for the upgrade of the following intersections listed in the table below. The assessment also undertook a cost estimate for the development of these intersections, including the cost for the development of detailed engineering and civil designs, and the costs of construction including road widening, pavement construction, traffic signal works, and other infrastructure. The concept designs of the intersections can be found in Attachment Three.

Location	Existing	Proposed mitigation	Estimated Cost
Wyndham Street (Goulburn Valley Highway) and Hayes Street	Unsignalised T-intersection	Signalised T-intersection	\$1,854,500
Hayes Street and Johnson Street	Unsignalised T-intersection	Unsignalised T-intersection with improvements (interim), and signalised T-intersection (ultimate)	\$296,000
Hoskin Street and North Street, North Street and High Street; Hoskin Street / High Street / Railway Parade	Unsignalised T-Intersection, complex signalised intersection, linked with adjacent level crossing.	Unsignalised T-Intersection with modified priority, removal of traffic lights at North Street and High Street intersection, signalisation of Hoskin Street and Railway Parade at High Street.	\$4,171,000
Fryers Street and Railway Parade, and Fryers Street and Thompson Street	Four-leg roundabout	Dual-roundabouts at the intersections of Fryers Street and Railway Parade, and Fryers Street and Thompson Street.	\$3,180,000
Knight Street / Railway Parade / Hawdon Street / Andrew Fairley Avenue	Four-leg roundabout	Signalised intersection (interim option) with additional widening and land acquisition for ultimate layout.	\$3,994,000 (interim) \$5,710,000 (ultimate)

Table One: Inner East Link Road intersection upgrades.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

The total cost of upgrading all the intersections (interim options) are \$13,495,500 (including a 40% contingency). This increases to \$15,211,500 if the ultimate option for Knight Street / Railway Parade is chosen.

It is recommended that Council note the *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report 2020*. The noting of the report will assist Council in securing funding for the Inner East Link Road and allow the designs for the upgraded intersections to progress to be ready for construction.

Building a Better Shepparton Road Initiative

Council has developed the *Building a Better Shepparton Road Initiative* document to collate proposed intersection upgrades within Shepparton with the purpose of advocating for State and Federal funding to realise the intersection upgrades. The document lists nine intersections to be upgraded with benefits and costings (see Attachment Four). This includes the Shepparton CBD Inner East Link Road, and intersection upgrades on the Goulburn Valley Highway.

The Australian Government has provided funding of \$3.5 billion through the Roads of Strategic Importance (ROSI) initiative to improve productivity and efficiency on Australia's key freight roads, providing better connections between agricultural regions and ports, airports and other transport hubs and better access for tourism, mining and other sectors. An additional \$1 billion was allocated to this initiative in the 2019/2020 Federal Budget.

Victoria has been allocated \$160 million under this program for the Tocumwal to Seymour section of the Goulburn Valley Highway. Council is seeking to secure some of this funding for intersection upgrades on the Goulburn Valley Highway through Shepparton.

The *Building a Better Shepparton Road Initiative* document has identified the following intersections listed in Table Two to be upgraded on the Goulburn Valley Highway.

Location	Existing	Proposed mitigation	Estimated cost (including 40% contingency)
Goulburn Valley Highway and Hawkins Street	Unsignalised T-intersection with service road	Signalised T-intersection with service road	\$2,520,000
Goulburn Valley Highway and Graham Street	Unsignalised T-intersection	Signalised T-intersection	\$1,795,000
Goulburn Valley Highway and Fitzjohn Street	Dual unsignalised T- and four-way intersections	Dual signalised T- and four-way intersections	\$2,470,000

Table Two: Intersections included in the Building a Better Shepparton Road Initiative document.

Goulburn Valley Highway and Hawkins Street

This project will provide a signal controlled intersection to improve the safety and operation of the intersection (see Figure Nine). The upgraded intersection will allow for safe movements of traffic and pedestrians to and from a regional level sports precinct, sub regional shopping precinct and residential developments. In addition to this, the upgraded intersection will support the development of the Munarra Centre for Regional Excellence and Rumbalara Re-life projects, and the future Shepparton Sports and

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

Events Centre. This intersection will be part funded by development contributions, some of which Council has already collected.



Figure Nine: Goulburn Valley Highway and Hawkins Street indicative.

Goulburn Valley Highway and Graham Street

This project will provide a signal controlled intersection to provide safe access and egress to the Goulburn Valley Health (see Figure 10), which is currently being extended. The signal controlled intersection will allow for safe east west movements into and out of the hospital to Goulburn Valley Highway. In addition to this, the upgraded intersection would elevate the existing safety concerns relating to cars queueing along Goulburn Valley Highway seeking to enter the hospital. Additionally the upgraded intersection would provide for appropriate pedestrian access across Goulburn Valley Highway.

Goulburn Valley Highway and Fitzjohn Street

This project will provide safe and convenient access to the relocated Shepparton Art Museum by providing traffic lights and rationalise existing intersections at Hassett Street and Macintosh Street (see Figure 11). The works will ensure safe traffic and pedestrian movements throughout the area. The design for this intersection is almost complete with Council soon to commence consultation on the design. Council will deliver this intersection as part of the construction of the Shepparton Art Museum.

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10.2 Transport Planning for Shepparton (continued)

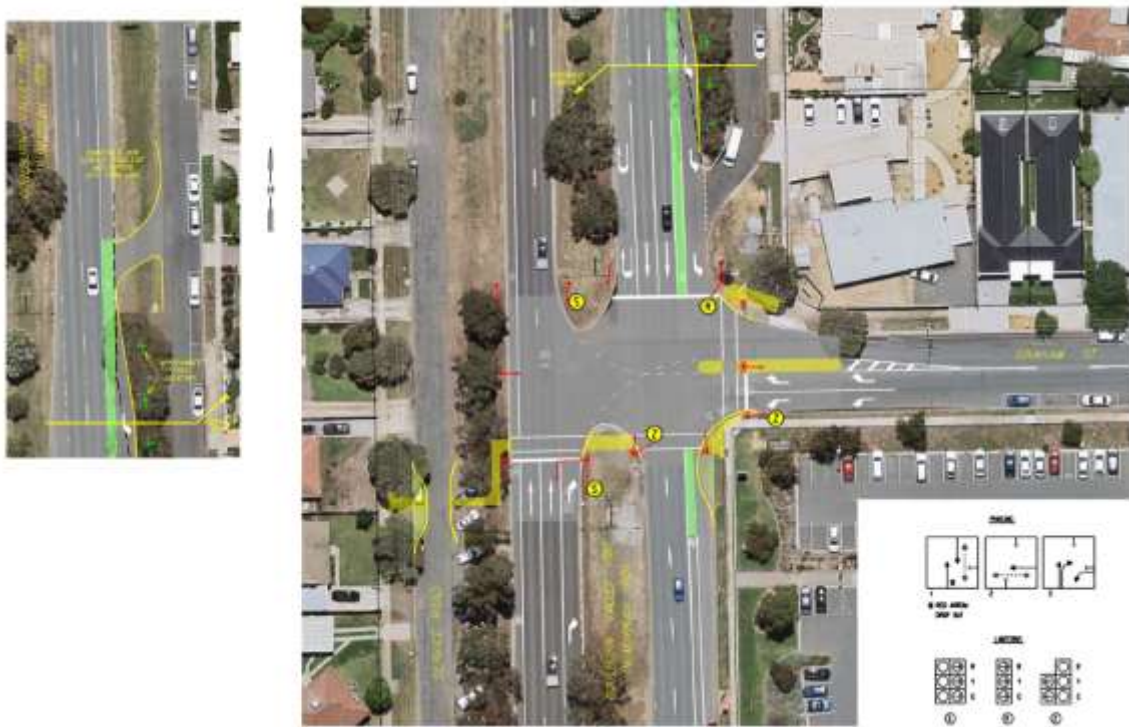


Figure 10: Goulburn Valley Highway and Graham Street indicative.

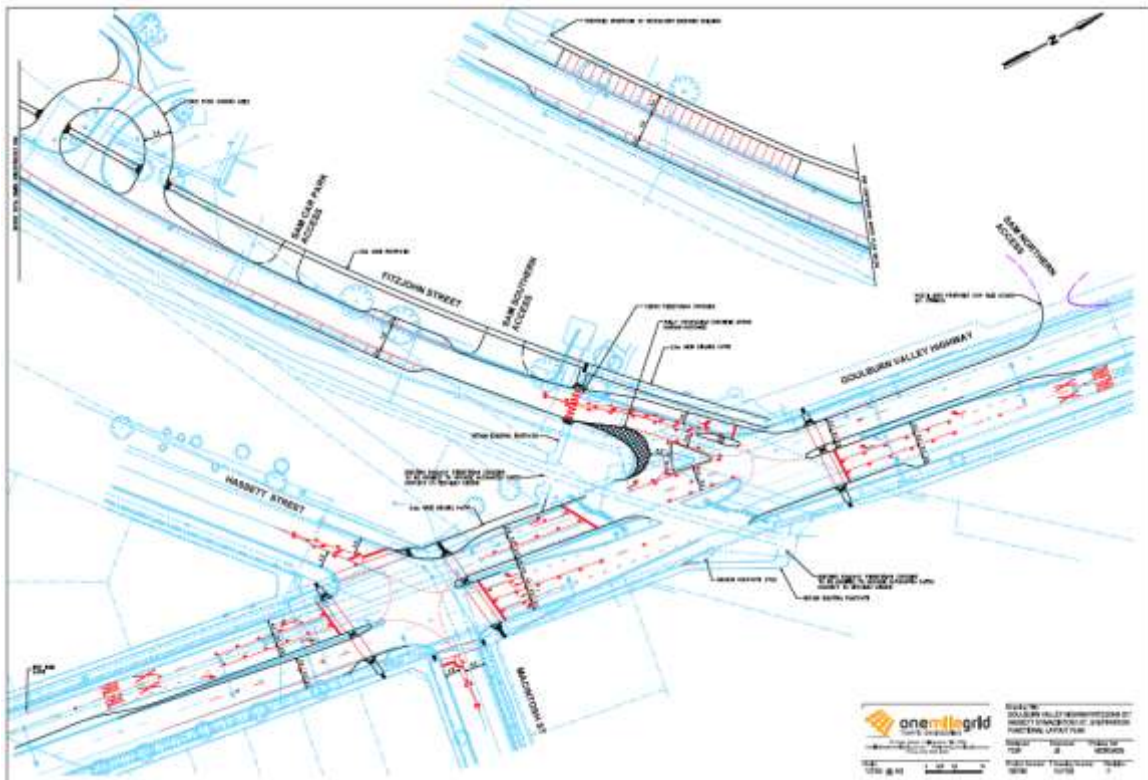


Figure 11: Goulburn Valley Highway and Fitzjohn Street.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

It is recommended that Council endorse the *Building a Better Shepparton Road Initiative* document to allow for continued advocacy for the implementation of the Inner East Link Road and intersection upgrades on the Goulburn Valley Highway. Council officers will continue developing the designs of the intersections to ensure that they will be ready for construction.

Welsford Street Upgrade

The upgrade of Welsford Street into an arterial road to serve as an alternative to Wyndham Street was first identified as a key priority project in the *City of Greater Shepparton Strategy Plan 1996*. It was again listed as a key outcome in the *Shepparton CBD Strategy 2008*, which aimed to improve movement and access to the CBD by reducing through traffic, and to redirect freight and non-local traffic onto alternative routes.

The upgrading of Welsford Street as an arterial road would enable the future downgrading of Wyndham Street as a local route to facilitate improved pedestrian access and amenity. The future aspiration for Wyndham Street is mentioned in the *Shepparton CBD Strategy 2008* (see Figure 12), which is to improve the amenity and pedestrian environment by reducing the two traffic lanes to one lane in each direction, widening the footpaths and installing bicycle lanes in each direction, and attractive landscaping.

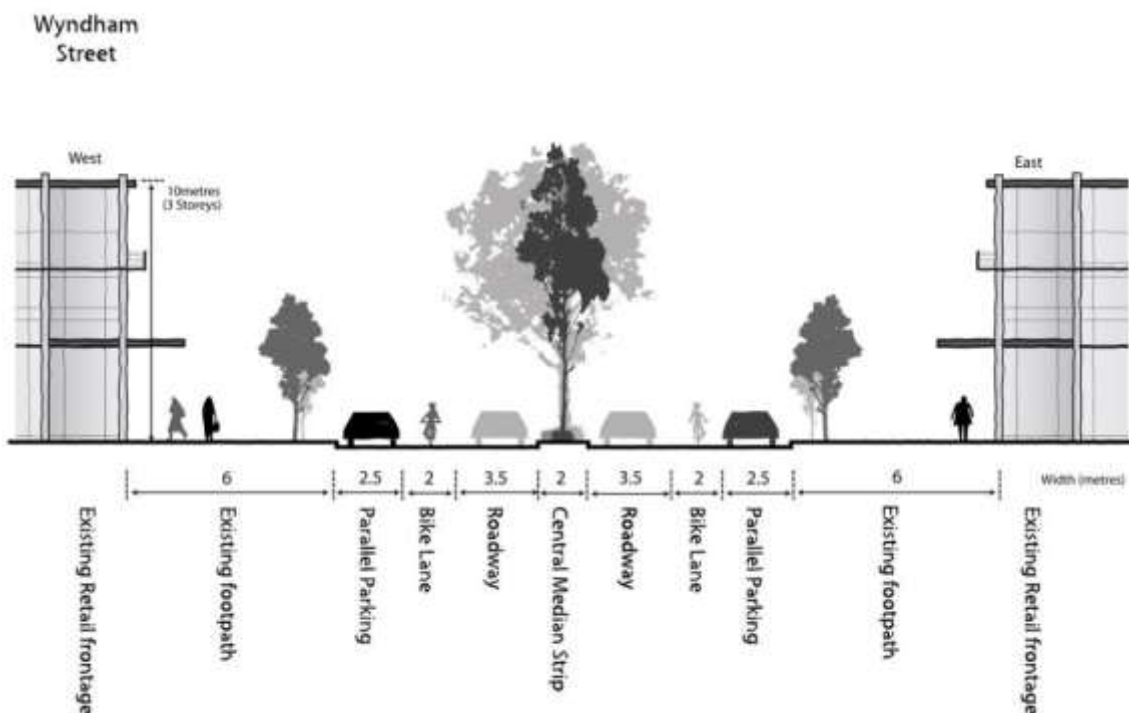


Figure 12: Future aspiration of Wyndham Street, extract from the *Shepparton CBD Strategy 2008*.

To achieve this outcome, a key action from the CBD Strategy is to conduct street work upgrades along Welsford Street, including new upgraded intersections (see Figure 13) as the future downgrading of Wyndham Street will need to rely on the completion of the Welsford Street upgrade to ensure that through traffic can safely bypass Wyndham Street and avoid negative traffic and amenity impacts.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)



Figure 13: Welsford Street upgrade staging (Stages 1 to 3 are now complete).

In 2017, Council commenced the upgrade of Welsford Street to facilitate its role as an alternative route to Wyndham Street. To date, Stages 1, 2 and 3 are now complete and has seen the intersections at Knight Street and Nixon Street upgraded, and centre on-street parking removed to construct a dual carriageway.

Stage 4 of the upgrade will see the intersections with Fryers Street and Marungi Streets upgraded, and the duplication of Welsford Street extended to the Midland Highway, with the design currently being finalised. Construction is expected to commence in 2022/2023 depending on funding. Stages 5 and 6 will involve upgrading Welsford Street south of Fryers Street to the intersection of Wyndham Street & Sobraon Street. These two stages are currently in the preliminary concept stages, with consultation and construction expected to commence in 2024/2025.

Shepparton Safe System Road Infrastructure Program & CBD Speed Limit

The Safe System Road Infrastructure Program (SSRIP) is a joint Transport Accident Commission (TAC) and RRV project to upgrade high risk roads throughout the state, and to improve the safety of road users and pedestrians. Council has worked collaboratively with RRV to obtain funding under SSRIP to upgrade at risk intersections throughout the Shepparton CBD and other areas around the municipality.

In the 2018/19 financial year, Council secured SSRIP funding to project manage and complete construction of the following upgrades:

- Fryers Street/Maude Street – raised intersection;
- Fryers Street mid-block – wombat crossing;
- Fryers Street/Corio Street – wombat crossing;
- Corio Street – wombat crossing; and
- North Street – wombat crossing.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

As part of the 2019/2020 works program under SSRIP, in conjunction with RRV, Council is considering the implementation of a 40km/h speed limit within the Shepparton CBD (see Figure 14). This is in response to safety concerns about pedestrian safety and a number of crashes within the Shepparton CBD. This will create a safer environment for pedestrians and reduce the likelihood of serious injury or fatalities in the event of an accident.

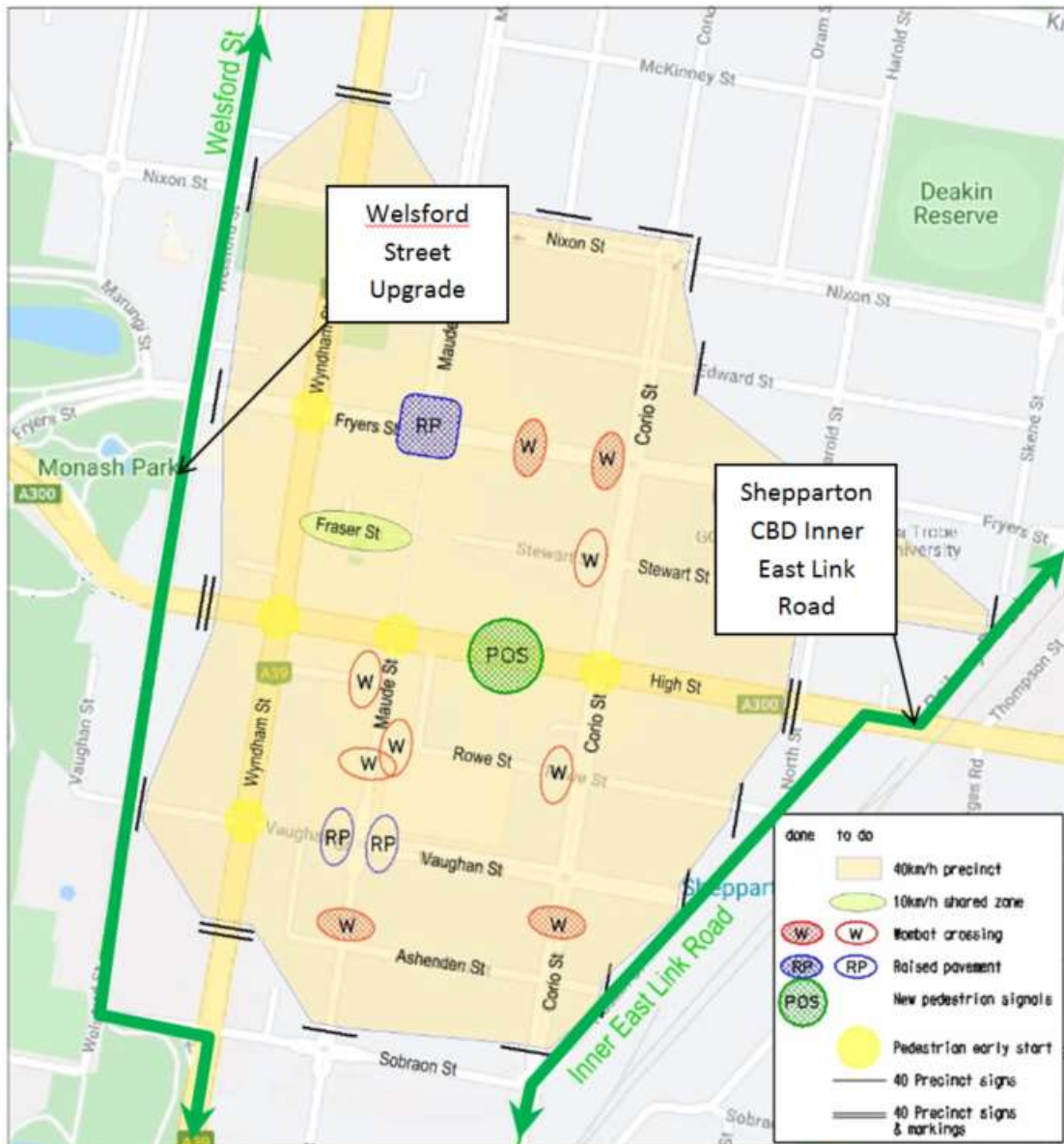


Figure 14: Shepparton CBD proposed 40km/h area.

Also funded as part of the 2019/2020 works program are:

- implementation of a 10km/h Fraser Street shared zone;
- Wyndham Street/Somer Avenue – pedestrian crossing point; and
- Wyndham Street/Sheppard Street – pedestrian crossing point.

On the 11 March 2020 a questionnaire was distributed to businesses and residents within or near the Shepparton CBD, and relevant stakeholders contacted. To date nine

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

residents and stakeholders have returned the questionnaire and provided feedback, most of whom support the 40km/h speed limit in the Shepparton CBD.

Consultation for the 40km/h speed limit area and the Fraser Street 10km/h shared zone has just been completed. Council is awaiting advice from RRV indicating if the speed limit changes are to proceed.

Bus Network Review Advocacy

Council has engaged with the State Government to advocate for a bus network review in Shepparton and Mooroopna. Council recognises that the current town bus network has remained unchanged since 2009 and has numerous issues that make it unsuitable for the needs of residents. This includes infrequent services with limited operating hours, limited service on Saturdays with no Sunday service, no coordination with rail services at the Shepparton Railway Station, and no service to Shepparton and Mooroopna's recent growth areas and major tourist destinations.

As a result the current bus network is unsuitable and inadequate, failing to serve the needs of workers, students, tourists, rail commuters, and particularly disadvantaged people with higher social needs, compounding transport disadvantage and car dependency within Shepparton and Mooroopna.

A town bus network review is needed for Shepparton and Mooroopna to ensure the frequency, span of hours and catchment area reflect the socio-economic profile, and changing dynamics and location of key destinations. Given the recent major infrastructure investment underway including the new Shepparton Art Museum, the GSSC, the expansion of GV Health, the Shepparton Passenger Line Upgrade, and the recently completed new Shepparton bus interchange on Maude Street, Council believes that it is imperative that a town bus network review is undertaken. Council wrote to the Minister for Public Transport outlining the above and will continue to advocate for a bus network review in Shepparton and Mooroopna.

North Street Streetscaping

The improvement of tertiary education within Greater Shepparton has been a goal for Council over the past two decades. The *Shepparton Tertiary Education Precinct Development Plan 2005* and the recently adopted *Shepparton Health and Tertiary Education Precincts Action Plan 2020* envisaged Shepparton as a place of learning and development, and to attract and align investment to grow Shepparton as a health and tertiary education destination. Key objectives and outcomes of both plans were to deliver urban realm improvements to improve the appearance of the tertiary education precincts.

In December 2010 La Trobe University opened a new two-storey campus on Fryers Street, which is already at capacity due to student growth, with La Trobe University seeking to expand the campus. The expansion will add between 610m² and 797m² of additional floor space and cost \$21.4 million with funding from a variety of sources. Council has provided an in-principle agreement to contribute \$300,000 in infrastructure funding towards streetscape works and improving the pedestrian links between the La Trobe University and GOTAFE campuses, providing enhanced integration and connection between both sites.

Council recently started the procurement process to engage a suitably qualified consultant to determine appropriate urban design outcomes, with design options and treatments for North Street. This will determine how Council's contribution will be spent for the streetscaping and pedestrian works and inform further upgrades into the future.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

The streetscaping of North Street will complement other CBD improvement projects being undertaken by Council, particularly the streetscaping of Vaughan Street, the *Shepparton Railway Precinct Master Plan 2017*, and the *Shepparton Railway Station Pedestrian Overpass Alternative Concept Plan 2019*.

Cycling Strategy Review & Strategic Cycling Corridors

In 2014, Council adopted the *Greater Shepparton Cycling Strategy 2013 – 2017* (Cycling Strategy), which identified cycling as a legitimate form of transport for commuter and recreational purposes. The Cycling Strategy proposed a list of infrastructure projects to improve commuter and recreational cycling throughout the municipality.

The implementation of the Cycling Strategy was ambitious, with Council soon to undertake a review of the Cycling Strategy to identify a list of priority projects that will create a holistic and connected cycling network across Greater Shepparton that is implementable. The timing and delivery of any projects identified in this future strategy will depend on Council budget allocations.

Council has also worked collaboratively with DoT to identify Strategic Cycling Corridors (SCC) within Greater Shepparton, which are important routes for cycling transport that link important destinations including the CBD, school and tertiary institutions and other activity areas. The SCC network is underpinned by five principles, which aim to create cycling corridors that are destination focused, safe, direct, integrated and connected. The SCCs for Greater Shepparton are currently being considered for endorsement by the Minister for Roads.

The implementation of a SCC and complimentary local cycling network will create safe cycling infrastructure that is usable for people of all ages and abilities and will encourage an increase in rates of active transportation. Council will continue to working collaboratively with DoT to progress project development and potential funding of the corridors.

Shepparton North East and South East Precincts

Council and the Victorian Planning Authority are progressing two key future growth areas in Shepparton. In October 2019 the Minister for Planning approved Amendment C118, which implemented the Shepparton North East Precinct Structure Plan (NEPSP) that will provide up to 1,500 homes to accommodate a population of more than 4,000 residents.

The PSP has been designed to upgrade the existing road network with new intersections at Verney Road, Ford Road and Grahamvale Road to connect the precinct with the wider Shepparton area. New connector roads will be built within the precinct that will cater for alternative modes of transport by featuring shared paths that link major destinations such as schools and parks and allow for the future expansion of the town bus service into the precinct. The new infrastructure associated with the NEPSP will be funded by development contributions paid for by developers of the precinct and will be constructed with each new stage of residential development.

The future Shepparton South East Precinct Structure Plan will provide up to 2,200 homes to accommodate a population of more than 6,500 residents. It will also incorporate upgrades to the surrounding transport network including provision for intersection upgrades, collector roads, and public transport and shared paths.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

Council Plan/Key Strategic Activity

Theme 3: Economic

Objective 3.1: The Greater Shepparton economy is prosperous, high value and a focus of choice for business, investment and employment.

Objective 3.5 Shepparton is the regional city centre supported by well-planned and designed existing and emerging commercial activity centres.

Theme 4: Built

Objective 4.1 Growth is well planned and managed for the future.

Objective 4.4 Quality infrastructure is provided and maintained to acceptable standards.

Objective 4.7 Reliable, safe, more frequent and connected local and broader transport system supporting the connection of people within, across and outside of Greater Shepparton.

Objective 4.8 Active transport (cycling, walking) is encouraged through safe, connected and improved linkages.

Objective 4.9 Transport routes are efficient and local roads are protected from unnecessary freight, through opportunities involving the intermodal hub and Goulburn Valley Highway Shepparton Bypass.

Theme 5: Environment

Objective 5.1 Greening Greater Shepparton has created an attractive, vibrant and liveable place with well-connected green spaces that are valued by the community.

Risk Management

There are no adverse risks associated with the recommendations of this report.

The primary risk to the community is severe traffic congestion around Shepparton if the intersection upgrades identified in the IELR Report and *Building a Better Shepparton Road Initiative* are not carried out.

Policy Considerations

The recommendations associated with this report supports existing Council policy including the:

- *Draft Shepparton and Mooroopna 2050: Regional City Growth Plan 2019;*
- *Greater Shepparton 2030 Strategy 2006;*
- *Shepparton CBD Strategy 2008;*
- *Freight and Land Use Strategy 2013;* and
- *Shepparton Health and Tertiary Precincts Action Plan 2020.*

Financial Implications

The recommendations associated with this report will not result in any additional financial implications for Council. The financial implications of the construction of or contribution to the construction of infrastructure items outlined in this report will be considered by Council through its normal budgetary processes.

The future implementation of any project listed in this report will have significant impacts on Council's capital expenditure program, and will need partnerships with the State and Federal Governments to cover the costs for these projects. The implementation of these projects will be subject to a future Council resolution or through Council's normal budgetary process.

The cost of preparing the *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report 2020*, which undertook a more detailed

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

traffic impact assessment, was \$134,000 (excluding GST). The contract also underwent two variations following draft consultation with relevant referral authorities. The first variation was for the preparation of conceptual designs and costings for a further two intersections, valued at \$12,000 (excluding GST). The second variation was for additional work at the Fryers Street / Railway Parade / Thompsons Street intersection, which included the preparation of additional design iterations, preparation of additional modelling and a new concept design, and attendance of a workshop with Council, valued at \$12,650 (excluding GST). The total cost of the principal contract and both variations totals \$158,650 (excluding GST).

To date the total cost of preparing the *Draft Wanganui and Ford Road, Shepparton Feasibility Study Design Report* and complementary investigations was \$171,688. Council's total contribution was \$74,639. The total cost has included:

- the initial investigation of Ford Road at a cost of \$80,325 (excluding GST), which was shared equally between Council and VicRoads (RRV);
- the addition of the investigation of Wanganui Road funded wholly by VicRoads (RRV) at a similar cost, by GTA Consultants Pty Ltd. Both investigations were undertaken simultaneously;
- a landscape master plan for the entire route at a cost of \$42,053 (excluding GST), prepared by McGregor Coxall Pty Ltd. This was shared equally by Council and VicRoads (RRV);
- a model of flood behaviour at a cost of \$9,910 (excluding GST), prepared by Water Technology Pty Ltd. This was fully funded by VicRoads (RRV);
- an adverse amenity assessment at a cost of \$10,900 (excluding GST), prepared by Watson Moss Growcott Pty Ltd. This was shared equally by Council and VicRoads (RRV);
- a safe systems assessment of all three intersections at a cost of \$12,500 (excluding GST), prepared by Safe System Solutions Pty Ltd. This was fully funded by VicRoads (RRV); and
- GTA Consultants Pty Ltd was awarded an additional \$16,000 (excluding GST) to provide input into the preparation of the landscape master plan and safe systems assessment. The cost of this contract was shared equally between Council and VicRoads (RRV).

Legal/Statutory Implications

All procedures associated with the preparation of these reports comply with relevant legislative requirements. The infrastructure designs and costings were prepared in accordance with the infrastructure standards outlined in the Greater Shepparton Planning Scheme.

The recommendation in this report will not result in any legal or statutory implications.

Environmental/Sustainability Impacts

The future implementation of these road upgrades will have positive environmental/sustainability impacts for the municipality. The upgrading works seek to ensure that these works are of a high environmental quality.

The projects are cognisant of the *Greater Shepparton Urban Forest Strategy 2017*, the *Greater Shepparton Street Tree Master Plan 2003*, and the *Landscape Plan Guide 2017 for Development Proposals in City of Greater Shepparton, the Shire of Campaspe and the Shire of Moira 2017* and align with these important documents.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

Social Implications

It is not expected that the recommendation associated with this report will result in any adverse social impacts.

The upgrade and realisation of the intersections and roads identified in this report will result in a net community benefit by improving traffic flows and pedestrian safety around the site of the GSSC and the CBD.

Council will retain the management of Ford and Wanganui Roads, and will remain a significant stakeholder in the preparation and implementation of the upgrades to these roads. Council will provide MRPV with feedback regarding the design and construction of the upgrades, as well as other road upgrades as part of the Bypassing Shepparton business case. Any future upgrades to the arterial road network and other major projects in Greater Shepparton will be undertaken by DoT / MRPV / RRV. Residents and stakeholders will continue to have input into these upgrades as the State Government considers, designs and implements these projects.

Economic Impacts

It is not expected that the recommendations associated with this report will result in any adverse economic impacts.

The upgrade and realisation of the intersections and roads identified in this report will result in a net economic benefit by improving traffic flows in Shepparton.

The financial impact to Council associated with upgrading and realising the transport projects is discussed in the financial implications section of this report.

Consultation

Consultation on the need for these infrastructure items occurred during the consideration of a number of high-level strategic planning documents including the *Greater Shepparton 2030 Strategy 2006*, the *Shepparton CBD Strategy 2008*, the *Greater Shepparton Freight and Land Use Strategy 2013*, the *Draft Shepparton and Mooroopna 2050: Regional City Growth Plan 2019* and the *Shepparton Health and Tertiary Precincts Action Plan February 2020*.

The preparation of the *Draft Wanganui Road and Ford Road Shepparton: Feasibility Study Design Report 2018*, the *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report 2020* and the *Building a Better Shepparton Road Initiative* document align with the findings and recommendations of these documents.

The consultation undertaken for the Draft Ford and Wanganui Report is outlined in the attached Conversation Report. Any further consultation undertaken as part of this project is expected to be undertaken by DoT as part of the realisation of the infrastructure upgrades.

Council did not undertake consultation with the concepts on the Shepparton CBD Inner East Link Road (interim name). Given that the policy for an Inner East Link Road was identified in the *City of Greater Shepparton Strategy Plan 1996*, the *Shepparton CBD Strategy 2008* and consulted on as part of the draft *Shepparton and Mooroopna 2050: Regional City Growth Plan 2019*, Council officers believe that sufficient community consultation has occurred on this matter. Council will engage with residents or businesses immediately impacted by the implementation of the Inner East Link Road as part of the detailed design phase.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

This report was referred to the Department of Education and Training, DoT, MRPV and RRV for comment and feedback.

Strategic Links

a) Greater Shepparton 2030 Strategy 2006

The Council Report implements a number of objectives and strategies contained within the *Greater Shepparton 2030 Strategy 2006*. These include:

Topic: Infrastructure

Direction: The provision and restructure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth.

Objective 5 To develop Walking/Bicycle and Public Transport networks that provide transport and accessibility options to segments of the community who have not or prefer not to use a motor car.

Strategy 5.4 Provide road reservation widths to accommodate bicycle lanes on appropriate routes.

Objective 6 To ensure the safety and efficient functioning of the roads for a variety of users.

Strategy 6.1 Provide a hierarchy of roads to encourage the use of suitable roads and to reduce intrusion of through and freight traffic from entering local urban areas.

Strategy 6.2 Provide for efficient and safe pedestrian and cycle movements within existing and new developments.

Strategy 6.3 Encourage the accessibility and safety for pedestrian movements to be made within the Shepparton CBD area.

b) Other strategic links

Draft Shepparton and Mooroopna 2050: Regional City Growth Plan 2019;

Greater Shepparton 2030 Strategy 2006;

Greater Shepparton Freight and Land Use Strategy 2013;

Greater Shepparton Street Tree Master Plan 2003;

Greater Shepparton Urban Forest Strategy 2017;

Landscape Plan Guide 2017 for Development Proposals in City of Greater Shepparton, the Shire of Campaspe and the Shire of Moira 2017;

Shepparton CBD Strategy 2008; and

Shepparton Health and Tertiary Precincts Action Plan 2020.

Conclusion

Council has developed intersection and arterial road upgrades that aim to cater for increased traffic demand while reducing travel times, easing congestion, improving amenity and pedestrian safety, in response to major State and Federal Government projects.

The upgrade of Ford and Wanganui Roads has been strategically planned for and envisaged since at least 2003. In 2017, following the announcement of preparatory funding for Stage 1 of the Shepparton Bypass, the importance of understanding the form and cost of such upgrade was essential to asset in Council's advocacy for the project. In association with Regional Roads Victoria (RRV), Council commissioned GTA Consultants Pty Ltd to undertake the *Draft Wanganui Road and Ford Road Shepparton: Feasibility Study Design Report 2018*, which investigated the options and constraints into the future upgrade of Ford and Wanganui Roads as part of the preparations for Stage 1 of the Shepparton Bypass. One of the critical outputs of this investigation was the

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.2 Transport Planning for Shepparton (continued)

preparation of concept drawings of the final upgrade design and an opinion of probable cost for any such upgrade to assist in Council's advocacy for the project.

Council, RRV and GTA Consultants Pty Ltd undertook significant community consultation to obtain community feedback, to further understand issues surrounding the upgrade of the roads. However with Major Road Projects Victoria now the lead agency for this project, it is recommended that Council transfer all materials relating to the upgrade of Ford and Wanganui Road, including the Draft Ford & Wanganui Report, Conversation Report, and all submissions, to DoT.

The *Building a Better Shepparton Road Initiative* outlines Council's vision for arterial road improvements and intersection upgrades across the city of Shepparton and will assist in establishing the Shepparton CBD Inner East Link Road. This link road will provide a safe and efficient alternative route to Wyndham Street, and cater for an expected increase in traffic and pedestrian movements in association with the opening of the Greater Shepparton Secondary College at 31-73 Hawdon Street, Shepparton.

The *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report* (IELR Report) seeks to understand the issues and opportunities in establishing an Inner East Link Road for the Shepparton CBD from Hayes Street to Balaclava Road.

The IELR Report recommends that five intersections should be upgraded in order to mitigate the traffic impacts from the Greater Shepparton Secondary College, at an estimated cost up to \$15.3 million (excluding GST).

It is recommended that Council note the *Shepparton CBD Inner East Link Road, Network Traffic Modelling Assessment and Mitigations Report 2020* and the *Building a Better Shepparton Road Initiative*, and commence advocacy for the infrastructure included in both documents.

Attachments

- | | |
|--|----------|
| 1. Conversation Report. Draft Wanganui Road and Ford Road Shepparton Feasibility Study Design Report, 2018 ↓ | Page 307 |
| 2. Shepparton CBD Inner East Link Road Network Traffic Modelling Assessment and Mitigations Report ↓ | Page 319 |
| 3. Shepparton CBD Inner East Link Road (Interim name) Intersection Concepts ↓ | Page 523 |
| 4. Building a Better Shepparton Road Initiative ↓ | Page 529 |

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Team Leader Animal Management

Proof reader(s): Team Leader Strategic Planning

Approved by: Director Sustainable Development

Other: Manager Building Planning and Compliance, Team Leader Building and Planning Support and Compliance, and Team Leader Strategic Planning

Executive Summary

The purpose of this report is to award Contract No. 1964 - Parking Enforcement Services (Part A only) to Database Consultants Australia.

Contract No. 1964 offered the opportunity for submissions to be made for either Part A of the contract being the Parking Enforcement Services only option, or submissions for Part A *and* Part B being the Parking Enforcement Services components as well as the Parking Administration Services component of the contract. Submissions were not accepted for Parking Administration Services Part B only.

The Council has provided in-house Parking Enforcement Services up until June 2019. Over the previous two years, the Council conducted a “Best Value” review of the service provision for Parking Enforcement Services and determined at the end of the review that it would proceed to go out to market to tender for an external contractor to provide the services on behalf of Greater Shepparton City Council.

The contract is required to ensure that the Council can continue to implement and execute a paid parking and time restricted environment in the CBD. The estimated value of the three year contract is:

- Part A - \$1,320,000 including GST (lump sum)
- Parts A and B - \$3,000,000 including GST (lump sum and schedule of rates)

Two submissions were received both offering a price for Part A only, as well as a price for Parts A and B combined.

Based on further financial analysis, keeping the Part B Administration Services in-house represents better value for money for the organisation. Therefore, it is recommended that Council award the contract to an external provider for provision of the Part A – Parking Enforcement Services component only.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services (continued)

RECOMMENDATION

That the Council:

1. accept the tender submitted by Database Consultants Australia for Contract No. 1964 – Parking Enforcement Services (Part A only) for the Lump Sum price of \$1,380,172.40 (for initial three year contract including GST); and
2. authorise the Chief Executive Officer to sign and seal the contract documents.

Contract Details

The contract is a lump sum contract for a three year period with the option to extend the contract for a further two years.

Part A – Parking Enforcement Services is for the provision of on-street parking enforcement officers who will patrol the Shepparton CBD and any other location within Greater Shepparton for the purposes of enforcing parking legislation. Under Part A of the contract, the contractor will provide three fully trained and equipped parking enforcement officers, all on-costs, equipment, materials, training, devices and uniforms, as well as one vehicle fitted with a dash cam.

Part B – Administration Services is for the provision of all administration associated with parking enforcement. This includes customer service via the contractor’s call centre, provision of payment options, cycle function management (penalty reminder notices, final demand letters), the provision of all internal review requests and related data to Council for decision, the provision of fines for potential lodgement with Fines Victoria to Council for review and lodgement. The tenderer is to provide management of each fine from issue to Court lodgement within a suitable computer system and provide Council with appropriate licenses into that system.

Tenders

Tenders were received from:

Tenderers
Database Consultants Australia
Wilson Parking

Tender Evaluation

Tenders were evaluated by:

Title	Directorate
Manager Building, Planning and Compliance	Sustainable Development
Manager Finance	Corporate Services
Team Leader Animal Management (previously TL Regulatory Services)	Corporate Services
Coordinator Parking Enforcement	Corporate Services

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services (continued)

Evaluation Criteria

Tenders were evaluated on the following criteria:

Evaluation Criteria	Weighting
Price	40%
Demonstrated relevant experience	20%
Capacity to Delivery and technical ability	20%
Benefit to the Local Region	10%
Environmental Sustainability	10%
OH&S systems	Pass/Fail

The prices for the provision of Part A - Parking Enforcements Services provided by both tenderers were competitive.

The Evaluation Panel assessed both submissions and determined that Database Consultants Australia was the preferred tenderer for Part A – Parking Enforcement Services due to the company's extensive experience in providing parking enforcement services to local government areas, as well as a solid performance for this Council under the temporary contract since June 2019.

The Evaluation Panel determined that providing the Part B - Administration Services in-house represents better value for money for Council.

Database Consultants Australia has the relevant skills and systems in place to provide the required administration service.

Legislation requires that an authorised officer of Council reviews and makes all decisions in relation to internal reviews, and also reviews and determines which infringements are to be lodged with Fines Victoria. This has been further articulated by the Victorian Ombudsman in a recent report investigating three council's outsourcing of parking fine internal reviews.

The review and management of internal reviews is the most time consuming component of the parking administration processes. Approximately 10 per cent of infringements issued result in an objection letter. In 2017/18, 1,142 internal reviews were completed by Council's authorised officer.

As Council is required to have an authorised staff member performing this significant component of the administration service, as well as reviewing the monthly lodgement of infringements with Fines Victoria, it makes it more financially viable for Council to continue to provide the entire administration component of the parking service.

As a result, only the Part A – Parking Enforcement Services component of the contract is recommended to be awarded.

Council Plan/Key Strategic Activity

Leadership and Governance

Provide strong civic leadership and good governance in the operation of Greater Shepparton City Council.

1.3 Council demonstrates strong leadership and sound decision making in the best interests of the community.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services (continued)

1.4 Financial management is responsible and effective in responding to challenges and constraints with a focus on the financial sustainability of the Council.

1.9 Service standards and service delivery models are realistic and meet community expectations and demand while being financially viable and in line with Council's core business.

Risk Management

Risks associated with this contract relate to the contractor providing a substandard service or being inexperienced in providing the type of parking enforcement service that Council requires. This risk is mitigated by the tenderer having extensive experience and processes, systems and structures in place to provide the required service.

Database Consultants Australia is the preferred tenderer as the company has extensive experience in providing parking enforcement services to Victorian Councils, currently holding contracts with Stonnington, Banyule and Monash Councils.

The company has existing structures and systems in place, and is the company that developed the Paystay pay-by-phone application currently in use in the Shepparton CBD. Database Consultants Australia is also currently providing the temporary parking enforcement service while this procurement process is undertaken.

Policy Considerations

This procurement process has been undertaken in accordance with our Procurement Policy adopted by Council on 19 June 2018 and the *Victorian Local Government Procurement Best Practice Guidelines 2013*.

Financial Implications

The submission received by Database Consultants Australia for Part A – Parking Enforcement Services is \$418,234 per annum. This submission is \$51,899 lower than the current temporary contract which is projected to cost \$470,133 for the 2019/20 financial year.

Prior to June 2019, parking enforcement services were provided in-house by Council employed officers at a cost in 2017/18 of \$387,598 and in 2018/19 for \$389,680. These costs are slightly lower than the proposed external contract submission, however, salaries have increased over the two years and it should be noted that the income under the Council in house parking enforcement service was considerably lower than under the temporary contract as shown by the following income figures.

The income from infringements, parking machines and meters over the last three years;
 2017/18 - \$2,655,299
 2018/19 - \$2,470,741
 2019/20 - \$2,962,067*

*projection based on figures to end April 2020

The significant increase in income covers the cost of delivery of the service.

When the 2019/20 temporary contract costs are subtracted from the current income, the net position is \$410,873 higher than in 2018/19 and \$224,233 higher than 2017/18 under the Council run parking enforcement service.

Awarding the Part A – Parking Enforcement Services contract to Database Consultants Australia represents good value for money for Council.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services (continued)

Part A- Parking Enforcement Services

The submission received by Database Consultants Australia for the Part A component of Contract No. 1964 is \$418,234.06 per annum (excl. GST) being \$1,254,702.18 for initial three year contract period (excl GST)

Database Consultants Australia (DCA) has provided the parking enforcement service on behalf of Greater Shepparton City Council since 16 June 2019. It has demonstrated its expertise at delivering a professional service to Council during this time. The company has extensive experience in relation to providing on-street parking enforcement to various Victorian councils over 20 years and has developed parking management software including Pinforce, which has been used by Council for many years for the issuing of infringements, Paystay and Nova Park – its infringement management program.

Part B – Administration Services

Both of the submissions received included a price for the Part B option of Contract No. 1964.

In 2019/20, the value of the administration tasks that could be performed by an external contractor under the Part B component of Contract No. 1964 is \$118,349.

Both tenderers provided prices for the Part B component that were well in excess of \$118,349 making it more far more cost effective for Council to continue providing the administration services as is currently the case.

It should be noted that Database Consultants Australia provide administration services to other councils and was able to demonstrate capability and experience in this area. It has an effective infringement management program in place that manages each infringement throughout its lifecycle, from issue to court lodgement.

As Council can provide the administration of the parking service at a considerably lower rate than either of the two tenderers, it is recommended that Council continue to do so and only Part A of Contract 1964 be awarded to an external contractor.

Legal/Statutory Implications

Tender process has been carried out according to the requirements of *Section 186* of the *Local Government Act 1989*.

Environmental/Sustainability Impacts

Environmental sustainability was one of the factors upon which the submissions were evaluated. The main environmental impact associated with on-street parking enforcement patrols is the requirement of a vehicle to be used for some patrols. The impact of this vehicle can be reduced by the use of vehicles offering significant fuel economy and lower CO2 emissions, or the use of electric vehicles.

Both tenderers have an environmental policy and expressed a commitment to environmentally friendly practices wherever possible. Database Consultants Australia is more specific in how this relates to the actual provision of the service, and outlined that vehicles are chosen based on fuel economy, CO2 emissions and that it will consider the use of electric vehicles when they become more affordable.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services (continued)

Strategic Links

a) Greater Shepparton 2030 Strategy 2006

The Greater Shepparton 2030 Strategy 2006 describes our future CBD as an exciting, cosmopolitan and vibrant destination for shopping, tourism and leisure activities. A revived mall, an emerging coffee and dining precinct and Shepparton's sunny climate are considered the positive elements that will lead and continue this development.

Considered and appropriate car parking strategies and enforcement are vital to support the desired development of the CBD and other popular and well used areas across Greater Shepparton. An effective parking strategy is important to ensure that there are parking opportunities suitable for the range of people attending the CBD and other locations, be they workers, business owners, shoppers, diners, patients, delivery drivers or others.

The provision of fair and equitable parking enforcement measures enables appropriate vehicle turnover and movement around the CBD, providing opportunity for safe access to the facilities and services for all members of the community. The following strategies found in the *Greater Shepparton 2030 Strategy 2006* support this;

- *4.1.9 Shepparton Central Business District (CBD)* - A strategy is required to manage all users within the Shepparton CBD including pedestrians: loading; parking; cars and public transport, p.17
- *Economic Strategy 4.5* - Provide neighbourhood commercial/retail centres that are accessible to the local community, especially by public transport and bicycle, and that also have adequate car parking provisions, p.37
- *Infrastructure strategy 6.7* - Ensure the efficient management of roads for traffic, public transport, bicycles, pedestrians, parking, scooters and motorized wheelchairs, and for loading and unloading of goods, p.48

b) Other strategic links

Shepparton CBD Strategy, 2008

The Shepparton CBD Strategy, 2008 aims to guide changes in the Shepparton CBD in the years leading up to 2030. It contains 11 key priorities seen as fundamental to achieving the desired vision of the location, one being 'improving access to and provision of car parking within the CBD'.

Objectives listed within the strategy include;

- Manage car parking demand and provision to support the economic competitiveness of the Shepparton CBD
- Create a high-quality pedestrian environment in the Shepparton CBD

Seen as fundamental to supporting CBD businesses is the notion that a range of parking options should be offered with long term parking kept to the periphery and shorter term parking to be found in the inner CBD area. If a range of parking options and restrictions are available, parking enforcement services become vital in ensuring that parking restrictions designed to support our businesses are followed and observed.

A parking saturation survey every five years and regular reviews of time limits are suggested in order to ensure that the restrictions continue to support local businesses and to determine the adequacy of parking in the CBD.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.3 Contract No. 1964 - Parking Enforcement Services (continued)

Conclusion

As a consequence of applying the evaluation criteria outlined in the procurement plan to the two received submissions, and the information gathered and discussed by the members of the evaluation panel, the recommendation is that Database Consultants Australia be awarded the Part A – Parking Enforcement Services component of Contract No. 1964.

The Evaluation Panel took into consideration Database Consultants Australia's extensive experience in delivering parking enforcement services to other Victorian councils, the current positive experience in our dealings with the company in relation to the temporary parking enforcement contract currently held by Database Consultants Australia, its development of the pay-by-phone application Paystay, which is used in the Shepparton CBD, and its provision of Pinforce software, which has been used for many years by Council for the issuing of parking infringements.

Following an examination of the Part B proposals, it was clear that Database Consultants Australia has the relevant skills required to provide the administration service, along with extensive experience of providing administration services to local government areas, however the Evaluation Panel determined that it is economically more advantageous for Council to continue providing the administration service represented by Part B of Contract No.1964, in-house. Council can provide the administration service more cheaply than it can be provided by either of the tenderers.

Consequently, it is proposed that Council continues to perform the administration services in-house, and the Part A component of Contract 1964 is offered to Database Consultants Australia.

Attachments

Nil

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.4 Proposed Land Sale - 30R Florence Street, Shepparton

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Statutory Planner

Proof reader(s): Team Leader Statutory Planner, Manager Planning and Building

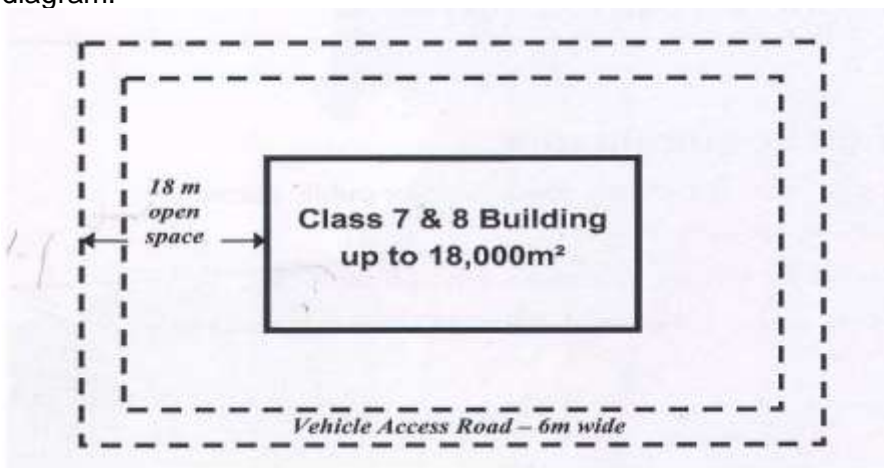
Approved by: Director Sustainable Development

Executive Summary

The Florence Street Basin, located at 30R Florence Street, Shepparton, is a large drainage basin (the Basin Land) that provides retention and water treatment for the Florence Street industrial precinct. Abutting the Basin Land to the north is land occupied by the milk manufacturer, Freedom Foods Group Ltd. Freedom Foods processes several hundred million litres of milk per year and employs over 100 people.

The land occupied by Freedom Foods consists of three very large buildings including the southernmost building. This southernmost building is approximately 10,300m² and is classified as a class 7 building under the Building Code of Australia (BCA).

The BCA generally requires a large isolated building to be provided with emergency vehicle access around the entire perimeter of the building for the purpose of facilitating fire fighting activities. Where this building is not sprinkler protected, an 18m-wide open space must be provided around the entire perimeter of the building, as per the following diagram:



The land is currently non-compliant with these requirements as there is no 18m-wide open space provided.

Freedom Foods has requested that Council sell 2,618sqm of the Basin Land to allow Freedom Foods to be able to provide this 18-wide open space and comply with its fire safety obligations under the BCA.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.4 Proposed Land Sale - 30R Florence Street, Shepparton (continued)

The part of the Basin Land proposed to be sold is marked “1” on the plan of proposed subdivision, below.



This land purchase, if agreed to, would allow Freedom Foods to change the use of the southernmost building from warehousing to manufacturing (factory) so that additional milk processing lines could be installed.

Pursuant to the *Local Government Act 1989*, a person has a right to make a submission on the proposed sale of land by Council. Officers are seeking permission to advertise the proposed land sale, pursuant to Section 189 of the *Local Government Act 1989*.

Following the public notice period, Council will consider all submissions at a Council meeting, at which any person who wishes to be heard in person or be represented by a person acting on their behalf may attend to make submissions. Council will then, either at that Council meeting or a later Council meeting, having considered all submissions on the proposed sale, make a determination on the proposed sale.

It should be noted that just because officers seek to advertise the sale of Council land it does not automatically follow that the land will be sold.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.4 Proposed Land Sale - 30R Florence Street, Shepparton (continued)

RECOMMENDATION

That the Council:

1. authorise the publication of a public notice of intention to sell the land shown generally as Lot 1 on Spiire Plan Drawing Number 307410UD00, being approximately 2,618m² in area, which invites submissions from the public on the proposed sale, in accordance with section 223 of the *Local Government Act 1989* (Act);
2. authorise the Chief Executive Officer to undertake the administrative procedures necessary to carry out Council's functions under section 223 of the Act in relation to this matter.

Background

This proposed land sale, if agreed to, would result in a reduced capacity of the basin. To offset this loss, officers propose to require Freedom Foods to undertake and pay the cost of basin expansion works to ensure the level of service is not reduced to the Florence Street industrial precinct.

The current capacity of the basin is 35,970m³. A preliminary plan has been prepared for the proposed works which depicts the filling of part of the existing basin and the realignment and regrading of the remainder of the existing basin. This plan results in an increase in storage volume of the basin to 44,505m³, being an 8,535m³ increase. It is estimated that these basin expansion works would cost Freedom Foods approximately \$500,000.

It is also proposed that until such time as the above works are completed, Council will continue to occupy and operate the drainage basin on the Basin Land pursuant to a licence for a nominal figure of \$1 per annum. This licence will then terminate upon completion of the above basin works.

Council Plan/Key Strategic Activity

The Council Plan under the Economic chapter includes the following two objectives:

- The Greater Shepparton economy is prosperous, high value and a focus of choice for business, investment and employment.
- Strong global, national and local business connections are developed and nurtured.

Officers consider that this process is assisting the continued expansion of Freedom Foods in Shepparton to create further economic prosperity.

Risk Management

Officers consider that the main potential risk is selling the land at a value not in accordance with a formal valuation. Officers will manage this risk by engaging a certified valuer and propose to make the land available for purchase in accordance with the valuation.

Policy Considerations

Officers consider policy support exists at Clause 21.07-3 of the Greater Shepparton Planning Scheme for the development of drainage infrastructure including:

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.4 Proposed Land Sale - 30R Florence Street, Shepparton (continued)

Objectives - Urban stormwater management

- To maintain and enhance stormwater quality throughout the municipality.
- To ensure that new development complies with the Infrastructure Design Manual.

Financial Implications

An independent valuation of the land will be undertaken. Should the land be sold, Council will receive income from the sale in accordance with the valuation.

Legal/Statutory Implications

Officers have a fee proposal from Holding Redlich Solicitors who will be engaged to ensure the public notice and sale of land is undertaken in accordance with the *Local Government Act 1989* and *Local Government Act 2020*.

Environmental/Sustainability Impacts

The proposed land sale has neutral environmental or sustainability impacts. The successful purchaser will be required to complete drainage works to ensure the capacity and water treatment measures are re-constructed.

Social Implications

Officers consider that the proposed land sale and subsequent basin works has a neutral social outcome given the functional nature of a drainage basin in a non-residential catchment.

Economic Impacts

Should Freedom Foods successful purchase the land it will allow an expansion in milk processing at the site which will result additional employment for the Greater Shepparton community.

Consultation

This report seeks a Council resolution to advertise the proposed intention to sell and seek submissions on the proposed sale of land. Following the advertising period of 28 days officers will consider whether or not the land should be sold.

Strategic Links

Greater Shepparton 2030 Strategy (GS2030)

Under the Infrastructure topic in GS2030 the following objective relates to drainage:
To maintain an efficient and environmentally sensitive stormwater management system.

Conclusion

The proposed sale would allow Freedom Foods to provide sufficient clearance and access for fire fighting activities in compliance with the BCA and improve its operations, as well as enabling the procurement of basin works to rectify the loss of capacity of the basin.

Officers recommend that it is appropriate for Council to consider the proposal to sell part of the Basin Land and, in accordance with its obligations under section 189 of the *Local Government Act 1989*, publish a public notice of intention to sell the land and invite submissions from the public on the proposed sale.

Attachments

Nil

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers, delegates or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Statutory Planner

Proof reader(s): Team Leader Statutory Planning and Manager Planning and Building

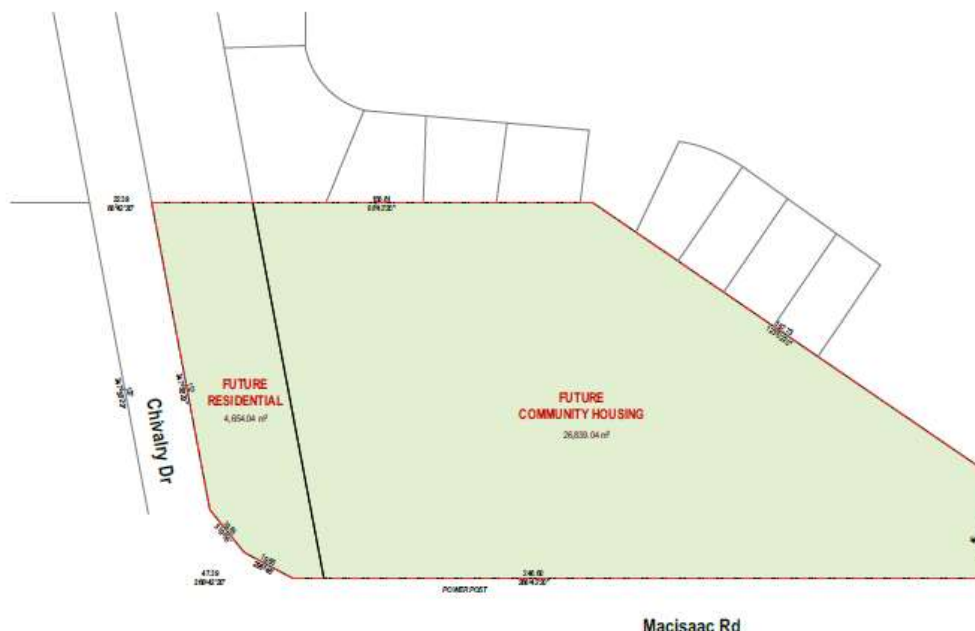
Approved by: Director Sustainable Development

Executive Summary

The Haven Foundation (the Haven) has sought approval for a development plan at 100 MacIsaac Road, Mooroopna (the land) to allow for community housing and residential development.

The development plan proposes the construction of 16 supported independent living units, 20 one and two bedroom units for older people and five residential lots fronting Chivalry Drive.

The proposed development plan is shown below.



The Haven Foundation - Mooroopna

DEVELOPMENT PLAN

20180607

2018067TP100B

THE DEVELOPMENT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNCIL OF GREATER SHEPPARTON COUNCIL.



10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

Officers gave informal notice of the application and received 10 submissions against the proposed development plan.

The main recurring theme from those that responded is what they believe to be the broken promise to develop the land for a school. For a significant length of time a sign existed on the land identifying the site for a future school, purchasers observed this sign and anticipated a school would be constructed on the land in the future, and this has not occurred.

Whilst this sign has no statutory effect it has created a community expectation which has not been delivered on. Submitters also raise concern about detrimental impact on the safety of the area, that the land is inappropriately located for community housing and devaluation of property prices.

The land is located within the Mooroopna West Growth Corridor (MWGC). Officers are required to assess the development plan application against the Development Plan Overlay 14 (DPO14).

The main assessment concern with this application under DPO14 is whether the proposed development plan achieves *general consistency with the Mooroopna West Structure Plan* (MWSP). The MWSP identified the land as a private school site.

Officers consider that the proposed development plan for community housing and residential purposes is in general consistency with the MWSP for the following reasons:

- the zoning of the land is General Residential which is predominantly for residential purposes, although it allows educational uses
- an expression of interest process undertaken by St Mary's Parish has demonstrated that the land is not required for a private school within a reasonable planning horizon.
- using this land for a residential purpose, which is entirely consistent with the zoning, that also serves a community function, is consistent with the high-level strategic planning objectives for the MWSP and in accordance with the MWGC.
- the use of the land for the proposed residential purpose would not significantly impact on the Developer Contribution Plan Overlay 3 as private schools are exempt from paying developer contributions.

Officers consider that the Haven proposes a residential use within land that is zoned for residential development. On this basis officers recommend that Council endorse the development plan.

RECOMMENDATION

That the Council endorse the submitted development plan under DP2020-2.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 Maclsaac Road, Mooroopna (continued)

Property Details

Land/Address	100 Maclsaac Road, Mooroopna
Zones and Overlays	General Residential Zone, Development Plan Overlay 14, Development Contribution Plan Overlay 3 and Land Subject to Inundation Overlay
Land Size	3.149ha
Covenant	No.
Aboriginal Cultural Heritage Sensitivity	Yes. A cultural heritage management plan has been issued for the development

Proposal in Detail

The land is located at 100 Maclsaac Road, Mooroopna which forms part of the MWGC. Maclsaac Road has the function of an east west connector road.

Abutting the site within Maclsaac Road officers will require that the Haven construct a concrete footpath and kerb and channel to complete the urbanisation of the north side of Maclsaac Road.

Locality Plan



10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

Architectural Plan



Background

- The Land is in the General Residential Zone - Schedule 1 (GRZ1) of the Greater Shepparton Planning Scheme (Scheme) and is subject to:
 - the Development Contribution Plan Overlay – Schedule 3 (DCPO3);
 - the Development Plan Overlay – Schedule 14 (DPO14); and
 - in part, the Land Subject to Inundation Overlay.
- The land is 3.1ha in size.
- The land is within an area of cultural heritage sensitivity and a designated bushfire prone area. A Cultural Heritage Management Plan was approved for the Haven by the registered aboriginal party on 30 January 2020.
- The Mooroopna Framework Plan at clause 21.04 of the Scheme identifies the Land as being within one of the “Urban Growth Areas”.
- The MWSP is included as a reference document in clause 21.09 of the Scheme. The MWSP requires that a development plan be endorsed on a site by site basis and that the development plan is to be in general consistency with the MWSP. Following the endorsement of a development plan, a planning permit (if required) that is generally in accordance with the development plan must be obtained.
- The MWSP shows the Land as being a “Private School Site” within Precinct B of the MWGC.
- The Catholic Education Office no longer requires the land for the purpose of a school. Further, based upon enquiries by the land owner, there is no apparent interest from other non-governmental schools to use the land for a school.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

8. There is however current interest in the land by Haven Housing Mooroopna to use it for the purpose of community housing and residential lots.
9. The defined land use term “community care accommodation” is nested under “residential building” and “accommodation” in clause 73.04-1 of the Scheme.
10. The proposal is for 36 dwellings, two community centres and 20 car parking spaces to be implemented in two stages.
11. Community care accommodation is a Section 1 use in the GRZ1, subject to it satisfying the condition that it meets the requirements of clause 52.22 Community Care Accommodation. In the current case the matters in clause 52.22 are all satisfied for stage 1, but not stage 2.
12. The purpose of GRZ1, while predominantly to provide for housing, includes allowing educational and other non-residential uses to serve local community needs in appropriate locations.
13. The estimated quantum of contributions in the Mooroopna West Growth Corridor Development Contribution Plan (MWGCDCP) is in part based upon the land being a school and not residential. It is noted that the DCP contribution rate for a private school use is more than the rate would be for residential use. Despite this, should the land be developed for a private school no developer contribution would be paid as schools are exempt from paying developer contributions.
14. A permit is required for buildings and works within the LSIO under clause 44.04-2 of the scheme for both stages. An application for a permit under the LSIO is exempt from notice and review under clause 44.04-6 of the scheme.
15. Under clause 43.04-2 of the DPO a permit must not be granted to construct a building or to construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority. A permit granted must be generally in accordance with the development plan.
16. The relevant authorities to the application being Goulburn Valley Water and Goulburn Broken Catchment Management Authority have consented to the proposed development plan.

Assessment under the Planning and Environment Act

The submitted application seeks an endorsed development plan to allow the land to accommodate the Haven. If a development plan is endorsed, subject to a planning permit being obtained for buildings and works in the LSIO, the land is able to be developed for the Haven.

Officers have undertaken an assessment of the development plan under the following policy directions.

At the April 2020 Ordinary Council Meeting, Council adopted the Greater Shepparton Affordable Housing Strategy: Houses for People 2020. The policy direction within the strategy is set out below.

In response to legislative changes, and reflecting Council's role as the Planning Authority, the Greater Shepparton Affordable Housing Strategy 2020 establishes the evidence of Affordable Housing need and the actions that Council will take to facilitate an

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

increase in supply and build on existing actions to support housing supply, diversity and quality in Greater Shepparton.

Underpinned by a ‘Housing First’ approach, the Strategy aims to support investment and action to increase in crisis and specialised accommodation; increase Social Housing; improve the diversity of housing choice; and increase the diversity of dwellings in Greater Shepparton.

The objective of Clause 16.01-6S – Community care accommodation is *to facilitate the establishment of community care accommodation and support their location being kept confidential.*

Clause 21.04-1 Urban Consolidation and Growth include an objective *to encourage a variety of housing types, particularly in terms of tenure and price, to contribute to housing diversity and affordability.*

Officers consider that the proposed development plan should be endorsed for the following reasons:

- The proposal implements policy directions from State planning policies to provide community care accommodation
- Local policy anticipated and encourages different types of housing that provides housing options including affordable housing
- The Haven implements Council’s Greater Shepparton Affordable Housing Strategy: Houses for People 2020, by providing specialised accommodation
- The land is within a residential zone and its purpose is to provide housing for the community, the Haven proposes a residential development within a residential zone.

Council Plan 2017-2021 /Key Strategic Activity

Officers consider that the proposed development plan implements the Council Plan particularly the following objectives.

Our community is supported to achieve and sustain physical, emotional and spiritual health and wellbeing.

Quality infrastructure is provided and maintained to acceptable standards.

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
Incorrect notification	A	5	Low	The application has been properly advertised which allowed submissions to be lodged with the Council. These submitters will be informed of Council’s decision on the application.

Policy Considerations

The application has been considered against the policies contained within the Greater Shepparton Planning Scheme and found to achieve an acceptable planning outcome.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

Financial Implications

The land forms part of a Development Contribution Plan. The land has a contribution liability of about \$270,000 which will be paid to Council on a stage by stage basis.

Legal/Statutory Implications

Should the applicant be dis-satisfied with Council's decision an application for review can be lodged at VCAT. No third party appeal rights exist for submitters to the development plan.

Cultural Heritage

The *Aboriginal Heritage Act 2006* provides protection for all Aboriginal places, objects and human remains in Victoria, regardless of their inclusion on the Victorian Aboriginal Heritage Register or land tenure.

The *Aboriginal Heritage Act 2006* introduces a requirement to prepare a Cultural Heritage Management Plan (CHMP) if all or part of the activity is a listed high impact activity, resulting in significant ground disturbance, and all or part of the activity area is an area of cultural heritage sensitivity, which has not been subject to significant ground disturbance.

The proponent has obtained a Cultural Heritage Management Plan from Yorta Yorta for the proposed development.

Environmental/Sustainability Impacts

The use has no detrimental impact on the environment.

Social Implications

Section 60(1)(f) of the Act states the following:

Before deciding on an application, the responsible authority, if the circumstances appear to so require, must consider—

- *Any significant social effects and the economic effects which the responsible authority considers the use or development may have.*

The application does not raise social issues that warrant the refusal of the application.

Economic Impacts

Approval of the development plan will see new investment within the municipality and associated job creation.

Referrals/Public Notice

GVW and GBCMA consented to the proposed amended development plan without requiring any conditions.

Officers provided informal notice of the application, by:

- Sending notices to the owners and occupiers of adjoining land
- Placing a sign on site

Council received 10 comments to the application, including a petition with more than 200 signatures.

All submitters were issued with an acknowledgment letter.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

Unlike a planning application those who have made a submission to the development plan have no ability to review Council's decision in the Victorian Civil and Administrative Tribunal.

This principle is described by one of the purposes of the Development Plan Overlay:

To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Officers informed the community of the development plan process and lack of appeal rights in the informal notice letter;

We note that the Council is not required by statute to advertise or notify adjoining landholders of a request to approve a development plan, however the Council is doing so as it considers it appropriate in the circumstances.

Additionally, there is no formal right for an individual or group to object to a request to approve a development plan. However, the Council is of the view that persons who may be affected should have an opportunity to make submissions and provide input into Council decision-making in this regard.

Furthermore, there is no direct right of review to the Victorian Civil and Administrative Tribunal (VCAT) in respect of the merits of the Council approval of a development plan. Unlike review rights at VCAT in the case of a planning permit application, special provisions apply with respect to consideration of development plans by VCAT.

A submitter location plan is below.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)



The key issues that were raised in the submissions are as follows:

Submission	Officer's Response
De-valuation of land	Officers have considered this submission however place limited weight on the submission as no evidence has been submitted to show that this application will result in property devaluation.
Inappropriate location for development	The land is within a residential zone which provides for community housing. Additionally the land is located on a connector road which removes the need for the community housing occupants to use the Park Views estate road network to access the land.
Inconsistent with the expected land use for the site being a private school	Officers acknowledge that the MWGC and advertising created an expectation that the land would be used for a private school. Despite this, no school providers have expressed an interest in developing the land for a school and it is reasonable to make the land available for a use that is allowable in the zone such as The Haven.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.5 Development Plan - The Haven, 100 MacIsaac Road, Mooroopna (continued)

Submission	Officer's Response
Impact on safety and security of the neighbourhood	Concerns about resident safety associated with the behaviour of residents at the rehabilitation facility are acknowledged. However, no evidence has been provided to substantiate this perceived impact. Given that the application is for a predominantly residential use in a residential zone, it is not expected that the proposal will result in any significant impacts to personal or property safety. Officers also note that The Haven have informed that a manager will be on the site 24 hours a day to oversee residents.
Inadequate design detail of the buildings, fences and access ways	This application seeks endorsement of a development plan which is a high level planning document that does not contain the precise detail that a planning application would. Officers are satisfied that sufficient information has been submitted in support of a development plan application.

Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

Strategic Links

Greater Shepparton 2030 Strategy

Topic: Community Life

Direction: Enhance social connectedness, physical and mental health and wellbeing, education and participatory opportunities in order to improve liveability and provide a greater range of community service.

Conclusion

Officers, having undertaken an assessment of the application, have concluded that the application achieves acceptable planning outcomes when assessed against all relevant policy. As such, the development plan should be endorsed.

Attachments

Nil

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.6 Greater Shepparton Economic Response to COVID-19 Package Stage 2

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Council Officers involved in producing this report

Author: Manager Economic Development

Proof reader(s): Director Sustainable Development

Approved by: Director Sustainable Development

Executive Summary

Council is acting decisively to support our community and businesses to lessen the burden of the significant social and economic consequences of the COVID-19 pandemic.

In response to COVID-19, Council immediately initiated a suite of measures through the introduction of a Stage 1, Greater Shepparton Economic Response to COVID-19 Package on Tuesday 31 March. The Stage 1 Package, which included 21 targeted initiatives, aimed to mitigate the impact of the pandemic on the health and wellbeing of Greater Shepparton residents and local businesses experiencing devastating levels of disruption and uncertainty.

Following on from the success of this Stage 1 Package, Council has developed a *Stage 2 Greater Shepparton Economic Response to COVID-19 Package*. This package introduces a number of initiatives to provide further targeted support for specific segments of our local community, including support for those people in our community financially impacted by the pandemic, such as the most vulnerable, sporting groups, community groups, small business, tourism and hospitality, and the events sector.

While the local economic impacts of the pandemic are yet to be fully understood, this Stage 2 Package estimated to provide over \$2 million in assistance to Greater Shepparton residents, provides timely financial and direct support to businesses and the broader community to assist in managing and navigating the immediate and ongoing impacts of COVID-19.

RECOMMENDATION

That the Council endorse the Stage 2 Greater Shepparton Economic Response to COVID-19 Package.

Background

Greater Shepparton City Council is acting decisively to support our community and businesses to lessen the burden of the significant social and economic consequences of COVID-19. Council understands that our community is facing significant challenges and are committed to supporting our community during these unprecedented times.

Following on from the success of the Stage 1 Package, Council has developed a *Stage 2 Greater Shepparton Economic Response to COVID-19 Package*. This package highlights a number of initiatives to provide further targeted support for our local community and

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.6 Greater Shepparton Economic Response to COVID-19 Package Stage 2 (continued)

business sectors as we work together to drive recovery for the region as physical distancing measures begin to ease.

Council's package seeks to build on relief plans and various measures announced by the Federal and State Governments rather than duplicate their efforts. This package offers direct funding relief, but it further provides actions to strengthen the ongoing resilience and capacity within the community, as well as enabling Council to be more agile in its planning, processing and delivery of services.

The following highlights key areas identified in the *Stage 2 Greater Shepparton Economic Response to COVID-19 Package*:

- COVID-19 Visitor Economy Recovery and Activation Grant Program
- Expanded Business Rebound and Resilience Mentoring Program
- Greater Shepparton business and community response recovery campaigns
- Implementation of Great Things Happen Here regional marketing strategy projects including Invest and Grow Campaign and Careers and Lifestyle Strategies to attract investment, create jobs and promote the region as a liveable regional city of choice
- Visitor Economy support initiatives including specific tourism campaigns aimed at the visiting friends and relatives market and encouraging overnight short stays, as well as supporting specific projects to increase visitation and stimulate the economy
- COVID-19 Events Capacity Building Program
- COVID-19 Virtual Events Program and Event Transition and Adaption Program
- Targeted fee reductions for class two and three food businesses, beauty and accommodation premises
- Fast tracking key strategic planning initiatives
- Leveraging State and Federal stimulus funding opportunities to increase job creation and economic activity in the region
- Additional financial support for Shepparton Food Share
- Additional financial support for Shepparton Family and Financial Services
- Continuation of support for the Greater Shepparton Foundation
- Community Activation and Social Isolation (CASI) Support initiative
- Implementation of the Working for Victoria initiative to create in excess of 200 jobs
- COVID -19 Community Quick Response Round 1 Grant Program
- Community Groups Tenancy Support
- Hardship Policy
- Outdoor Sports Clubs Support Program
- Indoor Sports Facilities Support Program
- Partner with State and Federal Government to identify the most efficient process for our community to access upcoming funding programs

The detailed initiatives are included as an attachment to this report.

This Stage 2 Package, estimated to provide over \$2 million in assistance to Greater Shepparton residents, provides timely financial and direct support to businesses and the broader community to assist in managing and navigating the immediate and ongoing impacts of COVID-19.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.6 Greater Shepparton Economic Response to COVID-19 Package Stage 2 (continued)

Further packages and support initiatives will be considered as COVID-19 Federal and State Government restrictions evolve and the longer term effects of the pandemic are further understood by business and the community.

Council Plan/Key Strategic Activity

Council Plan 2017-2021

- Leadership
- Social
- Economic
- Built
- Environment

Risk Management

There are no known risks associated with the endorsement of this document. While the full local economic and social effects from the pandemic are yet to be fully understood, the Stage 2 Package initiatives support businesses and the broader community to assist in managing and navigating the immediate and ongoing impacts of COVID-19.

Policy Considerations

The initiatives outlined in the Stage 2 Package do not conflict with Council policy.

Financial Implications

The *Stage 2 Economic Response to COVID-19 Package* is estimated to be valued at in excess of \$2 million to the Greater Shepparton community. The initiatives that are outlined in the package have been included within the 2020/2021 Council budget.

Legal/Statutory Implications

There are no legal or statutory implications associated with the endorsement of this document.

Environmental/Sustainability Impacts

The package document identifies some initiatives that aim to increase the environmental sustainability of the Greater Shepparton region.

Social Implications

The package identifies current priorities that aim to benefit the local community from both a cultural and social perspective.

Economic Impacts

The package identifies immediate priorities that will support Greater Shepparton economically to ensure that significant support, marketing, programs, advocacy and initiatives will be implemented immediately to help create growth, jobs, create an economic stimulus and expanded opportunity for our local business community.

Consultation

In developing the Stage 2 Package various consultation has occurred across the community. This includes discussions with over 200 businesses by the Economic Development Department to gauge the impact of COVID-19 immediate and future needs.

10. SUSTAINABLE DEVELOPMENT DIRECTORATE

10.6 Greater Shepparton Economic Response to COVID-19 Package Stage 2 (continued)

Discussions have also been held with key industry bodies such as Greater Shepparton Response, Committee for Greater Shepparton, Tourism Greater Shepparton, Shepparton Chamber of Commerce and Industry and Shepparton Show Me to determine relevant feedback on initiatives that Council specifically can support to assist local business and industry.

From a community perspective a sports user group survey was initiated by the Parks Sports and Recreation Department to garner feedback from community and sporting groups.

This package also supports relief plans and various measures announced by the Federal and State Governments rather than duplicate their efforts.

The package also includes a number of new measures raised by the community in the 2020/2021 Council budget process as a direct response to supporting programs and initiatives as a result of the COVID-19 pandemic.

Strategic Links

a) Greater Shepparton 2030 Strategy

Direction 4: Economic Development

Promote economic growth, business development and diversification, with a focus on strengthening the agricultural industry.

Direction 5: Infrastructure

The provision and restructure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth.

b) Other strategic links

- Greater Shepparton Economic Development, Tourism and Major Events Strategy
- Commercial Activity Centre Strategy
- Environmental Sustainability Strategy

Conclusion

The *Stage 2 Greater Shepparton Economic Response to COVID-19 Package* highlights a number of initiatives to provide further targeted support for particular segments of our local community, including support for those people in our community financially impacted by the pandemic, such as the most vulnerable, sporting groups, community groups, small business, tourism, hospitality and events sector.

While the full local economic effects from the pandemic are yet to be fully understood, the Stage 2 Package estimated at over \$2 million provides timely financial and direct support to businesses and the broader community to assist in managing and navigating the immediate and ongoing impact of COVID-19.

Attachments

Greater Shepparton Economic Response to COVID-19 Package Stage 2 [2](#)  Page 556

11. REPORTS FROM COUNCILLORS

Nil Received

12. REPORTS FROM SPECIAL AND ADVISORY COMMITTEES

Nil Received

13. NOTICES OF MOTION, AMENDMENT OR RECISSION

Nil Received

14. DOCUMENTS FOR SIGNING AND SEALING

Nil Received

15. COUNCILLOR ACTIVITIES

15.1 Councillors Community Interaction and Briefing Program

Disclosures of conflicts of interest in relation to advice provided in this report

Under section 80C of the *Local Government Act 1989* officers and persons engaged under a contract providing advice to Council must disclose any conflicts of interests, including the type and nature of interest.

No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Councillors' Community Interaction and Briefing Program

From 1 May 2020 to 31 May 2020, some or all of the Councillors have been involved in the following activities:

- Goulburn Valley Waste Resource Recovery Group Meeting
- Senior Combined Partners Meeting May 2020
- RiverConnect Implementation Advisory Committee
- Audit and Risk Management Committee Meeting
- Goulburn Valley Waste Resource Recovery Group Forum Meeting
- 2020 Local Government Mayoral Advisory Panel
- Shepparton Education Plan Project Board
- Regional Cities Victoria - Mayors Fortnightly Meeting
- Municipal Emergency Management Planning Committee - Sub Committee
- Murray Darling Association | Board Meeting
- Webinar COVID-19 Update | The Hon Damian Drum & Suzanna Sheed
- Regional Cities Victoria Meeting
- Goulburn Valley Local Government Waste Forum Meeting
- Shepparton Chamber and GSCC Parking Reference Group Meeting
- Greater Shepparton Women's Charter Advisory Committee Meeting
- Goulburn Valley Waste Resource Recovery Group Board Briefing - Recycling Victoria roles
- Sorry Day Flag Raising Ceremony | Monash Park
- Sorry Day Flag Raising Ceremony | Elders Facility Shepparton
- Murray Darling Association - Region 2 General Meeting
- SAM Advisory Committee Meeting
- Regional Cities Victoria – Mayors Fortnightly Meeting
- Development Hearing Panel

In accordance with section 80A of the *Local Government Act 1989* records of the Assemblies of Councillors are attached.

RECOMMENDATION

That the summary of the Councillors' community interaction and briefing program be received and the record of assemblies of Councillors be noted.

15. COUNCILLOR ACTIVITIES

15.1 Councillors Community Interaction and Briefing Program (continued)

Attachments

1. Informal Women's Charter meeting via Zoom [↓](#) Page 561
2. Development Hearing Plan Meeting - Via office and Zoom [↓](#) Page 562
3. CEO and Councillor Catch Up - 5 May 2020 [↓](#) Page 659
4. Councillor Briefing Session - 5 May 2020 [↓](#) Page 660
5. CEO and Councillor Catch Up - 12 May 2020 [↓](#) Page 662
6. CEO and Councillor Catch Up - 19 May 2020 [↓](#) Page 664
7. Informal Women's Charter meeting via Zoom [↓](#) Page 666
8. CEO and Councillor Catch Up - 26 May 2020 [↓](#) Page 667
9. Councillor Briefing Session - 26 May 2020 [↓](#) Page 764

16. URGENT BUSINESS NOT INCLUDED ON THE AGENDA

17. CONFIDENTIAL MANAGEMENT REPORTS

17.1 Designation of Confidentiality of Information

RECOMMENDATION

That pursuant to section 89(2)(d) of the *Local Government Act 1989* the Council meeting be closed to members of the public for consideration of a confidential item.

17.2 Murchison Neighbourhood House purchase - Expression of Interest

17.3 Reopening of the Council Meeting to Members of the Public

17.4 Designation of Confidentiality of Information – Report Attachments

RECOMMENDATION

In accordance with section 77(2)(b) of the *Local Government Act 1989* (the Act) the Council designates as confidential all documents used to prepare the following agenda items and previously designated by the Chief Executive Officer in writing as confidential under section 77(2)(c) of the Act.

1. Report 7.3: Contract No. 2009 Design and Construction Route 5 Pedestrian Bridge and Associated Works. This document relates to a contractual matter, which is a relevant ground applying under sections 89(2)(d) of the Act.
2. Report 7.4: Contract No. 1895 Design of Signalization, Landscape and Upgrade of Wyndham Street & Fitzjohn Street, Shepparton - Variation. This document relates to a contractual matter, which is a relevant ground applying under sections 89(2)(d) of the Act.