

MINUTES

FOR THE
GREATER SHEPPARTON CITY COUNCIL

ORDINARY COUNCIL MEETING

HELD ON
TUESDAY 15 APRIL, 2014
AT 5.30PM

AT THE MOOROOPNA EDUCATION AND ACTIVITY CENTRE
23 ALEXANDRA STREET, MOOROOPNA

COUNCILLORS:

Cr Jenny Houlihan (Mayor)
Cr Dennis Patterson (Deputy Mayor)
Cr Milvan Muto
Cr Les Oroszvary
Cr Michael Polan
Cr Kevin Ryan
Cr Fern Summer

VISION

GREATER SHEPPARTON
AS THE FOOD BOWL OF AUSTRALIA,
A SUSTAINABLE, INNOVATIVE
AND DIVERSE COMMUNITY
GREATER FUTURE

**M I N U T E S
FOR THE
ORDINARY COUNCIL MEETING
HELD ON
TUESDAY 15 APRIL, 2014 AT 5.30PM**

**CHAIR
CR JENNY HOULIHAN**

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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 (5)	Minor (4)	Moderate (3)	Major (2)	Catastrophic (1)
Almost Certain (A) Event expected to occur several times per year (i.e. Weekly)	Low	Moderate	High	Extreme	Extreme
Likely (B) Will probably occur at some stage based on evidence of previous incidents (i.e. Monthly)	Low	Moderate	Moderate	High	Extreme
Possible (C) Not generally expected to occur but may under specific circumstances (i.e. Yearly)	Low	Low	Moderate	High	High
Unlikely (D) Conceivable but not likely to occur under normal operations (i.e. 5-10 year period)	Insignificant	Low	Moderate	Moderate	High
Rare (E) Only ever occurs under exceptional circumstances (i.e. +10 years)	Insignificant	Insignificant	Low	Moderate	High

Extreme CEO’s attention immediately required. Possibly avoid undertaking the activity OR implement new controls

High Director’s attention required. Consider suspending or ending activity OR implement additional controls

Moderate Manager’s attention required. Ensure that controls are in place and operating and management responsibility is agreed

Low Operational, manage through usual procedures and accountabilities

Insignificant Operational, add treatments where appropriate

PRESENT: Councillors Jenny Houlihan, Dennis Patterson, Milvan Muto, Les Oroszvary, Michael Polan, Kevin Ryan and Fern Summer.

**OFFICERS: Gavin Cator – Chief Executive Officer
Steve Bowmaker – Director Infrastructure
Johann Rajaratnam – Director Sustainable Development
Rosanne Kava – Acting Director Business
Kaye Thomson – Director Community
Rebecca Bertone – Official Minute Taker
Sharlene Still – Deputy Minute Taker**

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. APOLOGIES

Nil.

3. 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.

4. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

**Moved by Cr Polan
Seconded by Cr Oroszvary**

That the Minutes of the Ordinary Council Meeting held 18 March 2014, as circulated, be confirmed.

CARRIED.

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.1 Committees of Management - Membership

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: Committees Liaison Officer

Proof reader(s): Team Leader Governance, Manager Corporate Performance

Approved by: Chief Executive Officer

Executive Summary

At the Ordinary Council Meeting held on 15 May 2012 ten members were appointed to the Kialla District Hall Committee of Management for a term expiring on 18 May 2014. An additional member was co-opted to the committee at the Ordinary Council Meeting held on 15 October 2012. As the term of office for these members is due to expire it is necessary that a new committee be appointed to manage the facility from that date onwards. This report recommends that a new committee be appointed for a two year term commencing at the expiry of the current committee's appointment.

At the Ordinary Council Meeting held on 17 April 2012 five members were appointed to the Toolamba Recreation Reserve and Community Centre Committee of Management for a term expiring on 16 April 2014. An additional four members were appointed to the committee at the Ordinary Council Meeting held on 17 December 2014. These four members were appointed to serve the remainder of the committee's existing term of office. As the term of office for all members of the committee is due to expire it is necessary that a new committee be appointed to manage the facility from that date onwards. This report recommends that a new committee be appointed for a two year term commencing at the expiry of the current committee's appointment.

Council has also been advised that William Brown has tendered his resignation from the Australian Botanic Gardens Shepparton Committee of Management and it is therefore recommended that Council officially rescind his appointment to that committee.

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.1 Committees of Management - Membership (continued)

Moved by Cr Patterson
Seconded by Cr Summer

That the Council:

1. having considered the nominations received for appointment to the Kialla District Hall Committee of Management, appoint the following members for a term of two years commencing on 19 May 2014:
 - Moira BOSCHETTI
 - Cheryl GARNHAM
 - Dorothy GODWILL
 - Roger PROVAN
 - Zena PROVAN
 - Peter TACEY
 - Roger TACEY
 - David VEAL.
2. having considered the nominations received for appointment to the Toolamba Recreation Reserve and Community Centre Committee of Management, appoint the following members for a term of two years commencing on 17 April 2014:
 - Keith BRYANT
 - Allison KNIGHT
 - Geoffrey MAYNARD
 - Helen MORRITT
 - William McDONALD
 - Nicole POGUE
 - Jessica WHITE
 - James WOODWARD.
3. resolve that all members (who are not Councillors or nominated Officers) of the Kialla District Hall Committee of Management and the Toolamba Recreation Reserve and Community Centre Committee of Management continue to be exempt from the requirement to complete Interest Returns in exercise of power granted to Council under section 81(2A) of the *Local Government Act 1989*.
4. rescind William Brown's appointment to the Australian Botanic Gardens Shepparton Special Committee.

CARRIED.

Background

Kialla District Hall Committee of Management

The term of office for the current members of the Kialla District Hall Committee of Management is due to expire on 18 May 2014. It is therefore necessary for Council to appoint a new committee to manage the facility over the next two years.

A public notice calling for applications from community members who are interested in joining the committee was placed in the Shepparton News on Friday 7 March 2014 and

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.1 Committees of Management - Membership (continued)

Saturday 15 March 2014. Letters were also sent to the outgoing members of the committee inviting them to apply for another term on the committee.

Applications have been received from eight members of the community who are interested in joining the committee and it is recommended that all of the applicants be appointed to the committee for a two year term commencing 19 May 2014.

Toolamba Recreation Reserve and Community Centre Committee of Management

The term of office for the current members of the Toolamba Recreation Reserve and Community Centre Committee of Management is due to expire on 16 April 2014. It is therefore necessary for Council to appoint a new committee to manage the facility over the next two years.

A public notice calling for applications from community members who are interested in joining the committee was placed in the Shepparton News on Friday 7 March 2014 and Saturday 15 March 2014. Letters were also sent to the outgoing members of the committee inviting them to apply for another term on the committee.

Applications have been received from eight members of the community who are interested in being appointed to the committee and it is recommended that all of the applicants be appointed to the committee for a two year term commencing 17 April 2014.

Australian Botanic Gardens Shepparton Special Committee

The current members of the Australian Botanic Gardens Shepparton Special Committee were appointed at the Ordinary Council Meeting held on 19 March 2013. William Brown has recently tendered his resignation from the committee and it is necessary to formally rescind his appointment.

Interest Return Exemption

In accordance with the resolution passed at the Ordinary Council Meeting held on 17 September 2013 it is recommended that the exemption from completing Interest Returns by members of the Kialla District Hall Committee of Management and the Toolamba Recreation Reserve and Community Centre Committee of Management be extended to include the new members being appointed to the committees.

Council Plan/Key Strategic Activity

This proposal supports the following goals of the *Council Plan 2013-2017*:

- Goal 1 – Active & Engaged Community (Social)
- Goal 4 – Quality Infrastructure (Built)
- Goal 5 – High Performance Organisation (Leadership and Governance)

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
Governance risk associated with the delegation of Council powers to a committee	Possible	Major	High	The appointment of members by formal resolution of the Council reduces governance risks by ensuring that all members of to a committee are covered by Council's public liability insurance.

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.1 Committees of Management - Membership (continued)

Policy Considerations

There are no conflicts with existing Council policies.

Financial Implications

There are no financial implications arising from this proposal.

Legal/Statutory Implications

All of Council's Committees of Management have been established under section 86 of the *Local Government Act 1989* and have been issued with an Instrument of Delegation and Guidelines outlining their responsibilities.

The appointment and rescission of members of these committees by formal resolution of the Council ensures that the powers, functions and duties delegated to these committees are able to be exercised legally.

Environmental/Sustainability Impacts

There are no environmental or sustainability impacts arising from this proposal.

Social Implications

The appointment of community members to committees helps to build a sense of community by increasing stakeholder participation and giving community members a greater sense of pride and involvement in their local community.

Economic Impacts

There are no economic impacts arising from this proposal.

Consultation

A public notice calling for applications from community members who are interested in joining the Kialla District Hall Committee of Management and the Toolamba Recreation Reserve and Community Centre Committee of Management was placed in the Shepparton News on Friday 7 March 2014 and Saturday 15 March 2014. Letters were also sent to the outgoing members of the committees inviting them to apply for another term on the committee.

Level of public participation	Promises to the public/stakeholders	Examples of techniques to use
Inform	Keep informed	<ul style="list-style-type: none"> • Newspaper advertisements • Website announcement • Letter to outgoing committee members
Consult	Informed, listen, acknowledge	Council will consult with its committees prior to making decisions that relate to the relevant facilities.
Involve	Work together. Feedback is an input into decision making.	Committees provide an important source of feedback for Council to manage the facilities.
Collaborate	Feedback will be incorporated into decisions to the maximum level possible.	Council collaborates with its committees prior to making decisions that relate to the relevant facilities.

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.1 Committees of Management - Membership (continued)

Level of public participation	Promises to the public/stakeholders	Examples of techniques to use
Empower	We will implement what the public decide.	Committees of Management have delegated powers to make decisions in relation to the day to day management of the facilities that they are responsible for.

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

Strategic Links

a) Greater Shepparton 2030 Strategy

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

b) Other strategic links

No other strategic links have been identified.

Options for Consideration

Council could choose not to appoint members to either or both of the Kialla District Hall Committee of Management and the Toolamba Recreation Reserve and Community Centre Committee of Management but this would leave the facilities without a committee of management and thus they would need to be directly managed by Council officers.

Council could also choose not to appoint all of the applicants to either committee. However, in accordance with the Guidelines Applying to the Instrument of Delegation to the committee, there is required to be a minimum of five members appointed to a Committee of Management at any time.

Conclusion

It is recommended that all of the nominated applicants be appointed to the Kialla District Hall Committee of Management and the Toolamba Recreation Reserve and Community Centre Committee of Management and that William Brown's appointment to the Australian Botanical Gardens Special Committee be rescinded.

Attachments

Nil

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.2 Contracts Awarded Under Delegation Report - April 2014

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: Procurement Officer

Proof reader(s): Manager Corporate Performance

Approved by: Chief Executive Officer

Executive Summary

To inform the Council of publicly advertised contracts awarded by Officers under delegated authority of the Council during the period 17 February 2014 to 17 March 2014. The report also provides details of the status of requests for tenders that have not yet been awarded.

Moved by Cr Summer
Seconded by Cr Patterson

That the Council note the publicly advertised contracts awarded by the Chief Executive Officer and Directors under delegated authority.

CARRIED.

Tendered Contracts Awarded under Delegated Authority by the CEO

Contract Number	Contract Name	Contract details, including terms and provisions for extensions	Value inclusive of GST	Awarded to
1448	Provision of Professional Advocacy Services	Provision of Professional Advocacy Services to assist Council to continue to strongly advocate to secure significant funding support from all levels of government	\$220,000.00	CPR Communications

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.2 Contracts Awarded Under Delegation Report - April 2014 (continued)

Tendered Contracts Awarded under Delegated Authority by the Directors

Contract Number	Contract Name	Contract details, including terms and provisions for extensions	Value inclusive of GST	Awarded to
1484	Construction of Murchison Heritage Centre Building Extension	Lump sum Contract for the construction of an extension to the Murchison Heritage Centre	\$164,649.10	Moretto Building Pty Ltd

Requests for Tenders advertised but not yet awarded

Contract No.	Contract Name	Contract detail, including terms and provisions for extensions	Status
1390	Design of the Sir Murray Bouchier Memorial	Expression of Interest submissions for the design of the Sir Murray Bouchier Memorial to be located in the Queens Park, Shepparton, including art work, project cost estimate, maquette production and involvement in community engagement process for selection of the preferred design.	Tender closed 30 October 2013. Tenders were evaluated in January, further information is being asked of the tenderers and a decision will be made.
1494EOI	Leasing of Shop 1, Shop 2 and Restaurant SPC Ardmona Kidstown Complex	Leasing Opportunity for shops and/or restaurant at Greater Shepparton's Award Winning Regional Adventure Playground - SPC Ardmona KidsTown.	Tender closed 15 January 2014. EOI's are currently being evaluated. This will be awarded under delegation.
1451	Construction of Grassed Arena at Shepparton Showgrounds	Lump sum contract for the construction of the Grassed Arena at Shepparton Showgrounds	Tender closes 22 January 2014. Tenders currently being evaluated. This contract will be signed under delegation.
1475	Upgrade of Raftery Road Kialla	Lump sum contract for the upgrade of Raftery Road Kialla between the Goulburn Valley Highway and the Sevens Creek bridge Raftery Road	Tender closes 29 January 2014. Tenders currently being evaluated. This contract will be awarded by Council.
1416	Provision of Veterinary Services	Schedule of Rates contract for Veterinary services for a two year contract with a possible two year extension	Tender closes 26 March 2014.

5. OFFICE OF THE CHIEF EXECUTIVE OFFICER

5.2 Contracts Awarded Under Delegation Report - April 2014 (continued)

Contract No.	Contract Name	Contract detail, including terms and provisions for extensions	Status
1480	Aquamoves Cogeneration Plant	Lump sum contract for the, supply and installation of Cogeneration Plant in the Shepparton Aquamoves Aquatic Centre	Tender closes 26 March 2014.
1497	Construction of Crestwood Estate Retardation Basin Works	Lump sum contract for the construction of improvements to drainage infrastructure on the Crestwood Retardation Basin	Tender closes 26 March 2014.

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 \$750,000 including GST.

The Council through the *Exercise of Delegations Policy* has delegated authority to the Directors to approve a contract up to the value of \$150,000 for goods and services and \$200,000 for works.

Legal/Statutory Implications

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

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 17 February 2014 to 17 March 2014.

Attachments

Nil

6. INFRASTRUCTURE DIRECTORATE

6.1 Purchase of 15 Telford Drive, 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: Senior Business and Property Officer

Proof reader(s): Manager Assets

Approved by: Director Infrastructure

Other: Team Leader Development, Team Leader Investigation & Design

Executive Summary

Goulburn-Murray Water has offered to sell the land at 15 Telford Drive to the Council for drainage purposes. It has been ascertained that this land would be beneficial to Council to assist with drainage issues in that area. A joint valuation has been obtained and Council wishes to proceed with the purchase of the land.

Moved by Cr Ryan

Seconded by Cr Patterson

That the Council:

1. purchase the land at 15 Telford Drive Shepparton, being the land in certificate of title volume 10641 folio 373, from Goulburn Murray Water for a sum of \$121,000
2. authorised the Chief Executive Officer to sign and seal all documentation required to facilitate this purchase.

CARRIED.

Background

In March 2013, Goulburn-Murray Water offered the land at 15 Telford Drive to the Council for drainage purposes. The Council already owns the land at 15A Telford Drive Shepparton, which has a retardation basin constructed on it. A report from Chris Smith & Associates commissioned in 2010, identified that the existing basin was under capacity for current design standards.

Consultation with technical staff from the projects department identified that the land at 15 Telford Drive would assist with drainage issues in the area in that it would allow for the expansion of the existing retardation basin, increasing the capacity of the basin. The purchase of the land will allow an additional 2,500 square meter area to be excavated for water retardation. The existing retardation basin is very shallow and during small storm events the water within the existing retardation basin backs up through the surrounding drainage pipeline network.

Local streets including Drummond Road, McHarry Place, Joseph Baldwin Road and Telford Drive and the surrounding properties have regularly encountered storm water inundation even from small to medium sized rain events. Water inundates the surrounding streets from as little as 20mm of rain. During the 2013 flood event considerable flooding occurred in these streets with significant disruption to local

6. INFRASTRUCTURE DIRECTORATE

6.1 Purchase of 15 Telford Drive, Shepparton (continued)

businesses, causing loss of trade and damage to stock. It is a firm belief that increasing the capacity of the basin will improve drainage within the area and will result in less impact from flooding, specifically from minor storm events.

Goulburn-Murray Water had obtained a valuation of \$330,000 for the land as an industrial property. However Goulburn-Murray Water asked the Council to join with them in obtaining a joint valuation on the basis that the proposed future zoning of the land is for public use purposes.

The land was re-valued for public use purposes at \$110,000 plus GST.

Council Plan/Key Strategic Activity

This proposal is consistent with the Council Plan's Infrastructure objective which states that Greater Shepparton City Council will "provide urban and rural infrastructure to enhance the performance of the municipality and facilitate growth".

Risk Management

Risks	Likelihood	Consequence	Rating	Mitigation Action
Construction of a larger basin will not be completed before the next flood event	High	High	Medium	Proceeding with the investigation and design as soon as possible and allocating funding in 2015/16 for construction
Construction of a larger basin will not stop flooding	High	High	Medium	An enlarged basin will greatly assist with drainage in the area. Make the community aware that increasing the capacity of the basin will not stop flooding from a major storm event
Criticism of Council for not providing drainage improvements within the area	High	Medium	Low	Purchase additional land to allow for the enlargement of existing basin to improve drainage
Funds not being allocated in future budgets for construction to proceed	Medium	High	Medium	Applying for funding to carry out works
Cost of project will exceed indicative costs estimate	Medium	Medium	Low	Undertake a full project design and scope of works which has been allowed for in 2014/15 budget
No completion date for construction	Medium	Medium	Low	Design to be carried out in 2014/15 for works in 2015/16 budget

6. INFRASTRUCTURE DIRECTORATE

6.1 Purchase of 15 Telford Drive, Shepparton (continued)

Increasing the capacity of the basin will increase the drainage in the area which may in turn reduce the impact of flooding.

Policy Considerations

This proposal does not conflict with any Council policies.

Financial Implications

	2013/2014 Approved Budget for this proposal*\$	This Proposal \$	Variance to Approved Budget \$	Comments
Revenue				
Expense	\$138,000	\$138,000		\$121,000 for purchase and \$17,000 for legal costs, stamp duty and registration fees
Net Result				

* Amount shown in this column may equal one line item in budget or maybe a component of one budget line item.

The indicative future costs of developing the basin would include:-

- Design of basin and pump station alterations - \$50,000. This amount has been allocated in the 2014/15 budget for the initial investigation and design.
- Increase capacity of basin and alter pump station – Estimated \$700,000. This is an indicative cost only which would need to be verified through the preparation of a scope of works following the initial investigation and design.

Legal/Statutory Implications

The purchase will be conducted in accordance with the requirements of the *Local Government Act 1989*.

Environmental/Sustainability Impacts

The land is adjacent to a Council reserve which contains a retardation basin. The purchase of this land will allow for the retardation basin to be expanded, thus assisting with drainage issues in the area and facilitating further development of the area.

Social Implications

The ability for Council to expand the drainage basin in this area will lessen the impact of flooding on adjoining businesses and facilitate further development in the area.

Economic Impacts

The purchase of this land will allow for further development of land within this area. The maintenance of this area will be included in the annual budget for maintenance by Recreation & Parks.

Consultation

Consultation has occurred with Council's drainage engineers, planners and finance to progress this purchase. The Council Chief Executive Officer agreed to join with Goulburn-Murray Water to obtain a joint valuation of the land with a view to Council purchasing the property. Officers believe that appropriate consultation has occurred and the matter is now ready for Council consideration.

6. INFRASTRUCTURE DIRECTORATE

6.1 Purchase of 15 Telford Drive, Shepparton (continued)

Strategic Links

a) Greater Shepparton 2030 Strategy

One of the objectives listed in the Greater Shepparton City Council 2030 strategy is to maintain an efficient and environmentally sensitive stormwater management system. This proposal will assist with that objective.

Options for Consideration

1. Do Nothing
This will result in the land not being purchased and Goulburn-Murray Water will be free to sell the property to a third party. This will result in the Council not being able to extend the retardation basin in this area, which may limit the options for future drainage and limit any options to improve drainage in that area. Not Recommended
2. The Council purchase the property to allow for the extension of the existing retardation basin on the abutting land. This will allow Council to better manage drainage in that area into the future. Recommended

Conclusion

That the Council authorise the purchase of the land at 15 Telford Drive from Goulburn-Murray Water for \$121,000.

Attachments

1. Site map Page 50
2. Telford Drive Retardation Basin Catchment Plan Page 51

7. COMMUNITY DIRECTORATE

7.1 Amendment to Terms Of Reference for Disability 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: Access and Inclusion Officer

Proof reader(s): Team Leader Positive Ageing, Manager Neighbourhoods

Approved by: Director Community

Executive Summary

The Greater Shepparton Disability Advisory Committee (DAC) was established in 2008 to advise Council with recommendations that ensure people with a disability have access and are included in our community. The DAC has a role in assisting with the development of the Greater Shepparton Access and Inclusion Plan, while working in partnership to ensure inclusivity at a local level.

The Advisory Committee have now completed the review of their Terms of Reference and have made minor changes. The revised terms are now presented to Council for endorsement.

Moved by Cr Summer

Seconded by Cr Patterson

That the Council adopt the amended Terms of Reference for the Disability Advisory Committee.

CARRIED.

Background

Greater Shepparton has a diverse community of more than 60,000 residents. Many sectors of the community experience barriers to their daily life, including people with disabilities, families, the aged and people from non-English speaking backgrounds. It is important therefore that Council is proactive and responsive to the special needs of all people within the community.

The Disability Advisory Committee plays a vital role in providing advice and support primarily to Council, but also other organisations more widely across the municipality to ensure inclusiveness in our community.

The DAC also has a role to assist in the annual review of the Greater Shepparton Universal Access and Inclusion Plan (and Action Plan) to ensure its relevance to those who experience barriers in the community.

As per the current Terms of Reference, the Disability Advisory Committee is required to review the terms annually and make any amendments if necessary.

7. COMMUNITY DIRECTORATE

7.1 Amendment to Terms Of Reference for Disability Advisory Committee (continued)

The Advisory Committee are proposing the following amendments to its Terms of Reference to bring the document up to date:

- Adaption into Council's new Terms of Reference template
- Annual report to be presented to Council in August.

Council Plan/Key Strategic Activity

Goal 1 – Active and Engaged Community (Social). Objective 1, 3 and 4: Ensure that the community are consulted and engaged in planning for all abilities for future development.
Goal 4 – Quality Infrastructure (Built). Objective 1 and 2: Consultation with the community to address the needs of people living with a disability and their carers.

Risk Management

Officers have identified only low risks relate to this action.

Policy Considerations

This recommendation supports the delivery of the Greater Shepparton Access and Inclusion Plan 2013-2017 and is consistent with its objectives.

Financial Implications

The above recommendations do not have any financial implications.

Legal/Statutory Implications

This recommendation is consistent with the Local Government Act 1989 and does not limit the human rights embodied in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Environmental/Sustainability Impacts

There have been no negative environmental or sustainability impacts identified for this recommendation.

Social Implications

There are no adverse social implications associated with the recommendation. This proposal supports the inclusiveness in our community.

Economic Impacts

The above recommendations do not have any economic impacts.

Consultation

The Terms of Reference have been developed in consultation with the Disability Advisory Committee and Council's Governance branch.

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

Strategic Links

a) Greater Shepparton 2030 Strategy

The proposal is consistent with the Community Life within the strategy.

b) Other strategic links

Greater Shepparton Universal Access and Inclusion Plan 2013 - 2017

7. COMMUNITY DIRECTORATE

7.1 Amendment to Terms Of Reference for Disability Advisory Committee (continued)

Options for Consideration

1. Do nothing – this option is not recommended as the committee have reviewed the terms and agreed on minor amendments to bring them up to date.
2. Adopt the revised Terms of Reference of the Disability Advisory Committee – this recommendation is preferred as consultation has been undertaken to provide strong and current support for the committee.

Conclusion

The Committee has reviewed the Terms of Reference and proposed a number of minor amendments to bring the document up to date. It is recommended that these changes be endorsed by Council, in order for the Terms of Reference document to be useful as a governance tool for the committee.

Attachments

Terms of Reference for Disability Advisory Committee Reviewed February
2014

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7. COMMUNITY DIRECTORATE

7.2 Women's Charter Advisory Committee Terms of Reference Update

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 Community Strengthening

Proof reader(s): Manager Neighbourhoods

Approved by: Director Community

Executive Summary

The Greater Shepparton Women's Charter Advisory Committee was established by Greater Shepparton City Council in 2011 to promote women in leadership and in all levels of decision-making in Greater Shepparton. The committee has evolved in this time and currently enjoys a strong community membership base. Recently it was identified that to support the committee members and encourage new membership the Terms of Reference needed to be reviewed to provide more specific and transferable guidance for the committee to undertake its actions. The committee have now completed the review of their Terms of Reference and made significant changes. The revised terms are now presented for endorsement by Council.

During this review Councillor Fern Summer has tendered her resignation from the committee and Mayor Councillor Jenny Houlihan has offered to take up the Councillor Charter Champion role. The committee are now seeking Council endorsement of Mayor Houlihan's appointment as Councils representative.

RECOMMENDATION

That the Council:

1. endorse the amended Terms of Reference for the Women's Charter Advisory Committee as presented
2. endorse the appointment of Cr Jenny Houlihan as Charter Champion.

Moved by Cr Summer Seconded by Cr Polan

That the Council:

1. endorse the amended Terms of Reference for the Women's Charter Alliance Advisory Committee as presented
2. endorse the appointment of Cr Jenny Houlihan as Charter Champion.

CARRIED.

7. COMMUNITY DIRECTORATE

7.2 Women's Charter Advisory Committee Terms of Reference Update (continued)

Background

The Women's Charter was first launched by the Women's Participation in Local Government Coalition in 1996. The charter's three principles of gender equity, diversity and active citizenship are now supported by more than 60 local Governments.

Greater Shepparton City Council officially endorsed its commitment to the Women's Charter in 2010 and an action plan followed. In 2011 the advisory committee was instigated and commenced with its first meeting being held on the 4th November 2011 the committee was officially endorsed by Council on the 21st February 2012.

The committee membership has shifted over the last 2 years from a Council based committee to now being a majority of community members. This shift has empowered the committee to engage with the community on many levels as well as promote the principles of the Women's Charter in their everyday lives broadening the reach of the Women's charter.

With a stronger community representation and evaluation with the committee the following amendments have been made to the Terms of Reference:

- Adaption into Councils new Terms of Reference template.
- Inclusion of a clause 4 - Sub-committees. This was included to allow the group to benefit from using smaller working groups for specific actions and focusing on people's interests and skills to produce quality outcomes. An annexure has also been included to outline the functions of 3 ongoing sub committees.
- Variance to clause 5 - Composition: The previous allowance for community members on the committee was for up to 20 community members equating to a maximum committee of 30 members. This was deemed unmanageable if achieved so the numbers have been reduced to 10 community members and 10 Council representatives.
- Variance to clause 5 - Terms of Appointment: The term of appointment has been extended to a two year appointment to be undertaken annually to allow the membership of the committee to rotate. That is: the first year appointees will have their terms of office finish a year before the second year's appointees.
- Variance to clause 5 – Friends: This was a new inclusion as the previous terms did not address those that wish to receive information on Women's Charter but are not actual members.
- Variance to clause 5 – Co-option: This was a new inclusion as the previous terms did not address situations where people were engaged for specific activities of the Women's Charter but are not actual members.
- Inclusion of clause 6 – Role of the Support Person: This was included to further clarify the role of the Council Support Person and be clear about the tasks they would undertake.
- Inclusion of clause 7 – Funding: There has previously been no mention of how the committee was funded and how financial decisions are made, this clause addresses this.
- Inclusion of clause 9 – Reporting Procedure: This clause was included as the committee wanted to provide direction on how their work would be taken to Council. This clause includes reference to an annual report which the committee felt was a positive opportunity to report to Council on their actions and to be able to encourage new membership.

7. COMMUNITY DIRECTORATE

7.2 Women's Charter Advisory Committee Terms of Reference Update (continued)

Council Plan/Key Strategic Activity

Active and Engaged Community: The Women's Charter Alliance Advisory Committee allows the community to be actively involved with council process and decision making whilst also providing a consultative group for Council to engage with. This provides the opportunity for capacity building and higher quality and community understood decisions.

Risk Management

Officers have identified only low risks relate to this action.

Policy Considerations

Officers have not identified any policy considerations effected by these report.

Financial Implications

This report has no financial implications for Council.

Legal/Statutory Implications

Officers have not identified implications from this report.

Environmental/Sustainability Impacts

There are no identified environmental or sustainability impacts associated with this recommendation.

Social Implications

The social implications from this report are very positive. The Women's Charter Alliance Advisory Committee provides a consultative group for Council to engage with that allows capacity building and provides focused advice on the challenges facing women.

Economic Impacts

Officers have not identified implications from this report.

Consultation

The Terms of Reference have been developed in consultation with the Women's Charter Alliance Advisory Committee, Community Strengthening Team Leader and Council's Governance branch.

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

Strategic Links

a) Greater Shepparton 2030 Strategy

Direction 2 – Community Life

b) Other strategic links

Nil

7. COMMUNITY DIRECTORATE

7.2 Women's Charter Advisory Committee Terms of Reference Update (continued)

Options for Consideration

1. Do nothing – this would not be the recommended action as the committee have evolved to a point where new and more detailed terms of reference are required to support their functions.
2. Endorse the revised Terms of Reference of the Women's Charter Alliance Advisory Committee – this would be the recommended action as much consultation has been undertaken to provide strong and current support for the committee.

Conclusion

As the Women's Charter Alliance Advisory Committee consolidates itself and looks to the future it will be important for there to be effective and inclusive terms of reference to support the committee in its capacity of providing advice to Council. Considerable effort and consultation has gone in to reviewing the terms of reference and the committee are confident the new document will help them complete their functions.

Attachments

2014 Women s Charter Alliance Advisory Committee Terms of Reference Page 58

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014

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.

The following Council officers and contractors have provided advice in relation to this report and have disclosed a conflict of interest regarding the matter under consideration:

Officer: Jason Watts – Cosgrove & Pine Lodge Fire Brigade application

Council Officers involved in producing this report

Author: Community Development Officer

Proof reader(s): Neighbourhood Planning Coordinator, Team Leader Community Strengthening, and Manager Neighbourhoods

Approved by: Director Community

Executive Summary

Greater Shepparton City Council launched the Community Matching Grants Scheme in September 2011. The Community Matching Grants scheme has a total budget of \$75,000 for the 2013/2014 financial year.

Round Two 2013/2104 opened on 9 December 2013 launching the new online application process. This round closed on 7 February 2014 with a total of 18 applications being received. All applications were assessed by an internal review panel based on the approved guidelines and application process. The panel have recommended 17 projects be funded. All of these 17 projects meet eligibility requirements and all aim to build or strengthen the Greater Shepparton community. One application was withdrawn. This project was ineligible as the project had already commenced.

Council officers have sought feedback from the community regarding the new online application process and suggested improvements will be implemented for the next Round. The community were offered support either through Information Sessions or on a one on one basis with Council Officers to support the transition to the new online application process. Feedback from the community regarding this grant process has been positive.

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Moved by Cr Patterson
Seconded by Cr Summer

That the Council approve the recommendation of the Grant Review Panel to fund 17 projects as detailed below to the total value of \$29,835 representing Round Two of the 2013/2104 Community Matching Grants Scheme:

Organisation	Project	Allocation
Sing Australia Shepparton	Sing in the Community	\$1000
Congupna Recreational Reserve	Community Safety/Health & Defibrillator Training	\$2100
Merrigum Bowls Club	Shady Bowls	\$2500
GV Chronic Pain Management Support Group	Happy Feet	\$2500
Shepparton Canoe Club	Junior Outrigger Paddling and Safety	\$2500
Shepparton Branch of Australian Red Cross	Red Cross Centenary Exhibition	\$600
36 Degrees South	36 Degrees South Choir	\$800
Toolamba Craft Group	Craft Workshops	\$880
Slap Tomorrow	Slap Tomorrow – Livability & Energy Saving	\$1000
Shepparton High School	Connecting Youth with Community Service for Senior Citizens	\$1580
Tatura Community House Inc	Colour Our World	\$2500
Cosgrove & Pine Lodge Fire Brigade	Amenities Upgrade	\$2500
Mooroopna Branch of the Australian Red Cross	Recognising 100 years of Service	\$2500
Dhurringile Primary School	Wonderful Wetlands	\$1600
South Shepparton Community Centre	Community Meals	\$2075
Tatura Carers Group	Caring for Tatura Carers	\$800
Murchison Community Plan Steering Committee	Murchison Rail Trail Signage	\$2400

Cr Muto requested to move an amendment. Adequate wording was not supplied.

Cr Polan moved that the motion be now put.

CARRIED.

Cr Muto moved that the meeting proceed to the next item of business.

WITHDRAWN.

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Moved by Cr Patterson
Seconded by Cr Summer

That the Council approve the recommendation of the Grant Review Panel to fund 17 projects as detailed below to the total value of \$29,835 representing Round Two of the 2013/2104 Community Matching Grants Scheme:

Organisation	Project	Allocation
Sing Australia Shepparton	Sing in the Community	\$1000
Congupna Recreational Reserve	Community Safety/Health & Defibrillator Training	\$2100
Merrigum Bowls Club	Shady Bowls	\$2500
GV Chronic Pain Management Support Group	Happy Feet	\$2500
Shepparton Canoe Club	Junior Outrigger Paddling and Safety	\$2500
Shepparton Branch of Australian Red Cross	Red Cross Centenary Exhibition	\$600
36 Degrees South	36 Degrees South Choir	\$800
Toolamba Craft Group	Craft Workshops	\$880
Slap Tomorrow	Slap Tomorrow – Livability & Energy Saving	\$1000
Shepparton High School	Connecting Youth with Community Service for Senior Citizens	\$1580
Tatura Community House Inc	Colour Our World	\$2500
Cosgrove & Pine Lodge Fire Brigade	Amenities Upgrade	\$2500
Mooroopna Branch of the Australian Red Cross	Recognising 100 years of Service	\$2500
Dhurringile Primary School	Wonderful Wetlands	\$1600
South Shepparton Community Centre	Community Meals	\$2075
Tatura Carers Group	Caring for Tatura Carers	\$800
Murchison Community Plan Steering Committee	Murchison Rail Trail Signage	\$2400

CARRIED.

Cr Muto called for a division.

Those voting in favour of the motion: Cr Polan, Cr Patterson, Cr Ryan, Cr Houlihan, Cr Oroszvary and Cr Summer.

Those voting against the motion: Cr Muto.

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Background

Greater Shepparton City Council launched the Community Matching Grants Scheme in September 2011. Community Matching Grants are designed to support projects from the Greater Shepparton community which:

- Build new social connections and partnerships within communities, or reinforce those that already exist
- Allow participation in a community activity, at all stages of the project from planning to completion
- Enable community members to acquire or develop a new skill
- Create, renew or revitalise places and spaces within the community.

Grants are available to a maximum of \$2500 with each project required to provide a matching component of the total project cost, either through a cash or in-kind (material or labour) contribution.

The scheme wishes to be as flexible as possible regarding matching funding so there are no concrete rules about the size of the matching contribution. As a guide, however, it is anticipated that the group applying will contribute around half of the total project cost, with no more than half of the applicant's contribution being in-kind. The ability of an organisation to provide financial and in-kind support to a project is taken into account during the review process to ensure a fair distribution of grant funds.

The Community Matching Grant Round Two 2013/2014 opened on 9 December 2013 and closed Friday 7 February 2014. The new online application process (Smartygrants) was introduced for this Round.

Information sessions were held in Toolamba, Merrigum, Dookie, Shepparton, Tatura and Congupna. In addition to these Information sessions community organisations were advised that Council Officers were keen to provide support to use the online grant program and offered assistance by appointment throughout the time that the Grant round was open. Council's Community Development Officer was in contact with most applicants. Many in attendance at the information session advised that they would apply in future rounds, because their projects required further development.

The community were encouraged to provide feedback regarding the online experience and overall the feedback was positive. There have been some suggestions for minor amendments to the online system, which will be addressed.

A total number of 18 applications were received, 17 were considered at a meeting of the Grant Review Panel on Thursday 27 February 2014. One application was withdrawn during the pre-eligibility check when it was identified that the project had already commenced and therefore became ineligible.

The panel included representation from a range of internal Council Departments. A Community Development Officer was in attendance to support the process.

The Panel recommended that 17 applications should receive funding under Round Two of the Community Matching Grant Scheme 2013/2014. All recommended applications meet the eligibility requirements.

The Grant Review Panel recommended that three applicants receive a reduced amount of funding from what they originally requested as some items of expenditure were ineligible.

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Organisation	Project	Community contribution cash and in-kind	Allocation
Sing Australia Shepparton	Sing in the Community	\$14273	\$1000
Congupna Recreational Reserve	Community Safety/Health & Defibrillator Training	\$1720	\$2100
Merrigum Bowls Club	Shady Bowls	\$3690	\$2500
GV Chronic Pain Management Support Group	Happy Feet	\$2610	\$2500
Shepparton Canoe Club	Junior Outrigger Paddling and Safety	\$3000	\$2500
Shepparton Branch of Australian Red Cross	Red Cross Centenary Exhibition	\$600	\$600
36 Degrees South	36 Degrees South Choir	\$1100	\$800
Toolamba Craft Group	Craft Workshop	\$893	\$880
Slap Tomorrow	Slap Tomorrow – Livability & Energy Saving	\$3600	\$1000
Shepparton High School	Connecting Youth with Community Service for Senior Citizens	\$1600	\$1580
Tatura Community House Inc	Colour Our World	\$2250	\$2500
Cosgrove & Pine Lodge Fire Brigade	Amenities Upgrade	\$7000	\$2500
Mooroopna Branch of the Australian Red Cross	Recognising 100 years of Service	\$2950	\$2500
Dhurringile Primary School	Wonderful Wetlands	\$1900	\$1600
South Shepparton Community Centre	Community Meals	\$6550	\$2075
Tatura Carers Group	Caring for Tatura Carers	\$2400	\$800
Murchison Community Plan Steering Committee	Murchison Rail Trail Signage	\$4525	\$2400
	TOTAL	\$60661	\$29835

Council Plan/Key Strategic Activity

The endorsement of the Community Matching Grants is intrinsically linked to the Council Plan 2013 – 2017. The majority of applicants have identified that their project meets one or more of the objectives of:

Goal 1 - Active and engaged communities, in particular
 Continue to enhance community capacity building.

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Applicants have also noted projects that are linked to the following objectives:

Goal 2 - Enhancing the Environment

Goal 3 - Economic Prosperity

Goal 4 - Quality Infrastructure

Ensure that communities have access to high quality facilities.

One application was linked to the Murchison Community Plan.

Risk Management

Insignificant to low risks has been identified and will be addressed at the operational level. All grantees will be required to consult fully with Council representatives prior to, and during their projects to identify any potential adverse consequences, and to devise a strategy to minimise any risks. Applicants have been asked to confirm that they have the necessary public liability insurances for projects where activities are being undertaken by the Grantees themselves. This will be confirmed prior to the release of any funds. The risk of conflict of interest to the Review panel members has been addressed with the inclusion of a Conflict of Interest Declaration on the Grant Assessment Form.

Policy Considerations

Approval of the Community Matching Grant recommendations supports existing Council policies.

Financial Implications

Council has committed a total of \$75,000 for the 2013/2014 financial year for the Community Matching Grant Scheme. It is recommended that \$29,835 is approved for 17 projects in Round Two. Each of the 17 grants incorporates a matching component of up to 50% where the community group share the costs with Council. This matched contribution may be financial or in-kind (labour or materials).

Any GST implications have been considered as part of the recommendation of this report. The remaining \$9,736.32 will be utilised to administer information sessions, hold a grants workshop and promotion of existing and future grant rounds.

	2012/2013 Approved Budget for this proposal*\$	This Proposal \$	Variance to Approved Budget \$	Comments
Revenue	N/A	N/A	N/A	There is no revenue associated with Community Matching Grants
Expense	\$75,000	R2: \$29835	0	Allocated budget is \$75,000
Net Result	\$75,000	R1: \$35428.68 R2: <u>\$29835</u> <u>\$65263.68</u>	0	This is the final round for 2013/2014 financial year. NB - \$9736.32 remaining

* Amount shown in this column may equal one line item in budget or maybe a component of one budget line item.

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Legal/Statutory Implications

The Community Matching Grants Scheme is consistent with the *Local Government Act 1989* and the *Victorian Charter of Human Rights and Responsibilities Act (2006)*.

Environmental/Sustainability Impacts

Two of the recommended projects will enhance the environment and increase community knowledge of environmental and sustainability issues.

Social Implications

Projects recommended for approval come from community organisations that have been a part of the greater Shepparton community for as little as 6 months to an impressive 100 years. Each project provides opportunities for the community to engage in activities that will improve community connections and enhance the social capacity of individuals and families. The applications target a range of community members including young people, seniors, the multicultural community, those with disabilities and small rural communities. Two projects encourage recreational opportunities. Eight of the applications come from small towns in Greater Shepparton. Of these, two will provide improved infrastructure and equipment and others the opportunity for community engagement in art and environmental projects. The planning and implementation of all the projects is made possible through a significant voluntary contribution from community members. All projects are community driven initiatives that will be implemented by groups in the community bringing a sense of community ownership which will contribute to their sustainability into the future.

Economic Impacts

Some of the projects will promote economic activity within the region.

Consultation

Level of public participation	Promises to the public/stakeholders	Examples of techniques to use
Inform	Ensure that the information about the application process was widespread.	Media Release Website Social Media.
Consult	Six Grant Information sessions were held.	Information Sessions x 6.
Involve	Community Development Officers provided assistance to community groups.	Consultation on an individual basis during the application process.
Collaborate	Successful community groups/members will be responsible for the implementation of their projects which will provide the opportunity for community capacity building.	Successful applicants will drive their own community initiatives.
Empower	Whilst decision making regarding successful grant applications is made by Council, community groups will be responsible for the delivery of projects.	Community groups will drive the delivery of their projects.

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

7. COMMUNITY DIRECTORATE

7.3 Community Matching Grants Round Two 2013/2014 (continued)

Strategic Links

a) Greater Shepparton 2030 Strategy

Direction 2 – Community Life

b) Other strategic links

Council Plan 2013 – 2017

Goal 1 - Active and Engaged Communities (Social)

Goal 2 - Enhancing the Environment (Natural)

Goal 3 - Economic Prosperity (Economic)

Goal 4 - Quality Infrastructure (Built)

Greater Shepparton City Council – Community Development Framework

Greater Shepparton City Council – Community Engagement Strategy

Greater Shepparton City Council – Community Plan Implementation Policy

Options for Consideration

Option 1 – Council only approve some of the applications recommended by the Grant Review Panel

The Grant Review Panel has extensively reviewed the grant applications and made informed recommendations. To only fund some of the applications would limit Council's potential to take advantage of the communities commitment to the projects listed and the opportunities created for community capacity building.

Option 2 – Approve the recommendations made by the Grant Review Panel

That Council approve the recommendations made by the Grant Review Panel regarding the funding of 17 projects for Round Two of the 2013/2014 Community Matching Grants Scheme. All of the recommended projects meet the intent of the funding as well as all of the other eligibility requirements.

Conclusion

The applications for funding through the Community Matching Grants Round Two 2013/2014 have been reviewed by an internal Grant Review Panel and they have recommended 17 projects to be funded. All of these projects meet eligibility requirements and all aim to build or strengthen the Greater Shepparton community. All recommendations should be approved to ensure that Council takes advantage of the communities commitment to the projects listed.

Attachments

- | | |
|---|---------|
| 1. Community Matching Grants Round Two 2013-2014 - Assessment Panel Meeting Summary | Page 68 |
| 2. Guidelines - Community Matching Grants Round Two 2013-2014 | Page 73 |

8. BUSINESS DIRECTORATE

8.1 March 2014 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: Team Leader Corporate Accounting

Proof reader(s): Acting Director Business

Approved by: Acting Director Business

Executive Summary

The report presents Council's actual financial performance compared to the budget for the nine months ended 31 March 2014.

Director Business, Rosanne Kava outlined a minor amendment to the 'note 4' and 'note 5' headings of the March 2014 Monthly Financial Report.

Moved by Cr Ryan
Seconded by Cr Oroszvary

That the Council receive and note the March 2014 Monthly Financial Report.

CARRIED.

Background

The 2013/2014 Budget was adopted by Council at its meeting on 20 August 2013. The 2013/2014 Budget provided for an operating surplus of \$8.8 million with revenue of \$108.3 million and expenditure of \$99.5 million. The 2013/2014 Budget also provided for capital works of \$36.2 million.

On 26 November 2013, Council adopted the 2013/2014 September Quarter Budget Review with revenue of \$110.4 million and expenditure of \$104.1 million resulting in an operating surplus of \$6.3 million for the full financial year. The lower forecast surplus was mainly due to an increase in depreciation expense of \$2.19 million resulting from the revaluation of infrastructure assets. The 2013/2014 September Quarter Budget Review also included \$40.76 million in capital works, a forecast increase of \$4.55 million mainly due to re-budgeted prior year projects of \$3 million.

On 18 February 2014, Council adopted the 2013/2014 Mid-Year Budget Review with revenue of \$114.8 million and expenditure of \$109.7 million and an operating surplus of \$5.1 million. The forecast decrease in operating surplus of \$1.2 million which included a \$346,000 non-cash item for the write down of infrastructure assets. The 2013/2014 Mid-Year Budget Review also provided for \$36.9 million in capital works, a forecast decrease of \$3.9 million, mainly due to transfers to restricted investments of \$3.46 million to be considered for re-budgeting in 2014/2015.

8. BUSINESS DIRECTORATE

8.1 March 2014 Monthly Financial Report (continued)

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

Council's forecast financial performance is reviewed and updated based on any known changes to the number of factors which influence the budget. The revised forecast is submitted to Council for approval as part of the quarterly budget review process. The March Quarter Budget Review will be presented to Council for consideration at its Ordinary Meeting on 20 May 2014.

Monthly Financial Report

The monthly financial report incorporates the following sections which are presented for Council's consideration:

- Financial Report
- Income Statement
- Balance Sheet
- Cash Flow Statement
- Operating Budget
- Capital Budget
- Investment Summary
- Rates Debtors Report
- Sundry Debtors Report
- Councillor Expense Report

Council Plan/Key Strategic Activity

The report is consistent with the leadership and governance goal "High Performing Organisation as included in the *Council Plan 2013-2017*.

Risk Management

No risks have been identified in providing this financial report.

Policy Considerations

There are no conflicts with existing Council policies.

Financial Implications

The full financial implications of this report are outlined within the attachment.

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

No Environmental or Sustainability impacts have been identified.

Social Implications

No Social implications have been identified.

8. BUSINESS DIRECTORATE

8.1 March 2014 Monthly Financial Report (continued)

Economic Impacts

No Economic impacts have been identified.

Consultation

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

Options for Consideration

This report is for information purposes only and does not present any options for consideration.

Conclusion

The report provides details of Council's financial performance compared to the budget for the nine months ended 31 March 2014.

Attachments

March 2014 Monthly Financial Report Page 80

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update

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: Economic Development Project Officer

Proof reader(s): Manager Investment Attraction

Approved by: Director Sustainable Development

Other: GV Link Board

Executive Summary

The purposes of this report are to:

- Provide the background and current status of the GV Link project so the Councillors have a clear understanding of the project.
- Enable Councillors to make informed decisions regarding the next steps associated with the project.
- Provide councillors with an update on grant funding associated with the project.

RECOMMENDATION

That Council instruct officers to:

1. continue advocacy for the Shepparton Bypass
2. abandon further investment in development of the site until investment on the bypass is announced or an investor is secured
3. report back to Council on next steps associated with the GV Link project if an investor is secured or bypass funding is announced
4. develop a Marketing Strategy for the site
5. make contact with Federal and State Governments and advise them that Council has been unable to meet the requirements of the funding agreements to secure an investor and commence discussions regarding reallocation of the remaining \$2.25M of Federal Government Funds and \$1.5M of State Government Funds previously allocated to GV Link. The funds would be reallocated to Greater Shepparton projects.

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Moved by Cr Polan

Seconded by Cr Patterson

That Council instruct officers to:

1. continue advocacy for the Shepparton Bypass
2. postpone further investment in development of the site until investment on the bypass is announced or an investor is secured
3. report back to Council on next steps associated with the GV Link project if an investor is secured or bypass funding is announced
4. develop a Marketing Strategy for the site
5. make contact with Federal and State Governments and advise them that Council has been unable to meet the requirements of the funding agreements to secure an investor and commence discussions regarding reallocation of the remaining \$2.25M of Federal Government Funds and \$1.5M of State Government Funds previously allocated to GV Link. The funds would be reallocated to Greater Shepparton projects.

Moved by Cr Muto

That Council instruct officers to:

1. continue advocacy for the Shepparton Bypass
2. abandon further investment in development of the site until investment on the bypass is announced or an investor is secured
3. report back to Council on next steps associated with the GV Link project if an investor is secured or bypass funding is announced
4. make contact with Federal and State Governments and advise them that Council has been unable to meet the requirements of the funding agreements to secure an investor and commence discussions regarding reallocation of the remaining \$2.25M of Federal Government Funds and \$1.5M of State Government Funds previously allocated to GV Link. The funds would be reallocated to Greater Shepparton projects.

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9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

That Council instruct officers to:

1. continue advocacy for the Shepparton Bypass
2. abandon further investment in development of the site until investment on the bypass is announced or an investor is secured
3. report back to Council on next steps associated with the GV Link project if an investor is secured or bypass funding is announced
4. develop a Marketing Strategy for the site
5. make contact with Federal and State Governments and advise them that Council has been unable to meet the requirements of the funding agreements to secure an investor and commence discussions regarding reallocation of the remaining \$2.25M of Federal Government Funds and \$1.5M of State Government Funds previously allocated to GV Link. The funds would be reallocated to Greater Shepparton projects.

CARRIED.

Background

The Greater Shepparton City Council commenced investigation of the feasibility of developing an intermodal terminal or inland port in the region in 1997. Initial feasibility studies indicated that some businesses had immediate needs for increased warehouse and transport services.

Between 2001 and 2003 several reports were commissioned further assessing feasibility with the support of both the State and Federal Governments of the time. This culminated in 2004 with the commencement of the planning process, Planning Scheme Amendment C34, which sought to re-zone the preferred site and begin the process of public acquisition of the required properties. In the same year, a delegation of local industry, council and government officials visited Canberra to seek Federal support for GV Link.

By 2005 planning scheme amendment C34 had been finalised and was now part of the scheme. In that same year Council commenced an 'Expression of Interest' process aimed at securing a preferred developer for the site. While two responses were received, none of the respondents wanted to develop the entire site. It is unclear as to whether this process was formally abandoned. There is no Council resolution to this effect.

In 2007 an economic review of the feasibility of developing the site was undertaken. The review indicated that GV Link would not be feasible without significant subsidy from all tiers of government.

In 2008 the project received renewed interest as Council commissioned Coomes Planning to prepare a development plan and planning application in relation to the subdivision and development of the land. The development plan included landscape guidelines, a design framework, infrastructure provision plan and noise assessments. A planning permit was subsequently issued on 12 December 2008. The planning permit is valid until 12 December 2014 and can be acted on or extended should Council wish to do so.

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Also in 2008, Council undertook another 'Expression of Interest' for the detailed design of the infrastructure/subdivision plan of the site. This later translated into a tender being awarded to GHD for the design and engineering drawings for the site in 2009.

Since 2009 officers have broadly pursued three objectives. Firstly, ongoing work has been undertaken with GHD to finalise design work associated with the site. Secondly, officers have been attempting to secure an investor for the land now available for industrial use. Finally, Council secured the land acquisition component of the site in 2011.

In summary, Council has all land associated with the site secured. The land has been rezoned and all planning matters associated with the subdivision of the land are resolved.

The outstanding issues are as follows:

- The finalisation and construction of infrastructure associated with the site;
- Securing a suitable developer/tenants/investor;
- The economic feasibility of Council acting as developer in relation to the project.
- Advising the State and Federal Government of the grant funding that was provided for the development of the site

In light of the investment required to develop the site and the apparent lack of interest, in 2013, officers commissioned Essential Economics to undertake a review of the economic feasibility of the GV Link project.

Essential Economics' report highlights the following:

- The full development cost of GV Link is estimated at \$150 million (in constant 2013 dollars) including the provision of all required infrastructure.
- Costing of \$44,117.65 per job.
- Net returns to Council (after costs are removed) might generate between \$27.4 million and \$61.4 million (in constant 2013 dollars) in land sales and rates revenue (depending on land sale prices attained).
- Significant opportunities for the local construction sector (for both business and workers) during the development of GV Link, with the \$130 million (approximate) in infrastructure projects representing a major stimulus for the local economy.
- The project's potential to accommodate 3,400 jobs at the site across a range of activities, thus playing an important role in supporting Shepparton's long-term labour force growth.
- Opportunities for industry consolidation and clustering.
- Productivity improvements in freight and associated industries.
- Additional value added economic output of \$70 million pa (in constant 2013 dollars) at full development associated with new businesses attracted to the region.

The thrust of the Essential Economics' report can be summarised further as follows:

- Council will need to invest significantly more if it is to make the GV Link project a viable one.
- Returns will not be directly to Council but to the broader Greater Shepparton economy.

Officer's views, having regard to this advice, is outlined in greater detail in the 'Options for Consideration' section of this report.

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Council Plan/Key Strategic Activity

Greater Shepparton Council Plan 2013 - 2017: Goal 3 – Economic Prosperity – Objective 1 – Continue to seek our business to establish at GV Link.

Risk Management

Associated risks in relation to recommendations.

Risks	Likelihood	Consequence	Rating	Mitigation Action
Negative public perception	Possible	Moderate	Medium	Media Release regarding the benefits of the project.
Investor not secured	Possible	Moderate	Medium	Develop and implement a GV Link Marketing Strategy.

Policy Considerations

The project is strongly aligned with the Federal, State and Local Government policies as evidenced by the following:

Local Government

Greater Shepparton 2030 Strategy
 Greater Shepparton Economic Development Action Plan
 Greater Shepparton City Council Plan 2013 – 2017
 Greater Shepparton Freight and Land Use Plan 2013
 Industrial Land Review 2011

State Government

Growing Victoria Together
 Moving Forward in Provincial Victoria (2009)
 Hume Region Planning for Freight Pilot – Strategy Report 2013
 RDA Freight Directions in the HUME – Summary Report 2013
 Victorian Freight and Logistic Plan 2013

Federal Government

Melb-Bris Inland Rail Corridor Study by DoTARS
 National Land Freight Strategy

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Financial Implications

Financial position as at 30 June 2013	
<u>Income</u>	
Federal Grant to date (original grant \$3M)	750,000
State Grant to date (original grant \$2M)	500,000
Dept. Innovation & Industry grant	25,000
GV Freight Hub contributions	26,814
	1,301,814
<u>Expenses</u>	
Land Purchase (incl. legal costs)	5,273,542
Total constructions costs (water)	8,271
Total design costs	3,439,601
Total operating costs	2,221,106
	10,942,520
Net cost as at 30 June 2013	9,640,706

Legal/Statutory Implications

The acquisition and rezoning of the subject land was carried out in accordance with the Planning and Environment Act 1987 and the Land Acquisition and Composition Act 1986.

Environmental/Sustainability Impacts

The delivery of the GV Link project will increase usage of rail and create a reduction in road movements. A reduction in road movements will reduce local air and noise pollution, on road accidents, greenhouse gas emissions and vehicle congestion.

Social Implications

GV Link will aid with regional job creation and encourage freight movements to outside Shepparton's urban areas. Thus, this will likely result in reduced traffic noise, truck movements and truck accidents.

The relocation of distribution and manufacturing facilities from capital cities to purpose built logistic hubs leverages off strategic location, excellent infrastructure, labour markets of critical and cheaper property costs.

Economic Impacts

According to the GV Link Economic Assessment prepared by Essential Economics in 2013, they suggested that GV Link has the potential to accommodate 3,400 jobs across the site and can create opportunities for construction sector with \$130 million (or so) in infrastructure projects representing a major stimulus for the local economy.

It will also reduce bottlenecks at the major ports and hence create greater import/export efficiencies. GV Link would lower capital and operating costs on road maintenance and reduce infrastructure maintenance.

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Consultation

Internal consultation with the GV Link Board, relevant departments including Planning, Investment Attraction, Major Projects and Finance has occurred to develop this report. Officers believe appropriate consultation has occurred and is ready for consideration.

Level of public participation	Promises to the public/stakeholders	Examples of techniques to use
Inform	Continue to inform and provide updates on project	Social media, traditional media avenues and engage the community
Consult	Potential investors	Meetings
Involve	Federal and State Government	Regular Reporting

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

Strategic Links

a) Greater Shepparton 2030 Strategy

Topic: Economic Development

Theme – Industry

Topic: Infrastructure

Theme – Traffic and transport system.

b) Other strategic links

Council Plan 2013 -2017

Options for Consideration

On balance officers consider that there are a four key issues Council needs to consider and make decisions on. These are outlined in greater detail below.

Shepparton bypass

Council's options in relation to the bypass are as follows:

1. Advocate for Shepparton Bypass – Council is currently in the process of lobbying State and Federal Government regarding the construction of the bypass. There are costs associated with the continued lobbying efforts however Council may wish to have a specific lobbying strategy in place if it wishes to take a more proactive stance.
2. Don't advocate for Shepparton Bypass – This option will mean that Council ceases to take any proactive steps in relation to advocating for the bypass. Doing so may result in negative perceptions amongst the community, State Government and Federal Government. It also limits the viability and outcomes of GV Link.

Officers recommend option 1 in light of the significant benefits that will arise from putting in place a bypass for Shepparton over and above the ability to leverage it for the GV Link project.

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Infrastructure investment

With respect to infrastructure, to date Council has invested significant resources in designing infrastructure to cater for the GV Link project. While no construction has occurred on site, further investment will be required in order to increase the viability of the land. As such, Council needs to turn its mind to whether it wishes to bear the risk of investing further without a formal announcement or timing related to the bypass or a interested developer. As such, officers consider that there are two options available to Council:

1. Invest in infrastructure – The total cost of stage 1 construction is estimated at \$17,575,000. While investing in infrastructure (prior to securing an investor) will require a significant funding allocation, this significantly increases the feasibility and marketability of the GV Link project for a private developer. Council wears a significant proportion of the risk associated with the project in this instance if no developer is secured.
2. Do not invest in infrastructure – In effect, this amounts to the current ‘status quo’ approach until or unless a developer is secured. If an investor is secured, officers will revisit Council’s position as outlined in the recommendations of the report. The most significant costs associated with GV Link at present are water related charges (approximately \$8,000 per annum) and operating costs (approximately \$4,000 per annum).

Officers recommend that no further investment in infrastructure occurs unless or until a suitable investor is secured or the government announces funding for the Shepparton Bypass.

Marketing of site

Currently, the site is not actively marketed for its intended purpose. To date a reactive process of inquiry has been used to deal with and facilitate development of the land. In light of this, officers consider that there are two options available to Council:

1. Development of a GV Link Marketing Strategy - An active campaign would bring greater attention to GV Link with the aim of increasing public awareness regarding the project and the availability of the site for investment. A GV Link Marketing Strategy can be developed internally by Council officers and costs associated with the implementation of the Marketing Strategy will be budgeted for in 2014/15 Financial Year.
2. Reactive marketing (status quo) – This option will mean that no active marketing occurs and that current practices are retained by officers. Costs associated with a reactive marketing approach would be absorbed into current Investment Attraction resources.

Officers recommend that Council's Marketing and Communications Department develop a GV Link Marketing Strategy which will be implemented by the Investment Attraction Department.

Funding

Council has received two grants for the development of the GV Link process.

The first grant was a Federal Government Grant of \$3 Million. The purpose of the grant was to assist with planning, consultation and project design. \$750,000 of this grant has been used with \$2.25M remaining. One of the conditions associated with the grant were that Council was required to secure legal agreements relating to the sale or lease of two lots of the project. This milestone has not been met.

9. SUSTAINABLE DEVELOPMENT DIRECTORATE

9.1 GV Link - Status Update (continued)

Officers consider that Council is unlikely to satisfy the conditions of the grant within the stipulated timeframes. As such, it is recommended that officers write to the Federal Government and commence negotiations on reallocating funds to an appropriate project that fits with the guidelines for the funding program.

The second grant is a State Government Grant of \$2M. The purpose of the grant was to develop Stage 1 of GV Link. \$500,000 of this grant has been used with \$1.5M remaining. One of the conditions associated with the grant were that Council was required to secure legal agreements relating to the sale or lease of two lots of the project. This milestone has not been met.

Conclusion

Officers consider that GV Link has strategic merit however the financial commitment required and risk borne by Council to realise its potential is prohibitively high at this point in time.

It is considered that taking a measured approach until the announcement of the bypass, or an investor is secured, is prudent at this time because it is the most cost effective way to move forward with the site.

Officers will report back to Council on next steps associated with the GV Link project if an investor is secured or bypass funding is announced.

Subsequent to Council's resolution officers will make contact with Federal and State Governments and advise them of Council's position in relation to funding and commence negotiation on how the remaining funding could be spent.

Attachments

- | | |
|---|----------|
| 1. GV Link - Economic Assessment - Prepared by Essential Economics 2013 | Page 99 |
| 2. GV Link History - Timeline | Page 159 |
| 3. GV Link - Planning Permit 2008 - 2014 | Page 163 |
| 4. GV Link- EOI Design Tender 2008 | Page 180 |

10. TABLED MOTIONS

Nil Received

11. REPORTS FROM COUNCIL DELEGATES TO OTHER BODIES

Nil Received

12. REPORTS FROM SPECIAL COMMITTEES AND ADVISORY COMMITTEES

Nil Received

13. NOTICE OF MOTION, AMENDMENT OR RESCISSION

13.1 Notice of Motion 4/2014 - Cr Patterson

Cr Patterson has given notice that he will move:

**Moved by Cr Patterson
Seconded by Cr Polan**

That the Council extend the closure of submissions in relation to the “intent to close Andrew Fairley Avenue” adopted at Councils Ordinary Meeting of 18 March 2014, by one week from 5.00pm on Monday 21 April 2014 to 5.00pm on Monday 28 April 2014 and subsequently alter the advertised date of the meeting to hear persons in support of their submissions from 5.30 pm on Tuesday 29 April 2014 to 5.30pm on Tuesday 6 May 2014.

**Moved by Cr Summer
Seconded by Cr Polan**

That the Council extend the closure of submissions in relation to the “intent to close Andrew Fairley Avenue” adopted at Councils Ordinary Meeting of Tuesday 18 March 2014, by two weeks from 5.00pm on Monday 21 April 2014 to 5.00pm on Monday 5 May 2014 and subsequently alter the advertised date of the meeting to hear persons in support of their submissions from 5.30 pm on Tuesday 29 April 2014 to 5.30pm on Tuesday 13 May 2014.

The amendment was carried and became the motion.

That the Council extend the closure of submissions in relation to the “intent to close Andrew Fairley Avenue” adopted at Councils Ordinary Meeting of Tuesday 18 March 2014, by two weeks from 5.00pm on Monday 21 April 2014 to 5.00pm on Monday 5 May 2014 and subsequently alter the advertised date of the meeting to hear persons in support of their submissions from 5.30 pm on Tuesday 29 April 2014 to 5.30pm on Tuesday 13 May 2014.

CARRIED.

Cr Patterson called for a division.

Those voting in favour of the motion: Cr Ryan, Cr Polan, Cr Houlihan, Cr Oroszvary, Cr Muto, Cr Summer and Cr Patterson.

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 March 2014 to 31 March 2014 some or all of the Councillors have been involved in the following activities:

- 'Emerge' at Twilight Festival | SheppARTon Festival
- Fostering Sustainable Workshops | Introductory & Advanced Workshop
- Goulburn Valley | Industry & Employment Plan & Fruit Growing Industry Roadmap [Deputy Premier Peter Ryan & the Hon Jeanette Powell]
- Refugee Welcome Zone | Signing Ceremony
- Deputy Premier Peter Ryan visits Campbell's Soups
- Opening and unveiling of Plaque | Shepparton Leukaemia Foundation
- Meeting | Dale Fraser, Chief Executive Officer & Mayor
- Soroptomist's Breakfast | Parklake
- Goulburn Broken Greenhouse Alliance | Meeting
- MAV Regional Forum – Wangaratta
- HRLGN Meeting – Wangaratta
- GV BRaIN Event | Alisa Camplin
- International Women's Day | GV Health
- 'Make Shepparton Greater' Launch | Noble Monks
- International Women's Day
- SheppARTon Festival | Literary Lunch with Patti Miller
- Hume Alliance Executive Group | March 2014 meeting
- Mothers and Babies | 'In the first year of Life' – Workshop
- Neighbouring Council's Meeting
- Positive Ageing Advisory Committee | Meeting
- Twilight Stroll | Cooking & Assisting with BBQ
- Squash Tournament | Media Promotion
- Welcome to the GV Suns [Corporate Function]
- Murchison Tomato Festa | Speak & Open the Festa
- Australian Botanic Gardens – Shepparton | Festival Open Day
- Shepparton Show Me | Ordinary Meeting
- Launch | Multi Faith and Contemplation Room
- Meeting with Shadow Minister Adam Somyurek & Bronwyn Halfpenny
- Panel Discussion | LGPro Executive Leadership Program [XLP]
- Dinner | La Trobe University | 'Philanthropic'
- La Trobe University | 'Philanthropic' event
- Harmony Day | A Celebration of our Diverse Culture
- Rotary Conference 2014 'Official Opening'
- 'Confidential' - Media Announcement | Challenge Half Ironman
- Disability Advisory Committee | Meeting
- Nagambie Lakes Regatta Centre | Luncheon
- Albanian Festival | Ambassador of Kosovo

15. COUNCILLOR ACTIVITIES

15.1 Councillors Community Interaction and Briefing Program (continued)

- Tour De Transplant | Dinner and Welcome Speech
- Health and Wellbeing Advisory Committee | Meeting
- MAV | Urban Futures Conference
- Public Transport Ombudsman visit
- Asian Cup draw | Sydney
- Botanic Gardens Australian and New Zealand Executive | Meeting
- 'Meet and Greet' with Alison Watkins [CCA] at SPCA
- Meeting | Australian Council and Museum Victoria
- Multicultural Film Night | SheppARTon Festival
- Australian Botanic Gardens – Shepparton | Working Bee
- CFA | National Emergency Medal Presentation
- 2014 Tennis Victoria | Regional Challenge
- Dragon Boat Regatta | Finals & Medal Presentation
- Asian Cup Visit | Bouchier Street Primary School
- Audit and Risk Management Committee

Councillors were also briefed on the following matters:

- Verney North Growth Corridor Planning Scheme Amendment – Drainage Update [Off Site]
- Industrial Land Investigations, Tatura
- GV Link - Status Update
- People Performance Strategy
- Maude Street Bus Interchange and Maude Street
- Operating Budget 2014-2015
- SPC Ardmona Discussion | Andrew Fairley Avenue, Shepparton

In accordance with section 80A of the *Local Government Act 1989* records of the Assemblies of Councillors are attached.

Moved by Cr Oroszvary
Seconded by Cr Muto

That the summary of the councillors' community interaction and briefing program be received.

CARRIED.

Attachments

- | | |
|--|----------|
| 1. Meeting Minutes - Heritage Advisory Committee - 3 February 2014 | Page 193 |
| 2. Councillor Briefing Session - 4 March 2014 | Page 199 |
| 3. Councillor Briefing Session - 11 March 2014 | Page 200 |
| 4. Councillor Briefing Session - 18 March 2014 | Page 201 |

16. URGENT AND OTHER BUSINESS NOT INCLUDED ON THE AGENDA

Nil Received.

17. PUBLIC QUESTION TIME**Question 1 (John Gray)**

In the absence of a Road Closure Policy for Greater Shepparton let me refer to the City of Wodonga Road closure policy which says, inter alia, "A permanent road closure will only be granted if Council believes, to the best of its knowledge, that the public road and/or public road reserve will not be required in the future or if it has become redundant for the purposes of a public road."

A check of those other Victorian councils, that do have discontinuance policies, depicts that councils generally adhere to a philosophy that indicates that before a process begins to close a public road they form the view that the road under consideration is "no longer reasonably required for public use".

Has Council formed such a view before commencing what seems to be a most contentious process concerning one of Shepparton's most critically strategic and frequently-used east-west road links?

Response

Council has not yet formed a view in relation to whether the road is "no longer reasonably required for public use". The gathering of this information through the current Section 223 process of requesting submissions along with the gathering of other information such as traffic studies will provide information required for Council to make a further informed and considered decision in relation to the proposed closure.

Question 2 (John Gray)

Greater Shepparton's Community Engagement Strategy quotes, inter alia, that "While a number of State Acts place specific obligations on the Council to engage on particular issues, we consider these obligations to be the minimum engagement necessary to determine the views of our community. This Community Engagement Strategy commits us to go beyond the minimum engagement requirements so we can strengthen the relationship with our community. We want to include community views in our decision making processes and be openly accountable for the outcomes of our decisions."

Council has statutorily embarked upon a Section 223 community consultation process in respect of its stated "intention" to close Andrew Fairley Avenue, "considered to be the minimum engagement necessary to determine the views of our community". In what way, presumably after the "minimum" Sect. 223 is completed, will we see Council's commitment "to go beyond the minimum engagement requirements so we can strengthen the relationship with our community. We want to include community views in our decision making processes and be openly accountable for the outcomes of our decisions" executed?

Response

Council believes that the current process will provide opportunity for the views of the community to be gathered and considered by Council prior to the final consideration of the proposed closure.

17. PUBLIC QUESTION TIME

Question 3 (Robert Dickson)

Has each councillor closely studied the council files, including all submissions, concerning the 1996 application from the then SPC to close Andrew Fairley Avenue?

Response

Councillors have not studied files relating to the 1996 application as this current application needs to be dealt with on merit relating to current circumstances.

Question 4 (Robert Dickson)

Why has the Council started the public process of closing Andrew Fairley Avenue without traffic statistics to present to the residents and ratepayers

Response

Council have commenced the process to meet the request of SPCA relating to projected construction timelines. It is not a requirement to complete studies i.e traffic studies prior to advertising.

Question 5 (Bruce Trotter)

Notwithstanding FOI provisions will relevant documentation, including submissions, regarding the proposed closing of Andrew Fairley Avenue be available for community inspection before the decision is made or after?

Response

Council will make available information to the public that is deemed relevant. All submissions are public documents and are available for review.

Question 6 (Bruce Trotter)

Other than the Supreme Court on grounds of any perceived procedural flaw, what other avenues are available to any aggrieved party to appeal a Council road closure decision?

Response

Council is not aware of what avenues are available should someone wish to appeal Councils decision.

Question 7 (Francis Keith Ford)

If Council's closure of Andrew Fairley Avenue goes ahead does the over-burdened ratepayer or the only private beneficiary seeking this closure meet the bill for any capital works necessary on alternative traffic routes and intersections as a result of that closure?

Response

Any works that may be necessary on alternative traffic routes should the closure proceed have not yet been identified. Therefore, any discussion in relation to who may meet the bill for any capital works has not yet been undertaken.

17. PUBLIC QUESTION TIME

Question 8 (Francis Keith Ford)

Before giving the intention to close Andrew Fairley Avenue was Council convinced that closure would benefit its citizens now and say fifty years hence?

Response

Council have not reached an opinion in relation to benefit and will not do so until it considers all information currently being gathered and then finally considers whether the road will be closed.

Question 9 (Carole Trotter)

If the proposal, by SPCA and its parent company Coca Cola Amatil, to close Andrew Fairley Avenue is approved what effect will this have on the increased traffic of B Double trucks thundering across the course-way between Mooroopna and Shepparton as they bring tomato produce from the west through Mooroopna to the new tomato plant in Shepparton given that they intend to completely close Ardmona and Kyabram sites?

Response

Council have yet to complete a traffic study which will consider possible changes in heavy vehicle traffic between Shepparton and Mooroopna. Council understand that SPCA are also gathering information in relation to this matter.

Question 10 (Carole Trotter)

What thought or plans if any, have been given to the current employees of both the Kyabram and Ardmona processing plants when the plants are closed as a result of the redevelopment at Shepparton's plant or are these people just considered excess fodder as they will not be required at the Shepparton plant?

Response

The answer to this question is an industrial matter relative to SPCA's business and it would be inappropriate for Council to comment.

Question 11 (Trevor Birch)

Was any serving Councillor an objector to the former SPC's 1996 unsuccessful application to close Andrew Fairley Avenue?

Response

A search of whether any Councillor was an objector to the 1996 application has not been undertaken.

17. PUBLIC QUESTION TIME

Question 12 (Trevor Birch)

It is believed councillors have inspected the company's site and proposal. Was this before SPCA's request for closure of Andrew Fairley Avenue.

Response

The site inspection was conducted after the request was lodged with Council. Council received the request on 19 February 2014 and inspected the site 4 March 2014. The resolution was passed at the 18 March 2014 Council Meeting.

18. CONFIDENTIAL MANAGEMENT REPORTS

18.1 Designation of Confidentiality of Information

**Moved by Cr Summer
Seconded by Cr Patterson**

That pursuant to sections 89(2)(d)(f) of the *Local Government Act 1989* the Council meeting be closed to members of the public for consideration of a confidential item.

CARRIED.

Cr Muto called for a division.

Those voting in favour of the motion: Cr Ryan, Cr Polan, Cr Houlihan, Cr Summer and Cr Patterson.

Those voting against the motion: Cr Oroszvary and Cr Muto.

18.2 2014 General Valuation

18.3 Reopening of the Council Meeting to Members of the Public

MEETING CLOSED AT 6.51PM

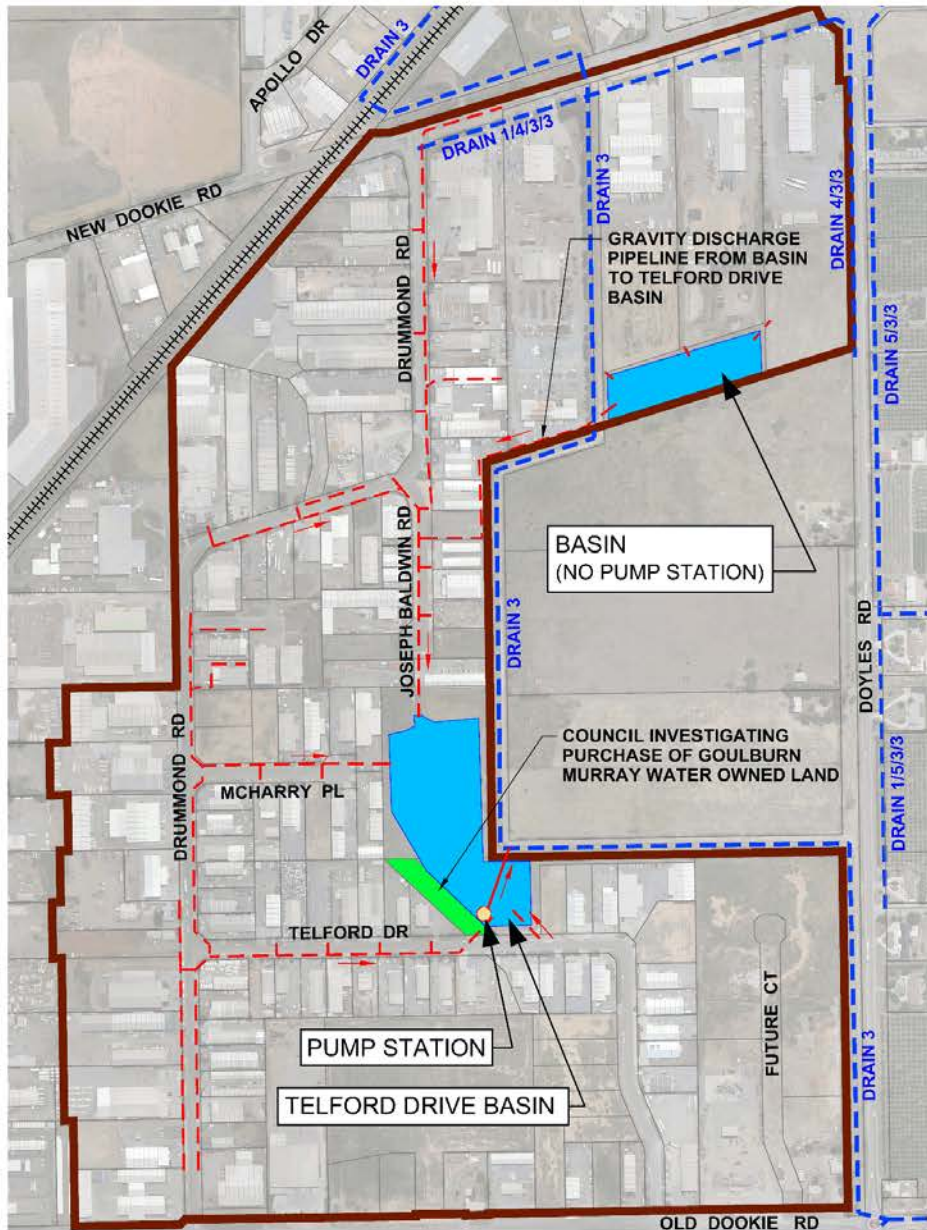
ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

Agenda Item 6.1	Purchase of 15 Telford Drive, Shepparton	
Attachment 1	Site map.....	50
Attachment 2	Telford Drive Retardation Basin Catchment Plan	51





LEGEND

- CATCHMENT BOUNDARY
- DRAINAGE RETARDATION BASIN
- DRAINAGE NETWORK
- OUTFALL FROM RETARDATION BASIN
- GOULBURN MURRAY WATER DRAIN
- RAILWAY LINE

AERIAL PHOTOGRAPHY WAS TAKEN IN NOVEMBER 2011

Greater Shepparton City Council
 93 Waverbur St, Shepparton VIC 3633
 Locked Bag 11032, Shepparton VIC 3632
 T: (03) 5832 4700 F: (03) 5831 1987
 E: council@shepparton.vic.gov.au
 W: www.greater-shepparton.com.au



**TELFORD DRIVE DRAINAGE
 RETARDATION BASIN
 SITE PLAN**

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

**Agenda Item 7.1 Amendment to Terms Of Reference for Disability
Advisory Committee**

**Attachment 1 Terms of Reference for Disability Advisory Committee
Reviewed February 2014 53**



GREATER SHEPPARTON DISABILITY ADVISORY COMMITTEE TERMS OF REFERENCE

Adopted by Resolution of Council April 2014

For Review February 2015

Purpose

The Greater Shepparton Disability Advisory Committee will advise Council with recommendations that ensure people with a disability have access and are included in our community.

1. Role and Responsibilities of the Greater Shepparton Disability Advisory Committee

- a. Act as an advisory committee to the Council on the needs of people with a disability in our community.
- b. Promote community participation in and awareness of disability issues within the Municipality.
- c. Provide:
 - i. an advocacy role in disability matters within the Municipality and to the Council,
 - ii. advice on best practice in the management of all disability awareness and its applicability to the Municipality,
 - iii. advice and recommendations on proposals related to people with a disability when referred or brought to the Committee / Council,
 - iv. advice and recommendations to Council on policy matters relating to people with a disability including but not limited to, the Greater Shepparton Universal Access and Inclusion Plan.
- d. Make recommendations to the Council about further work required to identify, document and promote inclusion of people with a disability in the City of Greater Shepparton.
- e. Provide advice on recommendations for nominations of local, state, national or international significance.
- f. Assist the Council in sourcing external funding opportunities to further disability awareness, promotion, management and education.
- g. Ensure there are consultation and participation mechanisms in place for people with disabilities, their families, carers, advocates and service providers to enable meaningful input into Greater Shepparton City Council's service planning and policy development.
- h. Work in partnership with Council and community towards acknowledging and valuing people with a disability.
- i. Inform and educate Council and community about issues for people with a disability, their families, carers and others.
- j. Provide advice and assistance to Council to ensure all capital works and services are accessible and inclusive of people with a disability by working in partnership with key advisory groups.

The Committee does not act as an internal referral body to assess/comment upon applications. This stipulation does not limit or prevent individual members of the Committee from making submissions, objections or appeals to current applications or proposals being assessed by the Council.

2. Committee Membership

The DAC membership will not exceed twelve people

- a. It is desirable that the composition and categories of the Greater Shepparton City Council DAC membership should reflect the following:
 - i. Council Senior staff member
 - ii. Access and Inclusion Officer
 - iii. Rural Access Officer
- b. Support positions:
 - i. Council Senior staff member
 - ii. Access and Inclusion Officer
 - iii. Rural Access Officer
- c. The support members will not have voting rights (including motions) and are intended to act in a resource and advisory role only.
- d. The categories included should reflect representation from the following areas:
 - i) Council nominated councillor (x 1)
 - ii) People with disabilities (minimum of 5, maximum of 9)
 - iii) Carers (up to 2)
 - iv) Service Providers (x 1)
- e. The incumbent DAC will endeavour to ensure the Advisory Committee make up is inclusive of people with a disability or carers of a person with a disability who demonstrate diversity and vision for the City of Greater Shepparton.
- f. The Council will provide appropriate officers to support the DAC as the need arises and within the scope of the role of the Committee. Examples of this in practice could include conducting master classes to provide for capacity building within the Committee, and updating the Committee on projects and activities within the Council that may be of interest or have a bearing on the Committee's role and/or activities.
- g. Casual Vacancies – Casual vacancies will be filled by application or co-option at the recommendation of a Committee member and with approval at a Committee meeting. Any appointments (including co-opt appointments) will not be officially appointed until such time as they are appointed by Council resolution.

3. Committee Meeting Procedure

- a. The position of Chairperson and Deputy Chairperson will be elected by the Committee for the duration of a three (3) month term.
- b. If the Chairperson is not present at a Committee meeting, the Deputy Chairperson must preside. Where the Chairperson and Deputy Chairperson are both absent the members must appoint an Acting Chairperson for that meeting. Appointment of the Acting Chairperson will be done by way of a vote of the committee members present at the meeting.
- c. The Committee's position on any issue under consideration will be made upon a majority vote by members present or when determined by the Committee by proxy. In the event of a tie, the Chairperson shall have an additional casting vote.
- d. The Committee shall have a quorum which is equal to one-half or, where one-half is not a whole number, one-half plus one of the total number of Committee members.
- e. When the Committee's business involves matters in which one or more members have a conflict of interest, or when their presence may inhibit full discussion, those members should withdraw from that portion of the meeting.

- f. The role of the Chair will be rotated amongst DAC members on a three monthly basis. The Deputy Chairperson position will also be rotated every three months.
- g. The Committee will meet monthly, excluding January, on an agreed Friday from 1pm until 3pm and additional meetings will be held at the request of members.
- h. Meetings will be held for a pre-determined period of not more than two hours.
- i. Motions cannot be adopted if a quorum does not exist. The quorum is determined by the minimum of six voting members.
- j. In the event of the quorum not being reached, the meeting can be held if five members are present. A record of this meeting will be taken and can be confirmed at the following meeting.
- k. Appointed members will attend an orientation/induction process organised and delivered by Council Officers. Appointed members will receive orientation/induction which will include an introduction to the Disability Discrimination Act 1992.
- l. The location of meetings ensures that the Committee is accessible to all residents of the City of Greater Shepparton.
- m. Length of membership will be three years from the date of appointment.

Meeting structure, agenda and minute formats should meet the needs of the Committee, while ensuring consistency, completeness and accountability. It is recommended that any meeting minutes briefly outline the content of each of the items listed on the agenda, including actions taken and recommendations.

4. Committee Conduct Principles

Committee members are expected to:

- a. actively participate in Committee discussions and offer their opinions and views,
- b. treat all persons with respect and have due regard to the opinions, rights and responsibilities of others,
- c. act with integrity,
- d. attend each meeting where practical, and
- e. avoid conflicts of interest and the releasing of confidential information.

5. Communicating with Council:

- a. The nominated Councillor will provide Council with briefings regarding the activities of the DAC.
- b. The nominated Council staff member will keep Councillors informed on activities for people with a disability and their carers via the appropriate Council channels
- c. The DAC will provide an annual report and briefing to Council's Executive and Councillors in August.
- d. Any issue on which the Committee requests Council advice or information will be communicated through the Manager of Neighbourhoods and/or the Chief Executive Officer.
- e. Members of the DAC should abide by the principles of the Local Government Privacy Guide - Greater Shepparton City Council.

6. Protocol for meeting with community members

- a. The DAC's role is to hear the issues raised and advise the community member/s that there is no capacity for an individual Committee member to take action on the issues and that it is not possible to provide an immediate response.
- b. Subcommittees may be formed to work on specific items or issues that will then be fed back to the main group for their recommendations.

7. Attendance at meetings

If a Committee member requires extended leave, they may submit this request in writing to the Committee prior to leave. If a Committee Member is absent for three meetings without an

apology, a letter will be forwarded from the Chairperson outlining the DAC Terms of Reference and asking for clarification of the situation.

8. Motions

The Committee's position on any issue under consideration will be made upon a majority vote by members present or when determined by the Committee by proxy. When a motion is put to a vote and the vote is tied, all endeavours will be made for the group to reach a consensus. However should consensus not be achieved, the Chair will have the casting vote.

9. Assemblies of Councillors requirements

In accordance with section 80A of the *Local Government Act 1989* an Assemblies of Councillors record shall be kept for any meeting of the Committee which has at least one Councillor in attendance. A copy of the Assemblies of Councillors record must be submitted to Council within 14 days of the date of the meeting for inclusion in the next Council Meeting Agenda and Minutes. The Assemblies of Councillors record must contain the following information:

- a. the names of all Councillors and Council staff at the meeting
- b. a list of the matters considered
- c. any conflict of interest disclosed by a Councillor
- d. whether a Councillor who disclosed a conflict left the room.

10. Review of Document

The Terms of Reference document will be formally reviewed every three years however a member of the Committee can request an amendment in a formal motion. Any amendments to the Terms of Reference must be referred to Council for formal adoption by resolution at a Council meeting.

The review of the Terms of Reference will occur on the anniversary of the establishment of the Committee which will be February.

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

Agenda Item 7.2	Women's Charter Advisory Committee Terms of Reference Update	
Attachment 1	2014 Women s Charter Alliance Advisory Committee Terms of Reference	58



GREATER SHEPPARTON WOMEN'S CHARTER ALLIANCE ADVISORY COMMITTEE

TERMS OF REFERENCE

Adopted by Resolution of Council on [insert date]

For Review [insert date]

1. Purpose

The purpose of the Greater Shepparton Women's Charter Alliance Advisory Committee is to promote women in leadership and decision making roles.

2. Role of the Greater Shepparton Women's Charter Alliance Advisory Committee

The Greater Shepparton Women's Charter Alliance Advisory Committee is appointed in an advisory capacity to the Greater Shepparton City Council. It has no executive authority but it does:

- Provide advice to the Council on issues relating to the Victorian Local Government Women's Charter and the three key issues of gender equity, diversity and active citizenship that create innovative ways to encourage leadership roles for women in all aspects of Council and community decision-making processes;
- Make recommendations to Council to encourage delivery of Victorian Local Government Women's Charter principles;
- Ensure there are opportunities for women in Greater Shepparton to access information about the Council and leadership opportunities within Council;
- Promote women in local leadership roles;
- Support and mentor Council and the community about issues surrounding women obtaining leadership positions;
- Provide a collaborative network;
- Support Council staff and the community to coordinate projects and events to promote women in local leadership roles;
- Develop appropriate opportunities for women to build leadership capacity.

3. Additional functions

In furtherance of its role, the Committee may:

- Recommend to Council meetings, forums, seminars or other activities as may be deemed of value by the Committee to meet or assist in meeting its objectives and assist with running these events;
- Liaise with the Council and its staff (through the Support Person) to ensure continuing cooperation and coordination of women in all levels of decision making;

1

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TERMS OF REFERENCE

Adopted by Resolution of Council on [insert date]

For Review [insert date]

- Publicise and promote interest in, and membership of, the Committee.
- Liaise and link in with other women's alliances.

4. Sub-Committees

Establishment and/or cessation of sub-committees may be directed from time to time by the Committee or otherwise by the Support Person. See Annexure One for a list of current sub-committees of the Alliance and the terms under which they will operate.

5. Committee Membership

Vacancies

The Committee will call for applications to fill vacant community positions by way of notice in the public notice section of the Shepparton News and other media before appointing community representatives to the committee. This will be done as required, with a concentrated membership drive occurring in March of each year – with recommendations finalised in May for forwarding to Council for endorsement.

Nominations/applications to become a committee member

Community positions will be declared vacant at the end of the current members' two year term. Potential new members can complete an Expression of Interest form available online or at Greater Shepparton City Council reception at any time. This form will be endorsed by a current member of the committee and progressed to Council for endorsement as part of the Annual General Meeting (AGM) process.

Composition

The Committee shall comprise up to fifteen members representative of the community and up to five representatives from the Council (which will include one Councillor as a Charter Champion, and one secretary/support administration position filled by a Council employee). The Committee shall not exceed 20 members.

All members, except the Support Person, will have voting rights.

Terms of appointment

Terms of office for community positions will run for two years commencing 1 July.

As Committee members will be appointed on an annual basis, two year terms will rotate. That is: the first year appointees will have their terms of office finish a year before the second year appointees. This will ensure the Committee is not void of experienced Members in any one year, thus ensuring consistency and stability.

Vacated community positions will be subject to a public call for applications with the outgoing member/s eligible for reappointment. In the case of a casual vacancy on the Committee, any appointment (filled by application or co-option) will be for the remainder of the term of the original appointment.

New Committee Members will receive an orientation pack upon commencement of their role.

If a member does not attend a scheduled meeting of the Committee for more than three consecutive meetings without submitting an apology, membership may be reviewed by the Committee and may prompt a vacancy on the committee. Any decision to revoke a member's appointment to the Committee will be via resolution at a formal Council Meeting.

Friends

Friends of the Committee will be people who do not wish to become members (at the present time) but do wish to be kept informed of the Committee's events, awards, and news. A list will be kept of Friends and it is anticipated the Committee members will keep Friends informed of the Committee's activities. Friends are welcome to apply for membership at any time.

Co-option

At any time members may be nominated for co-option to the committee. This will require the completion of an Expression of Interest form endorsed by a current committee member. The term of the co-option will be negotiated with the applicant and the committee. Co-opted members to the committee will not have voting rights during meetings of the committee but are able to take part in discussions.

Chairperson

In order to appoint a Chairperson, Committee Members will, at the first meeting following the AGM, indicate their willingness to undertake the role of Chair. If more than one Member wishes to be Chairperson, a list/roster will be drawn up allocating people as chair in alphabetical order.

The position of Chairperson will rotate every three meetings, to enable Committee Members to build their skills as Chairperson and leader, whilst at the same time ensuring continuity and consistency.

The rotation will commence and recommence at the second formal meeting after the AGM of the Committee each year.

Deputy Chairperson

The Deputy Chairperson will be the member whose name follows that of the Chairperson. This role will also rotate every three meetings.

The Deputy Chair will assume the Chair at any meeting at which the designated Chair is not in attendance.

6. Role of the Support Person

The Council Support Person will not have voting rights. The Support Person's role is to provide administration support to the Committee. This includes tasks such as minute keeping/distribution, agenda writing and distribution, and record keeping.

7. Funding

Council allocates funding for the Committee through annual budgeting processes. Recommendations about spending of funding will be made by a motion of the Committee supported by a quorum. The recommendation will then be processed by the Team Leader, Community Strengthening to arrange formal approval of the decision.

It will be the responsibility of the Support Person to keep the Committee informed of budgetary issues, and to provide information for the Annual Report.

The Committee may enter into funding partnerships with other organisations. This may mean the Committee can assist with funding, or may be able to apply for funding. Funding partnerships can be formed as directed by a motion of the Committee.

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TERMS OF REFERENCE
*Adopted by Resolution of Council on [insert date]
For Review [insert date]*

8. Committee Meeting Procedure

Meetings of the Committee shall be conducted in accordance with the following procedures:

- The Committee is not required to comply with Council's Local Law No. 2 – Processes of Municipal Government (Meetings and Common Seal);
- The quorum at any Committee meeting shall be half plus one of appointed committee members. Motions cannot be adopted if a quorum does not exist but may be ratified at a full legal meeting;
- The Chairperson shall take the chair at all meetings at which he or she is present. In the Chairperson's absence, the Deputy Chairperson will chair the meeting;
- Minutes shall be kept of the proceedings at all meetings and they must be certified by the Chairperson of the meeting at which they are confirmed. Copies of minutes must be kept on record by Council and distributed to the Committee within 14 days of a meeting;
- The Support Person will ask any Councillors in attendance at meetings to declare any conflicts of interest. The Support Person will fill out the Record of Assembly of Councillors form (refer Section 12); stating all Councillors and Council Staff in attendance, Councillors in attendance, topics discussed and any conflicts declared. This information shall be stored as per the Assembly of Councillors CEO Directive 07.CEOD2.

9. Reporting Procedure

Reporting of Committee activities shall be conducted in accordance with the following procedures:

- The nominated Councillor will provide Council with ad hoc briefings regarding the activities of the Committee, as required;
- Any issue on which the Committee requests Council advice or information will be communicated through the Director of Community and/or the Chief Executive Officer (via the Support Person).
- The Committee shall provide a written report to the Council on the operation and activities of the Committee on an annual basis (which shall be deemed to be the Annual Report). This report will be completed in May and tabled at a Council meeting in July of each year and shall include, but will not be limited to:
 - A brief rundown on the Committee's activities/events held during the year
 - An account of monies in and monies out
 - A report of Committee Membership and new member nominations for endorsement.

Sub-Committees will be required to report as outlined in Annexure One.

All funds will be subject to Council's annual budgetary process and will be administered by the Team Leader – Community Strengthening.

10. Committee Meeting Frequency

The Committee shall hold an Annual General Meeting (AGM) in July of each year, following Council's endorsement of the annual report and new membership. The business of the AGM shall be to receive the annual report and officially appoint new members.

The Committee shall hold monthly meetings. The Support Person shall give reasonable notice of all meetings by distributing a notice of the meeting to all members at least seven clear days prior to the meeting.

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TERMS OF REFERENCE
*Adopted by Resolution of Council on [insert date]
For Review [insert date]*

The Support Person may call a special meeting.

11. Committee Conduct Principles

Committee members are expected to:

- a. actively participate in Committee discussions and offer their opinions and views,
- b. treat all persons with respect and have due regard to the opinions, rights and responsibilities of others,
- c. act with integrity,
- d. attend each meeting where practical, and
- e. avoid conflicts of interest and the releasing of confidential information.
- f. forward apologies to the support person before the meeting date they are unable to attend.

12. Assemblies of Councillors

In accordance with the *Local Government Act 1989* the definition of an Assembly of Councillors includes any meeting of an advisory committee of the Council, if at least one Councillor is present. Any Councillors in attendance at meetings of the committee are required to declare any conflicts of interest. Following the meeting a Record of Assembly of Councillors must be completed stating:

- the names of all Councillors and members of Council staff in attendance
- the matters considered
- any conflicts of interest disclosures made by a Councillor attending, and
- whether the Councillor who has disclosed the conflict of interest leaves the assembly.

The Record of Assembly of Councillors must be submitted to Council in accordance with the *Assembly of Councillors Operational Procedure 37.PRO9.1* (Trim Ref: M11/51282) within 7 days of the date of the committee meeting so that it can be included in the next available Ordinary Council Meeting agenda.

13. Review

The terms of reference for the Greater Shepparton Women's Charter Alliance Advisory Committee will be reviewed on a biennial basis prior to recruitment of community members, or at the direction of the Committee.

Document Title:	Greater Shepparton Women's Charter Alliance Advisory Committee Terms of Reference [TOR]
Approved by:	Greater Shepparton Council
Approval Date:	[Month] 2014
Responsibility for Review:	Greater Shepparton Women's Charter Alliance Advisory Committee
Review Date:	[Month] 2016

ANNEXURE ONE

List of Sub-Committees

1. International Women's Day Steering Committee

Role of the International Women's Day Steering Committee

The International Women's Day Steering Committee is responsible for assisting Council officers with the organisation of the annual International Women's Day event, usually held in March each year. The Steering Committee will act upon suggestions/ideas put forward by the wider Committee and approved by Council. In order to organise the annual International Women's Day event, the Steering Committee will be required to undertake tasks including but not limited to:

- Identifying a suitable guest speaker for the event
- Booking an appropriate venue
- Organising catering
- Organising invitations and/or promotion of the event
- Organising media coverage of the event, where possible
- Post event evaluation
- Acquittal of budget with the assistance of the support person.

Membership

The International Women's Day Steering Committee's membership will consist of interested and willing committee members. Non committee members who are interested in participating may be invited to steering committee meetings and may participate in discussions. However non committee members will not have a voting role on the steering committee.

Steering Committee Chairperson

In order to appoint a Steering Committee Chairperson, Committee Members will indicate their willingness to undertake the role of Chair. If more than one Member wishes to be Chairperson, a decision will be made by vote amongst the Steering Committee.

Steering Committee Deputy Chairperson

The Deputy Chairperson will be appointed in the same way as the Chairperson. The Deputy Chair will assume the Chair at any Steering Committee meeting at which the designated Chair is not in attendance.

Term of Appointment

Members will be appointed through expression of interest for a period of one year. Members may be appointed to consecutive terms.

Members will be appointed in August of the year preceding the event (held in March).

Reporting Procedure

Reporting of the Steering Committee activities shall be conducted in accordance with the following procedures:

- Minutes of the Steering Committee will be provided to the Advisory committee for noting and ratification.
- The Committee shall provide a brief written report of the committees activities for inclusion in the Annual Report.

2. Women's Charter Award Steering Committee

Role of the Women's Charter Award Steering Committee

The Women's Charter Award Steering Committee is responsible for assisting Council with the organisation the annual Women's Charter Award. In the Award's inaugural year the Steering Committee will act upon suggestions/ideas put forward by the wider Committee to draw up Award criteria. The Steering Committee will be required to undertake tasks including but not limited to:

- Advise Support Person to organise for the Mayor to call for nominations
- Collate and review nominations for the award
- Decide who will receive the Award
- Organise an appropriate date/time to present the Award
- Invite the Mayor and other dignitaries to the Award presentation
- Organise media coverage of the Award presentation
- Post event evaluation
- Advise on the acquittal of budget with the assistance of the support person.

Membership

Women's Charter Award Steering Committee's membership will consist of interested and willing committee members. Non committee members who are interested in participating may be invited to steering committee meetings and may participate in discussions. However non committee members will not have a voting role on the steering committee.

Steering Committee Chairperson

In order to appoint a Steering Committee Chairperson, Committee Members will indicate their willingness to undertake the role of Chair. If more than one Member wishes to be Chairperson, a decision will be made by vote amongst the Steering Committee.

Steering Committee Deputy Chairperson

The Deputy Chairperson will be appointed in the same way as the Chairperson. The Deputy Chair will assume the Chair at any Steering Committee meeting at which the designated Chair is not in attendance.

Term of Appointment

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TERMS OF REFERENCE**

Adopted by Resolution of Council on [insert date]

For Review [insert date]

Members will be appointed through expression of interest for a period of one year. Members may be appointed to consecutive terms.

Members will be appointed in August of the year preceding the allocation of the award.

Reporting Procedure

Reporting of the Steering Committee activities shall be conducted in accordance with the following procedures:

- Minutes of the Steering Committee will be provided to the Advisory committee for noting and ratification.
- The Committee shall provide a brief
- report of the committees activities for inclusion in the Annual Report.

3. Membership Steering Committee

Role of the Membership Steering Committee

The Membership Steering Committee is responsible for increasing membership throughout the year and with a focused drive to align with the International Women's Day event. The Steering Committee will act upon suggestions/ideas put forward by the wider Committee. The Steering Committee will be required to undertake tasks including but not limited to:

- Assisting with co-ordinating the annual recruitment advertising
- Promoting the Committee to potential members
- Collating nominations for Committee approval and to accompany the annual report to Council
- Post event evaluation
- Acquittal of budget with the assistance of the support person

Membership

The Membership Steering Committee's membership will consist of interested and willing committee members. Non committee members who are interested in participating may be invited to steering committee meetings and may participate in discussions. However non committee members will not have a voting role on the steering committee.

Steering Committee Chairperson

In order to appoint a Steering Committee Chairperson, Committee Members will indicate their willingness to undertake the role of Chair. If more than one Member wishes to be Chairperson, a decision will be made by vote amongst the Steering Committee.

Steering Committee Deputy Chairperson

The Deputy Chairperson will be appointed in the same way as the Chairperson. The Deputy Chair will assume the Chair at any Steering Committee meeting at which the designated Chair is not in attendance.

Term of Appointment

Members will be appointed through expression of interest for a period of one year. Members may be appointed to consecutive terms.

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Trim Ref: M14/3666

**GREATER SHEPPARTON WOMEN'S CHARTER ALLIANCE ADVISORY COMMITTEE
TERMS OF REFERENCE**

Adopted by Resolution of Council on [insert date]

For Review [insert date]

Members will be appointed in August.

Reporting Procedure

Reporting of the Steering Committee activities shall be conducted in accordance with the following procedures:

- Minutes of the Steering Committee will be provided to the Advisory committee for noting and ratification.
- The Committee shall provide a brief report of the committee's activities for inclusion in the Annual Report.

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

Agenda Item 7.3	Community Matching Grants Round Two 2013/2014	
Attachment 1	Community Matching Grants Round Two 2013-2014 - Assessment Panel Meeting Summary	68
Attachment 2	Guidelines - Community Matching Grants Round Two 2013-2014	73

COMMUNITY MATCHING GRANTS SCHEME ROUND TWO 2013/2014

Review Panel Meeting – Thursday 28 February 2014

No	Applicant	Project	Score/184	Allocation	Comments/Recommendation
CMG02	Tatura Community House Inc.	Colour our World <i>The Community House will facilitate a picket fence art project together with other Hub users and community organisations. Initially this will be across the front of the Casey Street building and then add works of art to the exterior of the Hub. The project will create a more vibrant façade to the building and connect the broader community with the facility.</i>	126	\$2500	Great project. Will bring life to the old Shire of Rodney building Concerns raised regarding ongoing maintenance. The Men's shed would be able to support this. Initial consultation not clear. RECOMMENDED
CMG09	Shepparton High School	Connecting Youth with Community Service for Senior Citizens <i>Working in partnership with Tarcoola Students in Years 10 – 12 will build an outdoor chess board using pavers that will benefit residents and visitors to Tarcoola village. The students will hold a tournament with residents</i>	140	\$1580	The school has consulted with the Village and the Tarcoola grounds and maintenance officer. Concerns raised included the capability of residents to move large chess pieces. The broader community will benefit creating a space for visiting families to be able to engage in an activity with residents. Ongoing tournaments with school students could be arranged with residents RECOMMENDED
CMG10	Sing Australia Auspice: Sing Australia national body	Sing in the Community <i>The Sing Australia group has been singing in the Greater Shepparton community for 11 years. They will be purchasing a new PA system to replace the old system that is no longer adequate to support their performances.</i>	122	\$1000	The benefits of the Sing Australia choir are not only for those being entertained but just as importantly the members of the choir to engage in community activities and social opportunities. RECOMMENDED

CMG11	Slap Tomorrow	<p>Slap Tomorrow – Liveability & Energy Saving <i>The volunteers will organise a forum addressing how to build and live comfortably and successfully in a low energy house. Through education they hope to see people better understand the benefits arising from a low-energy house both personally and for the broader community. The project aims to see a broader range of people become aware of the challenges of climate change.</i></p>	90	\$1000	<p>The Slap Tomorrow group approached Council for support last year for the forum that attracted 600 people. They were advised to apply earlier next time.</p> <p>RECOMMENDED REDUCED ALLOCATION The panel didn't agree that this project would have broader community benefits and because of the low score allocated \$1000 to the project rather than the \$2500 requested.</p>
CMG12	South Shepparton Community Centre Inc	<p>South Shepparton Community Lunches <i>The Community Centre will provide a community lunch once a month to engage the multi-cultural community and other residents in the area.</i></p>	137	\$2075	<p>Grant will be used for the one of purchase of equipment and initial food costs. Ongoing cost of food will be subsidised by a gold coin donation and partnership with Shepparton Food Bank</p> <p>RECOMMENDED</p>
CMG13	Congupna Recreational Reserve Committee of Management	<p>Community Safety/health and Defibrillator Training <i>The Congupna Rec Reserve Committee will provide a defibrillator for the use of user groups at the Congupna Reserve and Community Hall as well as being available to the broader community. They will provide training which will make the whole community aware of the use of and availability of the machine in case of emergency.</i></p>	151	\$2100	<p>Concern was raised why they hadn't received funding through other sources. Most of the funding has been for sporting clubs, there is no funding currently available.</p> <p>This will be the only defibrillator in Congupna. The Committee are keen to make sure the whole community will have access to it in the case of an emergency including the many groups using the Hall and recreation facilities.</p> <p>Concern was noted whether there was any maintenance/refresher courses required. It would be expected that any upgrade or maintenance would be provided by the Congupna community/organisations.</p> <p>RECOMMENDED</p>

CMG14	Merrigum Bowls Club	Shady Bowls <i>To construct a retractable shade cloth the full length of the green in front of the Club rooms to address, OH&S issues, damage to the greens.</i>	135	\$2500	The group have provided more funding than they have requested so good match provided. The Merrigum Bowls Club is being well utilised as a community venue for other groups. RECOMMENDED
CMG16	Toolamba Craft Group Auspice: Toolamba Lions Club	Toolamba Craft Group <i>The group will provide four workshops to add to participants skills. Currently a couple of participants share skills with group members. By providing the workshops more members can share knowledge with new group members.</i>	130	\$880	RECOMMENDED
CMG18	GV Chronic Pain Management Support Group	Happy Feet <i>A new support group wishing to provide the opportunity for people who suffer from chronic pain to meet with like people and share their experiences and ways of coping and to decrease their isolation.</i>	138	\$2050	The group are looking to offer a variety of options to support members and their carers through social activities, information sharing and skill development. RECOMMENDED
CMG21	36 Degrees South	38 Degrees South Choir <i>The choir requests funds to enable the group to maintain and grow its membership and capacity and to provide social connectedness within itself and within the larger community.</i>	104	\$800	Application requested funds for ongoing operational costs eg Incorporation and Insurance. Grant not for ongoing costs but Panel agreed to fund equipment requested. RECOMMENDED – Fund equipment \$800
CMG22	Cosgrove & Pine Lodge Fire Brigade	Amenities Upgrade <i>Community Matching Grant will enable the Brigade to complete the upgrade of the Fire Station. The Fire Station is used by the wider community as a meeting space.</i>	145	\$2500	Currently the Fire Station is unlined with no heating/cooling or facilities to prepare refreshments. There are no other meeting facilities apart from the Fire Station within the local community. The community have contributed \$4500 to the project and have attracted other funding of \$14,000 to complete the project. Jason declared a conflict of interest for this grant. Scores from the three remaining panel members were averaged to provide a total score. RECOMMENDED

CMG23	Dhurringile Primary School	Wonderful Wetlands <i>Planning and implementation of the wetlands next to the Dhurringile PS, including removal of weeds and planting of wetlands vegetation in collaboration with the Dhurringile Prison and Dhurringile Landcare Group and other interested community members. A small gate will allow access so the school can enjoy and maintain the area. The small bridge will undergo some repairs and oiling.</i>	134	\$1600	Question: Who owns the land? RECOMMENDED
CMG24	Shepparton Canoe Club	Junior Outrigger Paddling and Safety <i>This project will develop a junior canoeing club and will encourage sport for young people as well as community participation on Victoria Lake. They will purchase equipment with the grant.</i>	112	\$2500	Funding will provide the paddles for the project not the collection of the canoe and associated costs. RECOMMENDED
CMG25	Murchison Community Plan Steering Committee	Murchison Rail Trail Signage <i>The funding is requested for interpretive signage on the new Rail Trail.</i>	137	\$2400	More information required regarding signs. Application reflected the whole project. Some confusion regarding whether CMG will be funding one of the signs. Although applicant said they had not been funded previously by GSCC the Murchison community has been funded through the Community Plan for the Rail Trail project. RECOMMENDED
CMG26	Tatura Carers Group Auspice: Tatura Community House Inc	Caring for Tatura Carers <i>The Tatura Carers want to increase participation in their group. They want to skill up members to help co-ordinate the group and build partnerships with local organisations. They want to develop new ways to assist local carers</i>	116	\$800	Assessment panel felt that some of the requests were for ongoing costs. Recommended a contribution of \$300 for brochures and advertising and \$500 to support activities. RECOMMENDED reduced amount of \$800 <i>Original request \$2200</i>
CMG27	Shepparton Branch of the Red Cross	Red Cross Centenary Exhibition <i>There will be an exhibition during the month of August of artefacts covering the one hundred years since Red Cross began in Australia and a Morning Tea launch.</i>	118	\$600	RECOMMENDED

CMG30	Mooroopna Red Cross Branch	Recognising 100 years of Service <i>A Booklet will be produced to recognise the 100 years' service of the Mooroopna Red Cross Branch. Four gatherings will be held to collect memorabilia and share memories to form the material for the book.</i>	114	\$2500	Concerned that the short time frame won't see the booklet produced in time. Much of the information is already available through the Mooroopna Red Cross. RECOMMENDED
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G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



Community Matching Grants Round Two 2013 – 2014

Funding Guidelines

Funding up to \$2500

TIMETABLE	
Call for applications	9 December 2013
Applications Close	7 February 2014
Collate and Assess applications	February 2014
Council Meeting - recommended allocations are considered/approved	15 April 2014
Notify successful applicants	16 April 2014
Notify unsuccessful applicants	16 April 2014
Information Session for successful applicants. Funding Agreements returned	28 April 2014 TBC
Final date for paperwork to be returned	16 May 2014
Distribute Funds	By end of May
Acquittal due	May 2015

Please call Council if you need assistance with your application

Phone: 5832 9478

www.greatershepparton.com.au

M13/68414

G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



Community Matching Grants Scheme Round One 2013/2014

Greater Shepparton City Council is pleased to offer funding for projects and events which build or strengthen Greater Shepparton communities through its Community Matching Grant Scheme. The Community Matching Grant Scheme will support the development and implementation of community activities and projects, and is part of Council's Community Development Framework.

The intention of the funding is to facilitate projects which achieve some or all of the following objectives:

- Build new social connections and partnerships within communities, or reinforce those that already exist
- Encourage participation in community activities and organisations
- Enable community members to acquire or develop a new skill
- Create, renew or revitalise places and spaces within the community

Funded projects must be able to demonstrate that they are inclusive, have wide community support, and, where appropriate, are sustainable following Council's funding. Funding may be used to conduct events such as a celebration or social gathering, artistic or cultural projects, projects which address environmental needs or community building projects such as creating or rejuvenating a community asset.

In 2013/2014, a total of \$75,000 will be available to support small one-off projects identified and delivered by the community. Grants are available up to **\$2,500** per project.

**FUNDING IS NOT AVAILABLE FOR ONGOING EXPENSES OR FOR PROJECTS WHICH
HAVE ALREADY COMMENCED OR HAVE BEEN COMPLETED.**

See Greater Shepparton City Council website
www.greatershepparton.com.au
for information on how to apply.

Round Two
Open: December 2013
Close: Friday 7 February 2014

Information Sessions
will be held in the week commencing Monday 14 January 2014

M13/68414

Please read the Guidelines carefully to ensure you are eligible to apply and to assist you to complete all sections of the application process. For more information on any aspect of the scheme, or if you encounter any problems with your application, please contact Council's Community Development Officer on 5832 9478.

Eligibility

- Applications may be made by a residents' group which specifically forms to carry out the project, or can be made by not-for-profit community, arts, cultural or sporting groups which already exist and whose principal activities are conducted within the Greater Shepparton area.
- Applications can be made by Small Town Community Planning Groups.
- Where an application is made by a group that is not an Incorporated Association; the applicants will need to nominate another incorporated not-for-profit Community Group, Organisation or Club which is willing to manage the grant funds ("auspice the grant") on their behalf. A letter will be required from your auspice organisation confirming their willingness to accept the auspice role.

What will NOT be funded

- Applications received after the closing date.
- Applicants who have previously been funded by Council and have failed to comply with the financial, project monitoring and/or reporting requirements.
- Applications will not be accepted from or on behalf of individuals.
- Groups/organisations that operate for profit.
- Groups/organisations are only eligible for one Community Matching Grant in any given financial year.
- Fundraising activities.

Matched funding

Through the Community Matching Grants Scheme, Council wishes to assist groups who are willing to share the cost of the project with Council. Applicants are required to match the grant requested by providing a

- Financial contribution for your organisation/partner organisation
- In-kind contribution (an in-kind contribution is part of the project that would normally be paid for but is given to the project at no cost).

The ability to provide financial and in-kind support to a project by the applicants will be taken into account during the review process to ensure a fair distribution of grant funds.

Budget

The budget should include details on all income (all sources of funding which will be used to deliver the project) and expenditure (all costs involved in the project). Income and expenditure must be equal. Please provide a copy of quotes with your application where applicable.

It is also necessary to detail the in-kind contributions, if any, that will be made to the project in the budget section.

M13/68414

Assessment

Your application will be assessed by a panel of Council staff, with broad representation from across Council departments. In assessing the applications, the panel will take the following factors into consideration.

- Applicants must meet some or all of the objectives of the Scheme.
- The intended project meets an objective within the Council Plan. A copy of the Council Plan can be accessed at www.greatershepparton.com.au
- Community benefit
- Project Feasibility
- Evidence of community support

The Assessment Panel's recommendations will be:

- Presented to Council within a Council Report to be prepared by Council Officers
- Council will consider the recommended funding allocations at a formal Ordinary Council Meeting
- All applicants will be notified in writing as to the outcome of their application

We aim to notify you of the outcome of your application 18 April 2014.

In some cases, the assessment panel may consider your application as more suited to one of Council's other grant programs. If your application is considered by another funding program, Council will contact you to let you know, and may ask for additional information.

Approvals

In some cases, approvals/permits maybe required to carry out the proposed project. Applicants should discuss their project with the responsible body eg Council or a Victorian Government Department, prior to submitting their application. Your offer of funding will be made conditional to you obtaining regulatory approvals. The approval/permit must be obtained within 6 weeks of your offer of funding or an extension negotiated and approved. Council officers can assist applicants with the process of gaining approvals.

Access and Inclusion

Council are committed to providing dignified equitable access for all. It is important that applicants are inclusive of people living with a disability and their carers. This may include considerations to the following:

- Accessible parking at the venue
- Provision of accessible facilities such as toilets, ramp access and accessible seating
- Consideration for assistance animals
- Acceptance of Carer Cards and/or Companion Cards for carers
- Information available in accessible format, such as large print and signage
- If required, use of interpreters, such as Auslan for people who are Deaf

For further information, please contact Council's Access and Inclusion Officer on 5832 9592.

M13/68414

Cultural diversity

Council strongly supports the cultural diversity within our municipality and ensuring our community is inclusive of all. It is therefore important that applicants demonstrate their pro diversity practices within their application. This can include any demonstration of inclusion of all; for example:

- Advertising events in plain English
- Ensuring event membership is open to everyone
- Availability of halal foods
- Ensuring all published materials avoids acronyms and jargon
- Take religious and cultural occasions into consideration when planning events
- Considerations of uniform alterations for religious dress wear practices
- Availability of interpreters and translated information

For further information please contact Council's LEAD Coordinator on 5832 9527.

Acquittal

You will be required to report back to Council when your project is completed. The Acquittal process is important because it enables Council to continuously evaluate the success of the Community Matching Grants Scheme. Your acquittal should include

- A summary of the project including your feedback on the things that went well and also things that did not go according to plan.
- A Financial Statement must be completed together with receipts attached.
- Copies of promotional materials, photographs or video for the purpose of promoting the Community Matching Grants Scheme through Council publications and website.

All projects should be completed and acquitted within twelve months of receiving funds.

A group which fails to submit their acquittal documents is ineligible to apply for funding under any future rounds of the Community Matching Grant Scheme until their acquittal is completed and reviewed by Council.

Greater Shepparton City Council warmly welcomes your application.

M13/68414

Section 2

Budget

It is important to demonstrate that your application is financially viable and can be delivered within the budget specified here.

Income	\$	Expenditure	\$1000
Matching Grant	2100	Hire of hall 3 days	1200
Funds from the applicant	1500	Band for opening night	1000
		Food for opening night	600
		Hire of display equipment for art	800
Total*	3600	Total*	3600
	Must be a direct cash amount		Must be a direct cash amount

Add Rs

In-Kind

Please include details of any contributions to the project that you would normally pay for, but are being received at no cost to the project.

If you have volunteers working on the project, include their contribution valued at:

- \$25 per hour for unskilled labour
- \$40 per hour qualified trades person
- \$65 per hour machinery hire including driver

Person or organisation*	Task	Hours/Rate	Amount In-Kind*
Committee	Labour set up and remove display	10 hrs:\$25	\$250
Recreation Reserve	Loan of tables and chairs		\$100
Joe Blough	Sound equipment and tech support	4 hrs:\$40	\$160
Mary's Newsagents	Photo copy flyers		\$100
			Total* \$610

Add Rs

M13/68414

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

Agenda Item 8.1 March 2014 Monthly Financial Report

Attachment 1 March 2014 Monthly Financial Report 80

G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



MONTHLY FINANCIAL REPORT

2013/2014 FINANCIAL YEAR TO DATE AS AT

31 MARCH 2014



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Summary for Monthly Finance Report – for March 2014

(Income Statement)

- The Council recorded a year to date operating surplus of \$23.56m mainly due to the recognition of declared rates and charges that have been invoiced and will be collected during the financial year
- The year to date operating surplus is \$874,000 (3.9%) more than year to date budget with operating revenue \$645,000 (0.7%) less than year to date budget and operating expenditure \$1.98m (2.6%) less than year to date budget.
 - This positive variance in the year to date surplus is largely due to an underspend in the Council's materials and consumables in particular the Goulburn Broken Greenhouse Alliance Street Lighting project.

(Capital Works)

- Capital works year to date expenditure of \$16.61m (out of total budget of \$36.87m) is \$4.11m (20%) less than year to date budget.
 - Larger variances include the Shepparton Showgrounds Grassed Area \$322,000, the Building Better Regional Cities Flood Mitigation works \$238,000 and the Urban and Rural drainage programs \$221,000.

(Balance Sheet)

- Year to date working capital (current assets less current liabilities) is \$44.18m which is \$32.21m more than the end of year budget.
 - This variance will decrease as capital expenditure occurs in the remainder of the financial year.
- Receivables of \$16.96m is more than the budget by \$10.56m which include outstanding rates revenue of \$9.24m due to changes in rate payment options this year (e.g. removal of the early payments discount option, and the introduction of the 10 monthly payment option).

(Investments)

- Year to date investments of \$39.57m is tracking at similar levels to last year with an average interest rate of 3.55%.
- \$19.57m (50%) of investments are held as term deposits by A1+ rated banks.

(Rates Debtors)

- Rates Debtors are \$3.6m more than the same time last year mainly due to the extension of due dates for lump sum final notices and third rate instalment payments resulting from delays with the mail-out of reminder notices.
 - The final reminder notice is scheduled to go out on time for payment by 31 May 2014.

(Sundry Debtors)

- Sundry Debtors of \$2.55m is tracking \$1.01m more than the same time last year, is within acceptable limits and is being actively managed.
- The large increase in current debtors relates to the invoicing of other Council's for their contributions to the Goulburn Broken Greenhouse Alliance Street Lighting project. These amounts are due for receipt within the next 30 days.

Greater Shepparton City Council

Income Statement for period ended March 2014

	2013/2014 Mid Year Budget \$	2013/2014	2013/2014	YTD	YTD	Note
		YTD Budget \$	YTD Actual \$	Variance (Fav)/Unfav \$	Variance (Fav)/Unfav %	
Revenues from Operating Activities						
Rates and Charges	60,348,463	60,331,487	60,303,234	28,253	0.0%	
Operating Grants and Contributions	20,814,536	14,907,254	14,706,930	200,324	1.3%	
User Charges	15,639,972	11,379,255	11,047,139	332,116	2.9%	
Statutory Fees	2,540,443	1,768,691	1,750,896	17,795	1.0%	
Parking Fees and Fines	1,969,000	1,319,218	1,159,435	159,784	12.1%	1
Rent	618,885	504,889	492,362	12,527	2.5%	
Interest	1,149,500	949,038	972,662	(23,624)	(2.5%)	
Other	1,169,055	1,214,440	1,296,992	(82,553)	(6.8%)	
Total Operating Revenue	104,249,854	92,374,271	91,729,649	644,622	0.7%	
Expenses from Operating Activities						
Employee Costs	40,648,274	30,307,922	29,947,328	(360,593)	(1.2%)	
Materials and Consumables	30,803,657	20,068,851	18,224,702	(1,844,149)	(9.2%)	
External Contracts	12,524,117	8,786,712	8,836,708	49,996	0.6%	
Utilities	3,069,406	2,108,200	2,114,255	6,054	0.3%	
Borrowing Costs	1,176,277	757,143	619,954	(137,190)	(18.1%)	2
Depreciation and Amortisation	20,644,763	15,477,406	15,781,559	304,153	2.0%	
Total Operating Expenses	108,866,494	77,506,234	75,524,505	(1,981,729)	(2.6%)	
UNDERLYING OPERATING RESULT	(4,616,640)	14,868,037	16,205,144	(1,337,107)	(9.0%)	
Non-operating Income and Expenditure						
Capital Grants and Contributions	6,879,478	5,871,441	5,148,610	722,832	12.3%	3
Contributed Assets	3,000,000	2,132,089	2,427,873	(295,784)	(13.9%)	4
Proceeds from Sale of Assets	710,500	535,296	481,010	54,286	10.1%	
Written Down Value of Asset Disposals	(858,983)	(719,784)	(701,913)	(17,872)	2.5%	
Total Non Operating Items	9,730,995	7,819,041	7,355,580	463,462	5.9%	
ACCOUNTING SURPLUS/(DEFICIT)	5,114,355	22,687,078	23,560,724	(873,646)	(3.9%)	

Greater Shepparton City Council
Notes to the Income Statement
for the period ended 31 March 2014

Notes

- 1 Parking fees and fines are tracking \$160k behind the year to date budget. This is partly due to the complementary parking campaign that was held prior to Christmas and an officer vacancy in this area.
- 2 Borrowing costs are tracking \$167k behind year to date budget. This is a timing variance only and will be amended throughout the remainder of the year.
- 3 Capital grants and contributions are \$723k behind the year to date budget. \$573k relates to the Building Better Regional Cities Program which is reliant on milestones being met (due May 2014) and \$280k related to the Vaughan Street Reconstruction project, the invoice for this is currently in the process of being prepared.
- 4 Contributed assets are \$296k ahead of the year to date budget. Contributed assets are difficult to predict as they rely upon receipt from developers following the completion of capital works in housing estates.

Greater Shepparton City Council

Balance Sheet

as at 31 March 2014

	Actual June 2013 \$	Budget June 2014 \$	Actual March 2014 \$	Variance (Fav)/Unfav \$	Variance (Fav)/Unfav %	Note
Current Assets						
Cash	2,758,160	1,000,000	9,443,365	(8,443,365)	(844.3%)	1
Receivables	5,556,594	6,410,000	16,965,007	(10,555,007)	(164.7%)	2
Investments	35,427,341	23,509,770	39,572,408	(16,062,638)	(68.3%)	3
Other	1,502,490	649,000	105,090	543,910	83.8%	
Total Current Assets	45,244,585	31,568,770	66,085,870	(34,517,100)	(109.3%)	
Current Liabilities						
Payables	8,681,673	8,375,000	10,866,693	2,491,693	29.8%	4
Interest Bearing Liabilities	413,610	460,000	344,658	(115,342)	(25.1%)	
Trust Funds	1,973,173	2,051,000	2,313,535	262,535	12.8%	
Employee Benefits	8,375,898	8,711,000	8,380,881	(330,119)	(3.8%)	
Total Current Liabilities	19,444,354	19,597,000	21,905,767	2,308,767	11.8%	
Net Current Assets	25,800,231	11,971,770	44,180,103	(32,208,333)	(269.0%)	
Non Current Assets						
Investment in Associates	1,314,893	1,314,893	1,314,893	0	0.0%	
Infrastructure	822,890,459	841,254,414	826,791,419	(14,462,995)	(1.7%)	5
Other	1,183,299	1,183,299	1,183,299	(0)	(0.0%)	
Total Non Current Assets	825,388,651	843,752,606	829,289,611	14,462,995	1.7%	
Total Assets	870,633,236	875,321,376	895,375,481	(20,054,105)	(2.3%)	
Non Current Liabilities						
Payables	57,471	0	57,471	57,471	100.0%	
Employee Benefits	953,953	992,000	953,953	(38,047)	(3.8%)	
Interest Bearing Liabilities	14,811,604	14,366,000	14,609,947	243,947	1.7%	
Total Non Current Liabilities	15,823,028	15,358,000	15,621,371	263,371	1.7%	
Total Liabilities	35,267,382	34,955,000	37,527,138	2,572,138	7.4%	
Net Assets	835,365,854	840,366,376	857,848,343	(17,481,967)	(2.1%)	
Represented By						
Accumulated Surplus	310,877,646	315,878,168	332,010,497	(16,132,329)	(5.1%)	
Reserves	524,488,208	524,488,208	525,837,846	(1,349,638)	(0.3%)	
Total Equity	835,365,854	840,366,376	857,848,343	(17,481,967)	(2.1%)	

Greater Shepparton City Council
Notes to the Balance Sheet
for the period ended 31 March 2014

Balance Sheet

- 1 The balance of cash varies throughout the year.
- 2 Receivables include outstanding rates revenue of \$9.24 million to be collected during the year. This is more than the prior year which is mainly due to the early payment discount of 1.5% being available in the prior year, which has been replaced by the 10 monthly instalment option.
- 3 Investments include grants received in advance such as the \$1.38m from the Victoria Grants Commission.
- 4 Payables include the Fire Services Property Levy of \$4.28m payable to the State Government.
- 5 The value of Infrastructure is budgeted to increase following the completion of the budgeted 2013/2014 capital works program.

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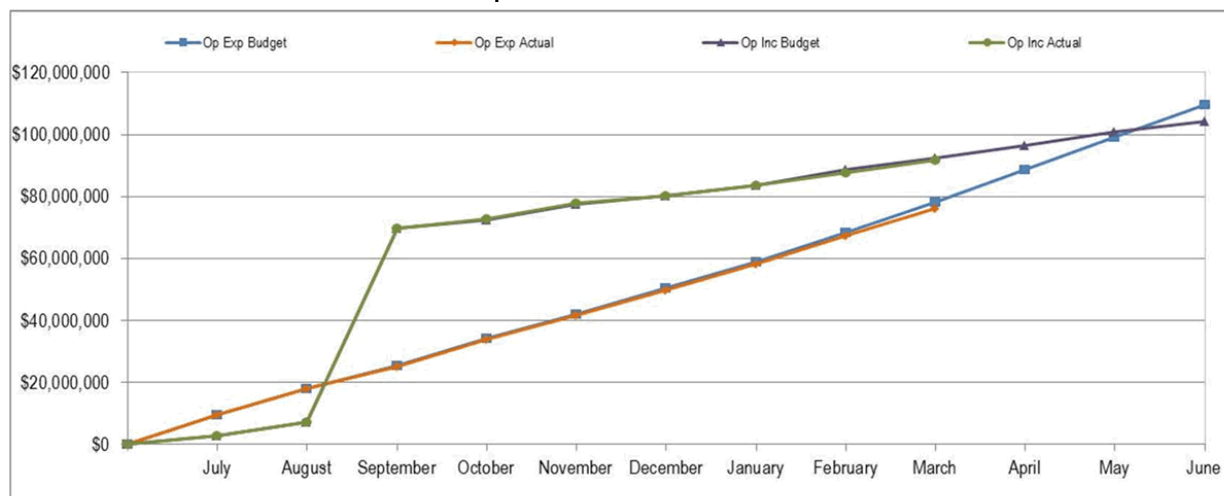
Greater Shepparton City Council

Cash Flow Statement

as at 31 March 2014

	2013/2014 Mid Year \$	2013/2014 YTD Actual \$
<i>Cash flows from operating activities</i>		
Receipts from customers	82,285,818	69,467,403
Payments to suppliers	(88,221,730)	(60,642,199)
Net cash inflow(outflow) from customers(suppliers)	(5,935,912)	8,825,204
Interest received	1,149,500	972,662
Government receipts	27,694,014	17,407,667
Net cash inflow(outflow) from operating activities	22,907,602	27,205,533
<i>Cash flows from investing activities</i>		
Infrastructure, property, plant & equipment - proceeds	710,500	481,010
Infrastructure, property, plant & equipment - payments	(36,867,833)	(16,585,660)
Net cash inflow(outflow) from investing activities	(36,157,333)	(16,104,650)
<i>Cash flows from financing activities</i>		
Repayment of interest-bearing loans and borrowings	(426,000)	(270,610)
Net cash inflow(outflow) from financing activities	(426,000)	(270,610)
Net increase(decrease) in cash and equivalents	(13,675,731)	10,830,273
Cash and equivalents at the beginning of the year	38,185,501	38,185,500
Cash and equivalents at the end of the year	24,509,770	49,015,773

Greater Shepparton City Council
Operating Budget vs Actual
 for the period ended 31 March 2014



Directorate Responsible Department Account Type	2013/2014 Mid Year Budget	2013-2014 YTD Budgets	2013-2014 YTD Actuals	2013-2014 YTD \$ Variance (Fav)/Unfav	2013-2014 YTD % Variance (Fav)/Unfav	Notes
Business	(30,858,460)	(36,613,936)	(36,273,807)	340,128	0.9%	
Business Director	271,676	202,587	285,776	83,189	41.1%	
Operating Expense	271,676	202,587	285,776	83,189	41.1%	
Citizen Experience	843,449	880,383	988,556	108,173	12.3%	
Operating Expense	3,626,517	2,648,070	2,584,210	(63,860)	(2%)	
Operating Income	(2,783,068)	(1,767,687)	(1,595,654)	172,033	9.7%	
Finance and Rates	(56,020,433)	(55,795,303)	(55,803,545)	(8,242)	(0%)	
Operating Expense	8,018,876	5,718,936	5,550,046	(168,890)	(3%)	
Operating Income	(64,039,309)	(61,514,239)	(61,353,591)	160,648	0.3%	
Information Services	2,471,713	2,031,924	2,041,668	9,744	0.5%	
Operating Expense	2,471,713	2,031,924	2,041,668	9,744	0.5%	
Non Cash Items	21,608,746	16,239,190	16,483,471	244,281	1.5%	
Operating Expense	21,608,746	16,239,190	16,483,471	244,281	1.5%	
Strategic Assets	(33,611)	(172,717)	(269,735)	(97,017)	(56%)	
Operating Expense	2,474,956	1,724,315	1,580,855	(143,460)	(8%)	
Operating Income	(2,508,567)	(1,897,033)	(1,850,590)	46,443	2.4%	
Community	11,220,848	7,581,991	7,669,143	87,152	1.1%	
Active Living	1,623,639	1,148,176	1,146,579	(1,597)	(0%)	
Operating Expense	5,379,696	3,983,936	4,026,622	42,686	1.1%	
Operating Income	(3,756,057)	(2,835,760)	(2,880,043)	(44,283)	(2%)	
Arts, Events and Tourism	3,633,488	2,462,640	2,374,214	(88,425)	(4%)	
Operating Expense	5,243,851	3,599,266	3,579,159	(20,106)	(1%)	
Operating Income	(1,610,363)	(1,136,626)	(1,204,945)	(68,319)	(6%)	
Children & Youth Services	1,733,816	1,166,158	972,122	(194,036)	(17%)	
Operating Expense	9,274,209	6,879,617	6,675,603	(204,015)	(3%)	
Operating Income	(7,540,393)	(5,713,460)	(5,703,481)	9,979	0.2%	
Community Director	1,961,561	1,450,013	1,749,781	299,768	20.7%	
Operating Expense	2,192,503	1,660,559	1,969,468	308,909	18.6%	1
Operating Income	(230,942)	(210,546)	(219,687)	(9,141)	(4%)	
Neighbourhoods	2,268,344	1,355,005	1,426,447	71,442	5.3%	
Operating Expense	6,558,820	4,504,381	4,429,642	(74,739)	(2%)	
Operating Income	(4,290,476)	(3,149,376)	(3,003,195)	146,181	4.6%	

Directorate Responsible Department Account Type	2013/2014 Mid Year Budget	2013-2014 YTD Budgets	2013-2014 YTD Actuals	2013-2014 YTD \$ Variance (Fav)/Unfav	2013-2014 YTD % Variance (Fav)/Unfav	Notes
Infrastructure	15,332,492	10,616,463	10,227,458	(389,005)	(4%)	
Infrastructure Director	309,581	240,841	240,698	(143)	(0%)	
Operating Expense	309,581	240,841	240,698	(143)	(0%)	
Projects	2,740,322	1,664,093	1,365,609	(298,484)	(18%)	
Operating Expense	3,012,766	1,898,570	1,597,994	(300,576)	(16%)	2
Operating Income	(272,444)	(234,477)	(232,384)	2,092	0.9%	
Recreation and Parks	7,194,494	5,072,458	5,006,096	(66,362)	(1%)	
Operating Expense	7,649,019	5,383,760	5,257,364	(126,396)	(2%)	
Operating Income	(454,525)	(311,302)	(251,269)	60,033	19.3%	
Works	5,088,095	3,639,071	3,615,056	(24,015)	(1%)	
Operating Expense	12,470,458	9,093,942	8,872,522	(221,420)	(2%)	
Operating Income	(7,382,363)	(5,454,871)	(5,257,466)	197,404	3.6%	
Office of the CEO	8,453,168	6,484,347	6,522,834	38,488	0.6%	
Corporate Performance	3,394,126	2,573,256	2,613,365	40,109	1.6%	
Operating Expense	3,833,521	2,873,152	2,894,565	21,413	0.7%	
Operating Income	(439,395)	(299,896)	(281,200)	18,695	6.2%	
Marketing and Communications	1,642,651	1,229,691	1,225,650	(4,041)	(0%)	
Operating Expense	1,642,651	1,229,691	1,225,890	(3,801)	(0%)	
Operating Income	0	0	(240)	(240)	0.0%	
People Performance	3,416,391	2,681,400	2,683,820	2,419	0.1%	
Operating Expense	3,435,246	2,694,259	2,692,674	(1,585)	(0%)	
Operating Income	(18,855)	(12,858)	(8,854)	4,004	31.1%	
Sustainable Development	1,178,152	(2,217,118)	(3,647,211)	(1,430,093)	(65%)	
Building	100,881	107,842	103,993	(3,849)	(4%)	
Operating Expense	777,881	575,567	550,076	(25,491)	(4%)	
Operating Income	(677,000)	(467,725)	(446,083)	21,642	4.6%	
Environment	(2,191,715)	(4,240,408)	(5,577,719)	(1,337,311)	(32%)	
Operating Expense	14,934,841	9,687,925	8,160,885	(1,527,040)	(16%)	3
Operating Income	(17,126,556)	(13,928,333)	(13,738,604)	189,728	1.4%	
Investment Attraction	1,319,496	735,802	806,432	70,630	9.6%	
Operating Expense	1,853,071	1,031,001	1,073,229	42,228	4.1%	
Operating Income	(533,575)	(295,199)	(266,797)	28,402	9.6%	
Planning	1,657,027	962,989	808,521	(154,468)	(16%)	
Operating Expense	2,329,327	1,596,493	1,473,255	(123,237)	(8%)	
Operating Income	(672,300)	(633,504)	(664,735)	(31,231)	(5%)	
Sustainable Development Director	292,463	216,658	211,563	(5,095)	(2%)	
Operating Expense	292,463	216,658	211,563	(5,095)	(2%)	
Grand Total	5,326,200	(14,148,253)	(15,501,583)	(1,353,330)	(10%)	

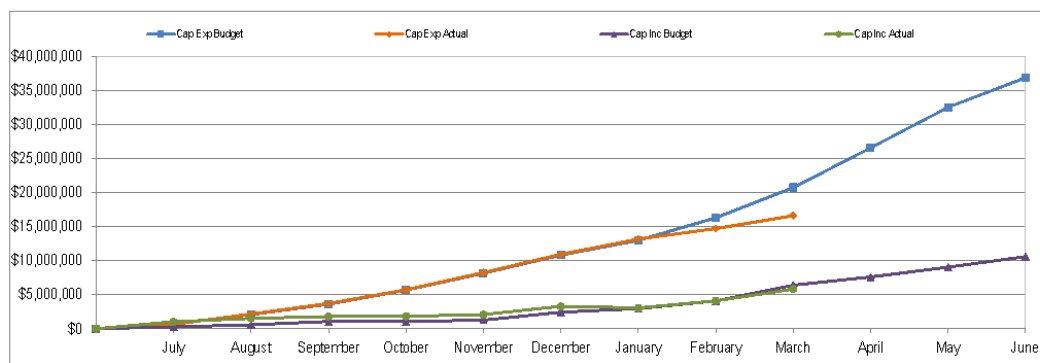
Notes to Operating Budget v Actual

1 Community Director expense is \$309k ahead of budget. This is due to the early payment of the Council's contribution to the Goulburn Valley Regional Library Corporation.

2 Projects expenditure is \$301k behind budget. This is due to Building Better Regional Cities developer rebates and is a timing variance subject to the dates of the sale of house and land packages to new home buyers.

3 Environment expenditure is reporting to be \$1.53 million underspent. This is largely due to an underspend in the Goulburn Broken Greenhouse Alliance Street Lighting project.

Greater Shepparton City Council
Capital Budget vs Actual
as at 31 March 2014



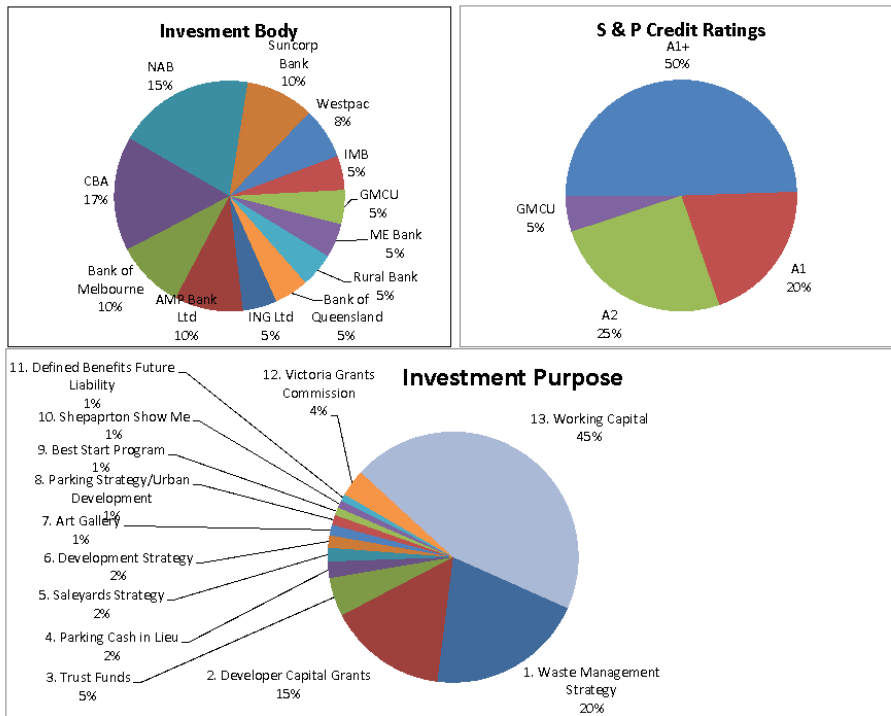
Capital Works Area	2013/2014 Mid-Year Budget	2013/2014 YTD Budget	2013/2014 YTD Actual	2013/2014 YTD Variance (Fav.)/Unfav.		
				Variance \$	Variance %	Note
Buildings	3,952,458	1,525,069	938,167	(586,902)	(38%)	1
Drains	5,217,442	2,397,637	1,535,352	(862,285)	(36%)	2
Open Space	2,542,345	1,443,329	1,007,272	(436,057)	(30%)	3
Other	1,673,170	798,260	640,308	(157,951)	(20%)	4
Plant & Equipment	4,779,965	3,763,849	3,072,213	(691,636)	(18%)	5
Roads	17,146,953	10,109,188	9,279,733	(829,455)	(8%)	
Waste Management	1,555,500	682,235	133,876	(548,359)	(80%)	6
Total Capital Works	36,867,833	20,719,566	16,606,920	(4,112,646)	(20%)	

Capital Works Type	2013/2014 Mid-Year Budget	2013/2014 YTD Budget	2013/2014 YTD Actual	2013/2014 YTD Variance (Fav.)/Unfav		
				Variance \$	Variance %	Note
Renewal	17,488,556	10,721,307	9,127,491	(1,593,816)	(17%)	
Upgrade	8,222,725	5,481,725	4,770,817	(710,908)	(15%)	
New	11,156,552	4,516,534	2,708,612	(1,807,922)	(67%)	
Total Capital Works	36,867,833	20,719,566	16,606,920	(4,112,646)	(20%)	

Notes to Capital Works Statement

- Buildings are \$587k behind year to date estimated expenditure. \$163k is due to Shepparton Library Redevelopment which is underway and will be completed early in 2014/2015. \$147k is due to Building Renewal works. \$100k is due to the Visitor Information Centre which has been temporarily relocated to leased facilities and will be the subject of Master planning in the future.
- Drains year to date expenditure is less than budget by \$862k. \$322k is due to the Shepparton Showgrounds Grassed Area which will be delivered in 2014/2015, \$238k relates to the Building Better Regional Cities Flood Mitigation works and \$221k is due to the Urban and Rural drainage programs. These are timing variances only and these projects are budgeted to be completed by 30 June 2014.
- Open Space is behind budget by \$436k. The major variance is \$237k which relates to the Shepparton Sporting Precinct Redevelopment which is a timing variance only and is budgeted to be completed by 30 June 2014.
- Other capital works are tracking \$158k behind budget. This amount relates to Land Purchases which have not been finalised.
- Plant and Equipment \$692k behind year to date estimated expenditure. This variance is due to the timing of Plant and Information Technology renewal purchases.
- Waste Management is behind year to date budget by \$548k. This is due to works at Cosgrove Landfill 2 which are budgeted to be completed by 30 June 2014.

Greater Shepparton City Council
Investments Summary
 as at 31 March 2014

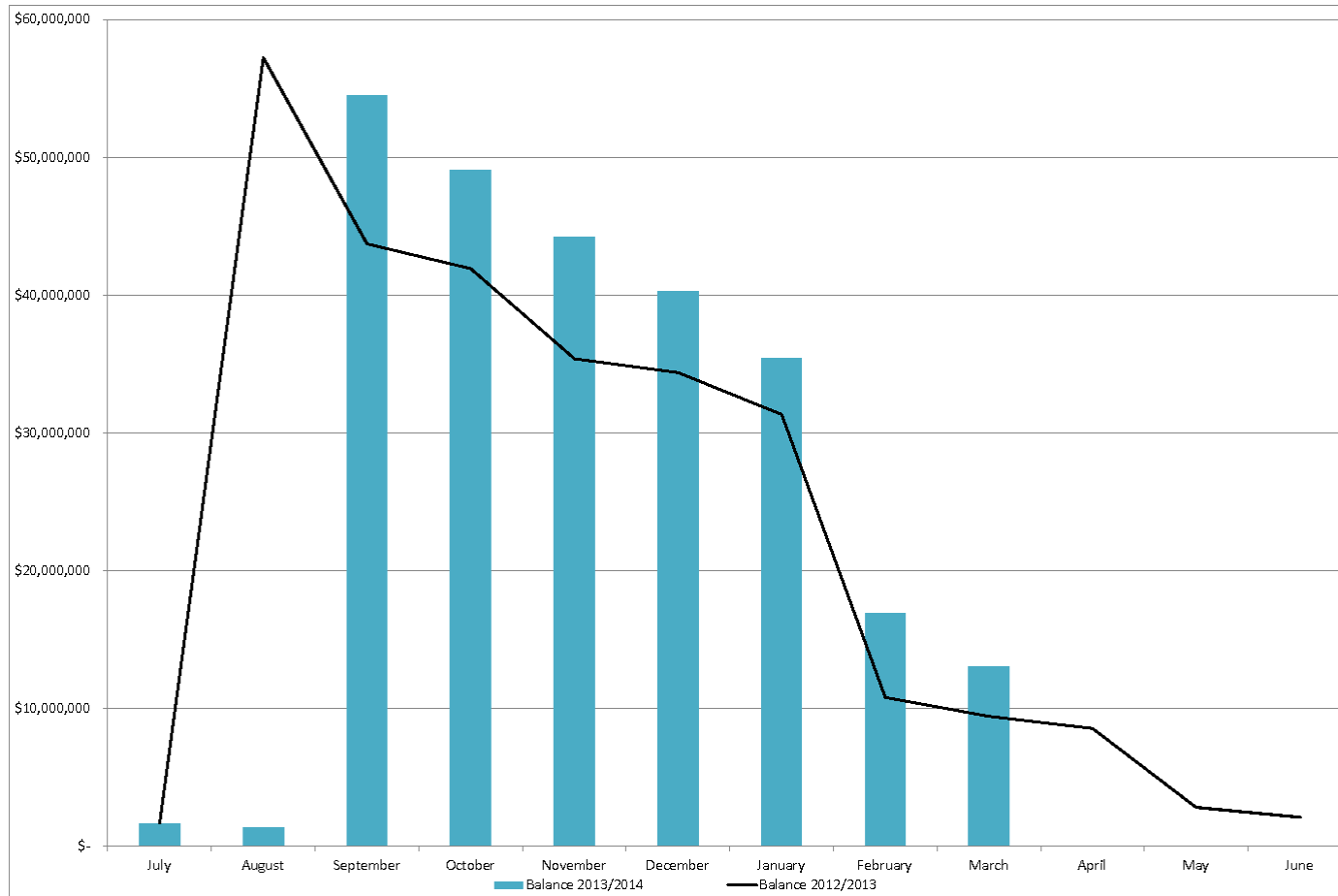


GSCC - INVESTMENT PURPOSE LISTING	
Purpose	Amount
1. Waste Management Strategy	\$ 8,049,226
2. Developer Capital Grants	\$ 6,067,800
3. Trust Funds	\$ 1,973,439
4. Parking Cash in Lieu	\$ 835,576
5. Saleyards Strategy	\$ 702,149
6. Development Strategy	\$ 627,595
7. Art Gallery	\$ 545,802
8. Parking Strategy/Urban Development	\$ 507,707
9. Best Start Program	\$ 405,401
10. Shepparton Show Me	\$ 384,106
11. Defined Benefits Future Liability	\$ 350,000
12. Victoria Grants Commission	\$ 1,379,656
13. Working Capital	\$ 17,743,951
	39,572,408

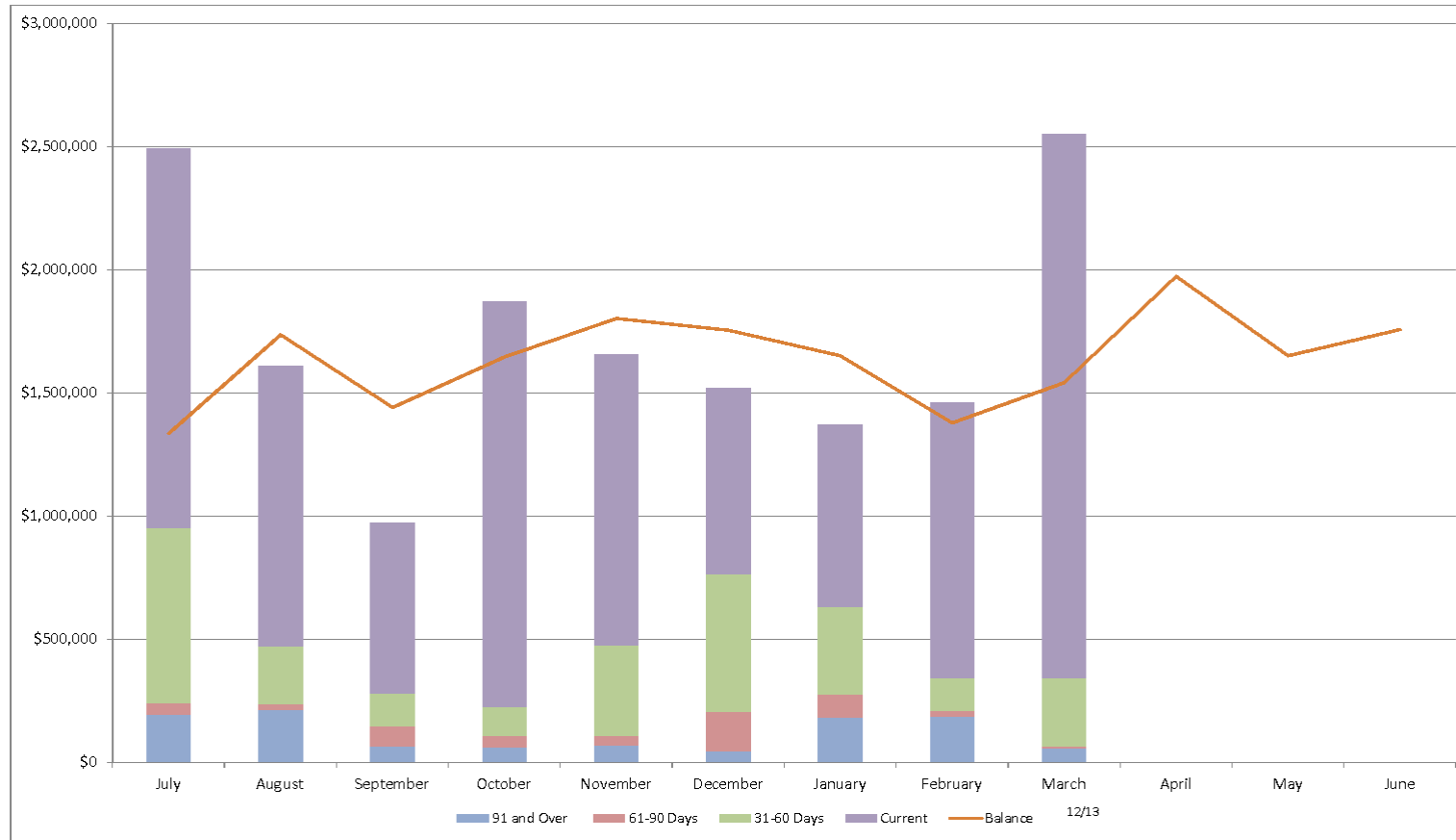
Funds Held Notes

- ** Balances reflect significant investments held as at 30 June 2013. Except for Victoria Grants Commission and Working Capital investments, investment amounts are updated annually.
- ** Investments 1 Waste Management Strategy, 5 Saleyards Strategy and 8 Parking Strategy/Urban Development relate to surplus operational funds maintained in accordance with council process for capital works specific to these business areas.
- ** Investment 2 Development Capital Grants is grant funds held for the Building Better Regional Cities \$4 million and Local Government Infrastructure Program \$1.3 million.
- ** Investment 3 Trust Funds are funds held in trust and therefore unavailable for use by Council.
- ** Investments 4 Parking Cash in Lieu and 6 Development Strategy relate to contributions received under planning permit conditions and are subject to use on specific developments which comply with relevant regulations.
- ** Investment 7 Art Gallery relates to Art Work sale proceeds and bequests that are held for future collection acquisitions.
- ** Investment 9 Best Start Program funded by the Victorian Government early years initiative auspice by the Department of Human Services and the Department of Education.
- ** Investment 10 Shepparton Show Me is a collaborative marketing program that strategically promotes the Shepparton business sector.
- ** Investment 11 Defined Benefits Future Liability is held to offset the cost of future unfunded defined benefits superannuation liability if they occur.
- ** Investments 12 Victoria Grants Commission and 13 Working Capital are funds held to cover operating and capital expenditure for the remainder of the financial year, and includes minor reserve amounts held at 30 June 2013.

Greater Shepparton City Council
Rates Debtors
 as at 31 March 2014



Greater Shepparton City Council
Sundry Debtors
as at 31 March 2014



COUNCILLORS EXPENSE REPORT MARCH 2014

Month of March 2014	Cr Jenny Houlihan	Cr Milvan Muto	Cr Les Oroszvary	Cr Dennis Patterson	Cr Michael Polan	Cr Kevin Ryan	Cr Fern Summer	TOTAL
Councillor Allowance	\$6,381	\$2,131	\$2,062	\$2,062	\$2,062	\$2,062	\$2,062	\$18,822
Vehicle	\$1,823	\$0	\$0	\$0	\$0	\$0	\$0	\$1,823
Telephone Rent	\$27	\$9	\$14	\$14	\$27	\$41	\$14	\$145
Telephone Usage	\$86	\$65	\$80	\$59	\$63	\$112	\$33	\$498
Internet Connection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$18
Shared Councillor Expense:								
Catering								\$1,563
Other								\$77
TOTAL	\$8,335	\$2,205	\$2,156	\$2,135	\$2,152	\$2,215	\$2,108	\$22,946

2013/2014 Year to Date	Cr Jenny Houlihan	Cr Milvan Muto	Cr Les Oroszvary	Cr Dennis Patterson	Cr Michael Polan	Cr Kevin Ryan	Cr Fern Summer	TOTAL
Councillor Allowance	\$63,573	\$20,498	\$20,549	\$20,549	\$20,549	\$20,549	\$20,549	\$186,814
Vehicle	\$16,407	\$0	\$0	\$0	\$0	\$0	\$0	\$16,407
Telephone Rent	\$218	\$123	\$95	\$109	\$394	\$327	\$109	\$1,375
Telephone Usage	\$1,397	\$0	\$1,166	\$341	\$593	\$972	\$854	\$5,323
Internet Connection	\$45	\$0	\$0	\$0	\$0	\$45	\$0	\$91
Travel	\$2,127	\$0	\$0	\$322	\$1,068	\$0	\$370	\$3,888
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$284.51	\$0.00	\$0.00	\$59.10	\$0.00	\$0.00	\$0.00	\$344
Shared Councillor Expense:								
Catering								\$7,443
Other								\$1,231
TOTAL	\$84,052	\$20,621	\$21,809	\$21,380	\$22,604	\$21,893	\$21,881	\$222,915

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

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ESSENTIAL ECONOMICS

Goulburn Valley Freight Node – GV Link

Economic Assessment

Prepared for
Greater Shepparton City Council

By
Essential Economics Pty Ltd

June 2013

Authorship

Report stage	Authors	Date	Review	Date
Draft report	John Noronha Andrew Rossiter	22 May 2013	John Henshall	24 May 2013
Final draft report	John Noronha	6 June 2013		
Final report	John Noronha	12 June 2013		

Disclaimer

Although every effort has been made to ensure the accuracy of the material and the integrity of the analysis presented herein, Essential Economics Pty Ltd accepts no liability for any actions taken on the basis of the contents of this report.

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GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT**KEY FINDINGS**

Greater Shepparton City Council have engaged Essential Economics to provide an economic assessment of the development of the Goulburn Valley Freight Node, known as GV Link. Council owns the land and is responsible for the development of the site.

Background

- 1 GV Link will be developed on 331ha of land located at 250 Toolamba Road, 2km south of the Midland Highway in Mooroopna.
- 2 GV Link is investment-ready, with a detailed master plan prepared, necessary land acquired and all planning permits in place. Land has been available to the market for approximately two years but, despite numerous enquiries, no land sales have yet been forthcoming.

Regional Economic Context

- 3 Population levels are projected to increase over the next two decades for Greater Shepparton (+16,000 persons) and the broader region (+37,000 persons). This will create the need for the regional economy to generate a significant number of new jobs to support long-term resident labour force growth.
- 4 Greater Shepparton – which is the major employment centre for the region – has suffered in recent years from very high levels of unemployment (currently 8.6% which is well above the State average of 5.5%). This situation has been driven by factors such as drought, the GFC, and reduced competitiveness of the regional manufacturing and food processing sectors due to the high currency rate.
- 5 A total of 400 jobs were lost between 2006 and 2011 in Manufacturing, Transport, postal and warehousing, and in Wholesaling, and a further 550 jobs were lost in the primary sector (principally Agriculture). Economic output (Gross Value Added) from these sectors has also declined markedly over recent years. In general, these are the industrial sectors and their supporting activities that generate demand for freight and industrial land consumption.
- 6 Greater Shepparton has significant stocks of zoned industrial land available (approximately 190ha), which represents a vacancy rate of 32%. Mooroopna has a much higher vacancy rate (62%), with 46ha of land vacant (excluding GV Link land).

Industrial Land Market

- 7 Greater Shepparton's land consumption rate has averaged 4ha to 5ha over the 2004-11 period (with Mooroopna averaging 0.4ha pa); however, industrial permit activity has declined markedly over recent years, falling from an average investment value of \$2.6m pa (2001-06) to \$1.2m (2007-12). In contrast, the average annual value of industrial permits in the municipalities surrounding Greater Shepparton (which comprise the balance of the Region) has increased from \$2.2m to \$4.1m over the same periods, indicating a shift in industrial investment to the wider region.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

- 8 Greater Shepparton's vacant industrial land prices appear relatively high when compared with prices in nearby regional centres. For example, for lots less than 1ha in size Greater Shepparton's rate of \$90/m² appears much higher than Wodonga's (up to \$65/m²) and Wangaratta's (up to \$55/m²). While benchmarking has not been possible for larger lots (due to lack of available stock in Greater Shepparton and Wangaratta), lots of the size proposed for GV Link are currently averaging approximately \$20/m² in Wodonga and provide a realistic guide to competitive pricing for GV Link land. In this regard, current prices sought for land at GV Link might be ambitious, especially with regard to the early development cycle of the site compared to the more extensive offer at a facility such as Wodonga LOGIC.
- 9 A survey of major food manufacturers (2009) shows freight volumes of 465,000 tonnes pa could possibly be generated at GV Link from the sector if all potential users were secured. This equates to annual throughput of 5,730 containers, 440,000 pallets and 62,000 truck movements. To attract users, GV Link will need to be competitively priced (including land and services) and to offer more efficient and reliable outcomes than are currently available. However, the downturn in economic conditions and industrial activity in the intervening years since the survey was undertaken (as highlighted earlier in this report) is likely to have reduced potential usage in the facility.
- 10 A number of reasons help to explain why major operators in the region indicate they are unlikely to use GV Link, and these include having adequate long-term existing arrangements in place, uncertainty about GV Link's ability to deliver cost savings and efficiencies, and uncertainty regarding the development and how the facility will operate.

Regional Freight Node Case Study Findings

- 11 A number of important lessons can be learned from other regional freight node developments, and these include:
 - Importance of securing a major anchor tenant and or terminal operator.
 - Critical role of providing major road and rail infrastructure at an early stage to provide incentives for investors in terms of improved access to markets and operational efficiencies.
 - Importance of being able to secure sustainable long-term freight volumes to underpin the facility.
 - Need to develop a cluster of industrial activity on the site, rather than focusing only on freight and logistics, as this broader activity will generate on-site demand at the terminal.
 - Importance of competitive pricing that reflects changing market conditions.
 - Investment from or partnering with Government can supports the viability of freight nodes eg Wodonga TAFE Driving Centre and Fatigue Management and Trailer Interchange at Wodonga LOGIC.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

Investment Outlook for GV Link

- 12 The following considerations are relevant to the GV Link development:
- Funding for Shepparton Bypass has not been secured and this creates uncertainty for investors.
 - Demand for rail has not been demonstrated in this location, and rail freight is expected to continue to play only a small role in the overall Victorian freight task.
 - The location of GV Link is not optimal, noting that the majority of established industrial operators are located in Shepparton East. This could act as a deterrent for some transport and logistics operators (or general industrial operators) to relocate to GV Link as they have existing synergies with other operators in this large industrial cluster.
 - GV Link will need to provide competitive land sales and lease terms in the local and regional industrial land market. Ultimately, the benefits of investing or operating from GV Link will need to be greater than costs (sunk investment in existing location, land costs, relocation costs etc). Current land prices being sought might be ambitious. Council needs to balance returns against investment made in the development of the facility (and the ability to make further financial contributions).
 - Greater Shepparton has experienced a significant downturn in industrial investment over recent years due to a number of factors (GFC, drought, international competition etc), and this is likely to result in ongoing investment caution in the market, particularly if negative conditions continue.
 - Government investment in specific freight nodes – such as Wodonga LOGIC – means GV Link might be considered to be behind in terms of freight centre development in the broader region. For example, the construction of Fatigue Management and Trailer Interchange presents a major Government-funded investment for Wodonga LOGIC which might improve the investment outlook for this site.

Cost and Benefits to Council of GV Link

- 13 The full development cost of GV Link is estimated at \$150 million (in constant 2013 dollars) including the provision of all required infrastructure.
- 14 At full development Greater Shepparton City Council will have invested approximately \$12.3 million (in constant 2013 dollars) in the planning, land acquisition, marketing and development of GV Link – this excludes investment in site infrastructure. Net returns to Council (after costs are removed) might generate between \$27.4 million to \$61.4 million (in constant 2013 dollars) in land sales and rates revenue (depending on land sale prices attained).
- 15 Approximately \$133 million (in constant 2013 dollars) will be required to provide critical infrastructure to deliver GV Link in line with the master plan. While funding sources are yet to be determined, it is expected that Council funding, private sector contributions

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

and financial support from Federal and State governments would be the most realistic funding mix.

- 16 These costs need to be considered against potential positive economic benefits arising from GV Link which include:
- Significant opportunities for the local construction sector (for both business and workers) during the development of GV Link, with the \$130 million (or so) in infrastructure projects representing a major stimulus for the local economy.
 - Ability to accommodate 3,400 jobs at the site across a range of activities, thus playing an important role in supporting Shepparton’s long-term labour force growth.
 - Opportunities for industry consolidation and clustering.
 - Productivity improvements in freight and associated industries.
 - Additional value added economic output of \$70 million pa (in constant 2013 dollars) at full development associated with new businesses attracted to the region.
 - Creation of new opportunities for retraining and industry transition.
 - Generation of new spending into the regional economy through visitor spending and industry linkages.

Recommendations

- 17 Addressing challenges currently facing the GV Link is critically important, and a number of priority actions are required in order to stimulate investor and operator confidence in the development. Recommended priorities for Council are:
- a. Advocating for further government assistance to develop the facility, including support for infrastructure, servicing, landscaping and integration of rail services.
 - b. Securing government support to assist in developing and transforming key industry sectors, such as food processing, dairy, manufacturing, agriculture and construction so as to ensure the Goulburn Valley continues to have a viable and sustainable freight base.
 - c. Reviewing development experiences from existing and proposed regional freight nodes in Victoria and identifying ways in which the GV Link development process might be enhanced.
 - d. Engaging the services of a commercial agent to confirm the value of land at GV Link so as to ensure land prices offered are competitive in the regional and State-wide market.
 - e. Continuing to pursue a logistics business entity to operate and manage the GV Link facility.
 - f. Continue to peruse inward investment from operators from outside the region, especially major investors with the ability to contribute to site infrastructure.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

- g. Identifying and direct marketing to major freight generating business in the Goulburn Valley region, especially business where leases or supply contract arrangements are expiring in the coming years, and where they could be candidates for a GV Link location.
- h. Assessing the relocation potential of general industrial operators located in Shepparton's existing established industrial areas (especially those firms wishing to expand or upgrade to higher-quality facilities) as most of the successful freight nodes are usually well-integrated with more general industrial activities (engineering, mechanics etc).

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

INTRODUCTION

Background

Greater Shepparton City Council have engaged Essential Economics to provide an economic assessment of the development of the Goulburn Valley Freight Node, known as GV Link. Council owns the land and is responsible for the development of the site.

GV Link is investment-ready with a detailed master plan prepared, necessary land acquired and all planning permits in place. Land has been available to the market for approximately two years, and despite numerous enquiries, no land sales have yet been forthcoming. In view of significant Council investment and uncertain economic conditions – especially in the Goulburn Valley Region – an economic assessment of the GV Link development is now required to assist Council's role in attracting investment to the site and advocating for further Government assistance.

Objective

The main objectives of this study are:

- To examine the development feasibility of GV Link
- To assess the costs and benefits to Council of the development of GV Link
- To identify for priority actions to progress the development of the site

This Report

This report contains the following chapters:

- Chapter 1: GV Link Development Overview** – Provides a summary of the proposed development including an overview of the site master plan and staging.
- Chapter 2: Regional Economic Context** – Presents a summary of key economic factors likely to influence the development of GV Link, including labour force trends, industry composition and change, and regional economic performance.
- Chapter 3: Industrial Land Market Assessment** – Provides a detailed assessment of supply and demand trends for industrial land in the Shepparton market with reference to the Urban Development Program, investment trends, sales activity and prices, and specific demand factors relevant to GV Link.
- Chapter 4: Regional Victorian Freight Nodes Case Studies** – Provides short case studies on existing and planned regional intermodal freight nodes and summarises key factors influencing the success (or otherwise) of these developments.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

- Chapter 5: Investment Outlook for GV Link** – Based on the preceding analysis, provides an overview of the long-term feasibility of the GV Link project, including identifying key development challenges.
- Chapter 6: Costs and Benefits to Council of GV Link Development** – Presents a summary of Council investment costs associated with the GV Link project and identifies potential economic development benefits from the proposed facility. Recommendations are made with regard to priority actions required to progress the development GV Link.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

1 GV LINK DEVELOPMENT OVERVIEW

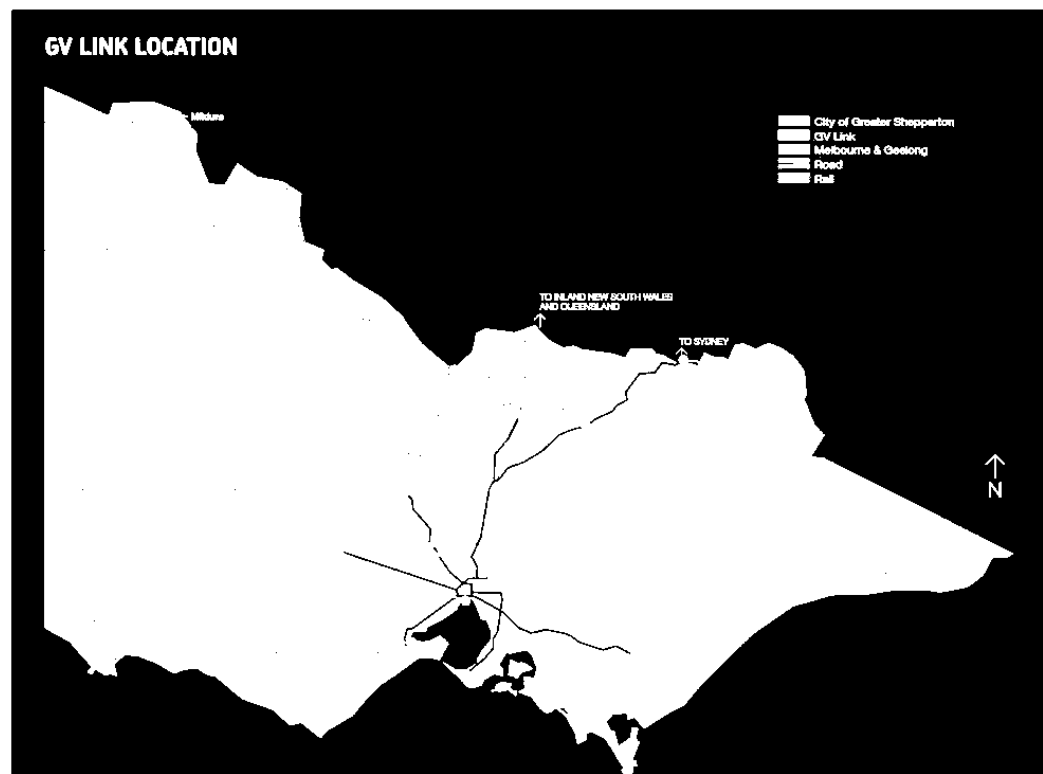
1.1 Location

GV Link is planned for development on 331 ha of land at 250 Toolamba Road, 2km south of the Midland Highway in Mooroopna.

As Figure 1.1 highlights, GV Link is strategically located at the junction of two major freight routes, Goulburn Valley Highway and Midland Highway, that service Victoria's Food Bowl and Southern NSW. The soon-to-be completed Nagambie Bypass (located on the Goulburn Valley Highway) and the proposed Shepparton Bypass (the alignment of which runs through the GV Link site) will further boost access to markets for freight transporters in the longer-term.

The rail terminal at Mooroopna (located just 1km north of the site), provides broad gauge access for business in the area and will support the development of a dedicated rail terminal at GV Link, providing direct rail access to Melbourne and other major markets.

Figure 1.1: GV Link Locational Context



Source: www.gvlink.com.au

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

1.2 Background

The planning process for GV link commenced in 2003, and has been assisted through Council funding and financial support from the Australian Government (through Auslink) and the Victorian Government (through the Regional Infrastructure Development Fund).

The planning and design process is now complete and a detailed master plan for the site prepared has been prepared, as shown in Figure 1.2.

The key milestones to date for the project are as follows:

2007

- Economic Review completed
- \$3 million Australian Government commitment

2008

- Planning Scheme Amendment gazetted
- Land acquired for development
- Design EOI concluded
- \$2 million Victorian Government commitment
- Planning permit issued

2009

- Landscape Design Report completed

2010

- Detailed design plans complete

2011

Council completes final land acquisition for the site through a \$4.9 million compensation settlement.

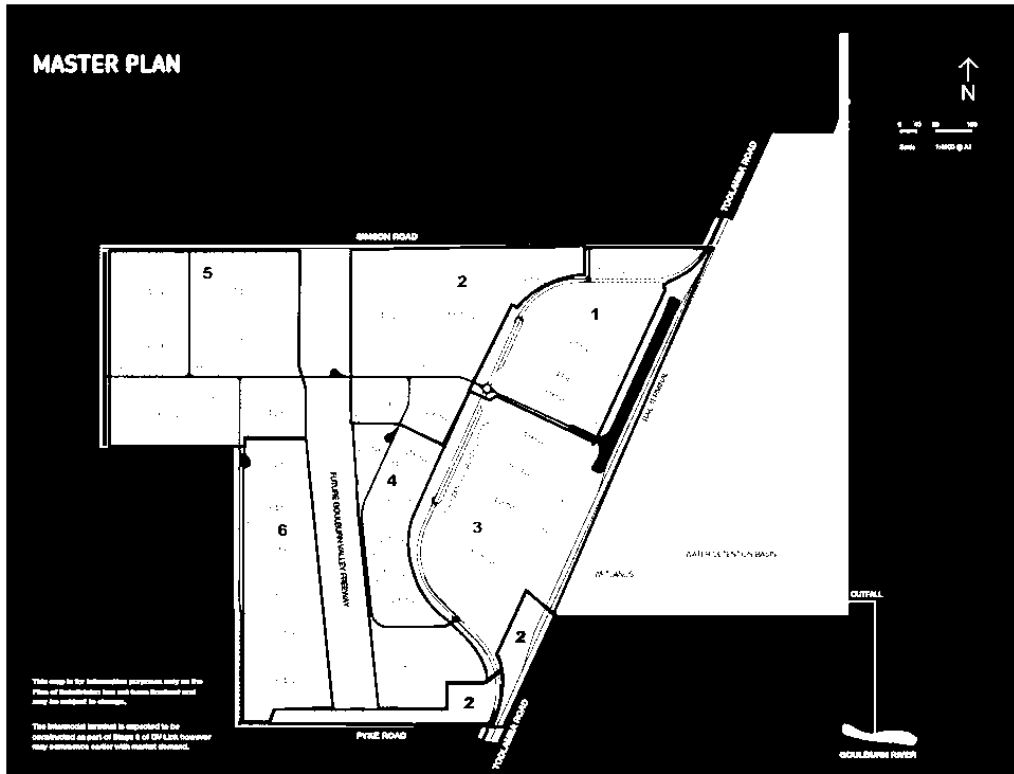
1.3 Masterplan

As the master plan in Figure 1.2 shows, GV Link will consist of an intermodal rail-road terminal and general freight area that links producers/exporters to the Port of Melbourne by rail and road, and provides opportunities for distribution centres, warehouses, a container park and trucking depots. Once operational, the facility aims to improve efficiency of the freight logistics task for industry and growers, including improved access to external markets, including port

GOLBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

locations. The master plan covers a land area of 170ha and highlights a six-stage development process which yields 32 lots ranging in size from 1.5ha to 13.8ha.

Figure 1.2: GV Link Masterplan

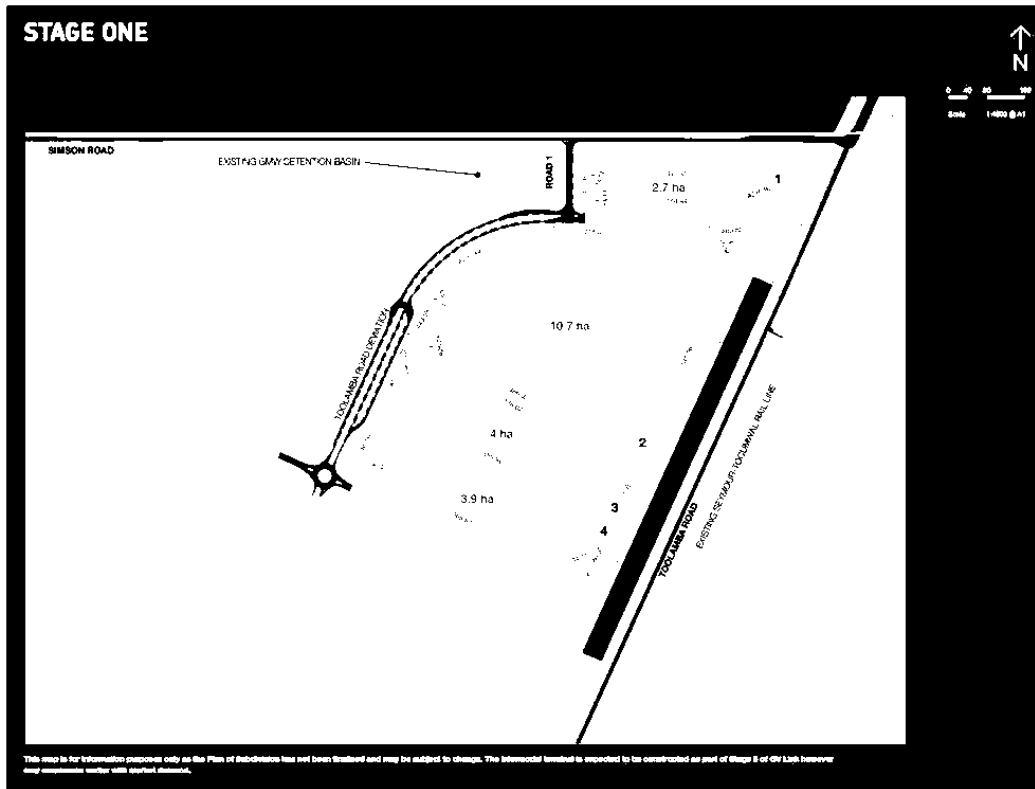


Source: www.gvlink.com.au

Stage 1 of GV Link, illustrated in Figure 1.3, focuses on the eastern section of the site, fronting Toolamba Road and adjacent to the existing Seymour-Tocumwal Rail Line. This four-lot subdivision has a total land of 21.3ha and adjoins the proposed rail terminal for the site.

GOLBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

Figure 1.3: GV Link Proposed Stage 1 Development



Source: www.gvlink.com.au

1.4 Current Status

With the master plan complete and all permits in place, GV Link is ‘investment ready’ and lots have been available for sale and lease for some time as part of the Stage 1 development.

Greater Shepparton City Council is currently responsible for facilitating investment in the site and, although a number of enquiries have been made, as yet no investment has been forthcoming in the site.

In view of this situation, and recognising that GV Link is a long-term project that will be developed over many years, the following Chapters assess the economic, property and investment fundamentals underpinning the facility (noting the change in economic circumstances in the Goulburn Valley region over the past decade), and provide an assessment on the current feasibility of the project and priority actions required to deliver a successful outcome.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

2 REGIONAL ECONOMIC CONTEXT

This Chapter provides an overview of key economic factors influencing demand for land at GV Link. These factors include population growth, labour market trends, industry change, regional economic output, and future economic trends.

2.1 Population Growth

Strong population growth is forecast for the Greater Shepparton Region – which includes the surrounding municipalities of Benalla, Campaspe, Moira and Strathbogie – over the coming 20 years. The region's current population of approximately 150,000 persons is projected to expand to approximately 187,000 persons by 2031. By 2031 an additional 37,000 persons will be living in the Region.

Regional population expansion and associated consumer demand typically adds to the freight task through increased needs of the transport and logistics sector to store and distribute goods to warehouses, shops and households.

Table 2.1 Greater Shepparton Region Population Projections, 2011-2031

	2011 ⁽¹⁾	2021 ⁽²⁾	2031 ⁽²⁾	Change 2011-31	Annual Average Growth Rate 2011-31
Benalla	13,750	15,250	16,020	+2,270	+0.8%
Campaspe	36,670	41,890	45,540	+8,870	+1.1%
Greater Shepparton	61,740	71,290	77,800	+16,060	+1.2%
Moira	28,440	33,160	36,880	+8,440	+1.3%
Strathbogie	9,620	10,520	11,090	+1,470	+0.7%
Greater Shepparton Region	150,220	172,110	187,330	+37,110	+1.1%

Source: ⁽¹⁾ ABS Regional Population Growth, Australia Cat. No. 3218.0 (March 2012); ⁽²⁾ Department of Planning and Community Development, *Victoria in Future 2012*
Figures rounded

2.2 Regional Unemployment Trends

Over the past decade, Greater Shepparton's unemployment rate has increased from 6.7% to 8.6% during a period when unemployment has generally declined in regional Victoria (6.2% to 5.7%), and in metropolitan Melbourne (5.8% to 5.4%) and Victoria (5.9% to 5.5%). However, between 2002 and 2012, the unemployment rate of the broader region also trended upwards from 5.9% to 7.1%, highlighting difficult economic conditions in the Goulburn Valley associated with factors such as drought, GFC, high dollar and reduced exports, 'off-shoring' and consolidation of operations, and competition from cheaper imported goods in sectors such as manufacturing, food processing etc.

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Job losses over this period include:

- 150 manufacturing jobs at SPC Ardmona at Mooroopna
- 144 manufacturing jobs at Heinz at Girgarre
- 140 milk production jobs at Nestlé at Tongala
- 40 processing and maintenance jobs at Campbells Soups at Shepparton

More recently (April 2013), SPC Ardmona announced a reduction of 50% in the company's intake of fruit from local growers (especially peaches and pears), impacting up to 130 fruit growing businesses in the Goulburn Valley through total loss of contracts or significantly reduced intakes of fruit.

Table 2.1 Unemployment Rates, Selected Locations 2002 and 2012

	2002	2012	Change 2002+2012
<i>Greater Shepparton</i>	6.7%	8.6%	+1.9%
Benalla	8.7%	7.0%	-1.7%
Campaspe	4.8%	5.6%	+0.8%
Moirra	4.6%	6.3%	+1.7%
Strathbogrie	5.9%	5.3%	-0.6%
Region	5.9%	7.1%	+1.2%
Regional Victoria	6.2%	5.7%	-0.5%
Metropolitan Melbourne	5.8%	5.4%	-0.4%
Victoria	5.9%	5.5%	-0.4%

Source: Department of Employment, Education and Workplace Relations – Small Area Labour Markets Australia, December 2002 and December 2012

2.3 Industry Change

Resident Labour Force

According to the ABS Census, approximately 25,570 residents in Greater Shepparton were employed in 2011, and this represents a small increase in the labour force of 970 residents since 2006 or +3.9%. The 2011 resident labour force comprises the following:

- Approximately 17,240 persons in the Tertiary (or services) sector, representing 69% of employed Greater Shepparton residents.
- Approximately 3,580 persons in the Secondary sector, representing 22% of employed Greater Shepparton residents (with 13.3% in manufacturing and 8.5% in construction).
- Approximately 2,230 persons employed in the Primary sector (the majority of whom are employed in agriculture), representing 9% of employed Greater Shepparton residents.

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Over the period 2006 to 2011, the majority of labour force growth occurred in the Tertiary Sector (especially health care and social assistance and education), with the number of residents employed in this sector increasing by approximately +1,130 persons.

Over the same period, the Secondary sector experienced only slow growth of +120 persons, due exclusively to the growth that occurred in the Construction industry (+270 persons), which was offset by a decline in the Manufacturing industry (-110 persons).

The number of persons employed in the Primary Sector declined by -370 persons over the period 2006 to 2011, with Agriculture, Forestry and Fishing accounting for a decline of -380 employed residents and with minor growth in Mining (+10).

Table 2.2 summarises these trends over the period 2006 to 2011.

Changing Structure of the Industrial Labour Force

The *industrial sector* comprises Manufacturing, Construction, Transport and storage, and Wholesale trade, and these activities typically locate in industrial areas.

In 2011 approximately 7,440 persons in Greater Shepparton were employed in the industrial sector, and comprised the following:

- Manufacturing: 3,310 persons, or 45% of all industrial jobs
- Construction: 2,120 persons, or 29% of all industrial jobs
- Transport, Postal and Warehousing: 1,090 persons, or 15% of all industrial jobs
- Wholesale Trade: 920 persons, or 12% of all industrial jobs.

Over the period 2006 to 2011, the size of the Greater Shepparton industrial labour force remained relatively stable, increasing by approximately +0.5%; however, this was significantly lower than labour force growth of +4.4% experienced in regional Victoria over the 5 years.

While Manufacturing remains the dominant employing sector consuming industrial land, its overall decline (-3.2%) has been driven by a significant contraction in employment in the fruit and vegetable processing sub-sector. Between 2006 and 2011, the number of people employed in this sub-sector declined by -240 persons, or -23%. In regional Victoria a sharp decline also occurred in Manufacturing (-5.9%) and in fruit and vegetable processing (-15%), indicating broader structural problems inherent in these activities.

Modest labour force growth in the Transport, postal and warehousing sector (+40) was recorded over the 5-year period, although its growth rate of +3.8% was much lower than the +10.5% growth across regional Victoria. Greater Shepparton's employment associated with warehousing activities declined significantly by -11.5% (or 120 resident workers) and this contrasts starkly with a far more modest decline of just -0.5% observed across regional Victoria for this sector.

Of the traditional industrial sectors, Construction provided strongest labour force growth over the period 2006-2011, expanding by a total of +230 persons or +12%. However, this rate of

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growth was much lower than the +18% growth experienced for regional Victoria over the same period.

Changes in resident labour force structure relating to industrial activities are detailed in Table 2.3.

Table 2.2: Labour Force Trends by Industry, Greater Shepparton, 2006 to 2011

	2006		2011		Change 2006-2011		
	No.	%	No.	%	No.	%	Regional Victoria
Primary Sector							
Agriculture, Forestry and Fishing	2,560	10.7%	2,180	8.8%	-380	-14.8%	-12.1%
Mining	40	0.2%	50	0.2%	+10	+25.0%	+43.9%
Sub-total	2,600	10.8%	2,230	9.0%	-370	-14.2%	-8.8%
Secondary Sector							
Manufacturing	3,420	14.2%	3,310	13.3%	-110	-3.2%	-5.9%
Construction	1,890	7.9%	2,120	8.5%	+230	+12.2%	+18.2%
Sub-total	5,310	22.1%	5,430	21.8%	+120	+2.3%	+4.0%
Tertiary Sector							
Producer Services							
Electricity, Gas, Water and Waste Services	500	2.1%	580	2.3%	+80	+16.0%	+21.0%
Transport, Postal and Warehousing	1,050	4.4%	1,090	4.4%	+40	+3.8%	+10.5%
Information Media and Telecommunications	310	1.3%	300	1.2%	-10	-3.2%	-12.4%
Financial and Insurance Services	560	2.3%	470	1.9%	-90	-16.1%	+9.9%
Rental, Hiring and Real Estate Services	240	1.0%	220	0.9%	-20	-8.3%	+4.9%
Wholesale Trade	1,040	4.3%	920	3.7%	-120	-11.5%	-0.5%
Sub-total	3,700	15.4%	3,580	14.4%	-120	-3.2%	+5.9%
Consumer Services							
Retail Trade	3,370	14.0%	3,380	13.6%	+10	+0.3%	+1.2%
Accommodation and Food Services	1,260	5.2%	1,390	5.6%	+130	+10.3%	+14.7%
Arts and Recreation Services	180	0.7%	200	0.8%	+20	+11.1%	+18.2%
Administrative and Support Services	690	2.9%	720	2.9%	+30	+4.3%	+8.2%
Professional, Scientific and Technical Services	950	4.0%	1,020	4.1%	+70	+7.4%	+17.9%
Public Administration and Safety	1,010	4.2%	1,100	4.4%	+90	+8.9%	+14.1%
Education and Training	1,880	7.8%	2,080	8.4%	+200	+10.6%	+11.2%
Health Care and Social Assistance	3,070	12.8%	3,770	15.1%	+700	+22.8%	+22.0%
Sub-total	12,410	51.7%	13,660	54.9%	+1,250	+10.1%	+12.5%
Sub-total Tertiary Sector	16,110	67.1%	17,240	69.2%	+1,130	+7.0%	+11.1%
Total (excluding not stated/inadequately described)	24,020	100.0%	24,900	100.0%	+880	+3.7%	+7.5%
Not Stated/ Inadequately Describe	580		670		+90	+15.5%	-1.4%
Total	24,600		25,570		+970	+3.9%	+7.3%

Source: ABS Census of Population and Housing, 2006 and 2011
Note: Figures are rounded and based on ANZSIC 2006

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Table 2.3: Industrial Labour Force Trends by Industry Sector, Greater Shepparton, 2006 to 2011

	2006		2011		Change 2006-2011		
	No.	%	No.	%	No.	%	Regional Victoria
Manufacturing							
Fruit and Vegetable Processing	1,100	14.9%	850	11.4%	-250	-22.7%	-14.7%
Dairy Product Manufacturing	410	5.5%	430	5.8%	20	4.9%	16.8%
Manufacturing, nfd	220	3.0%	260	3.5%	40	18.2%	8.6%
Other Food Product Manufacturing	50	0.7%	220	3.0%	170	340.0%	-3.2%
Meat and Meat Product Manufacturing	90	1.2%	130	1.7%	40	44.4%	-5.7%
Manufacturing Balance	1,550	20.9%	1,420	19.1%	-130	-8.4%	-8.9%
Total Manufacturing	3,420	46.2%	3,310	44.5%	-110	-3.2%	-5.9%
Construction							
Building Installation Services	400	5.4%	480	6.5%	80	20.0%	25.6%
Building Completion Services	360	4.9%	430	5.8%	70	19.4%	9.8%
Residential Building Construction	430	5.8%	410	5.5%	-20	-4.7%	7.9%
Heavy and Civil Engineering Construction	130	1.8%	190	2.6%	60	46.2%	38.3%
Building Structure Services	190	2.6%	180	2.4%	-10	-5.3%	13.5%
Construction Balance	380	5.1%	430	5.8%	50	13.2%	23.3%
Total Construction	1,890	25.5%	2,120	28.5%	230	12.2%	18.2%
Transport, Postal & Warehousing							
Road Freight Transport	670	9.1%	680	9.1%	10	1.5%	3.1%
Road Passenger Transport	110	1.5%	140	1.9%	30	27.3%	28.4%
Postal and Courier Pick-up and Delivery Services	120	1.6%	140	1.9%	20	16.7%	3.8%
Warehousing and Storage Services	40	0.5%	50	0.7%	10	25.0%	29.2%
Other Transport Support Services	10	0.1%	20	0.3%	10	100.0%	29.5%
Transport, Postal and Warehousing Balance	100	1.4%	60	0.8%	-40	-40.0%	18.3%
Total Transport, Postal & Warehousing	1,050	14.2%	1,090	14.7%	40	3.8%	10.5%
Wholesale Trade							
Grocery, Liquor and Tobacco Product Wholesaling	320	4.3%	240	3.2%	-80	-25.0%	-13.7%
Mineral, Metal and Chemical Wholesaling	100	1.4%	110	1.5%	10	10.0%	-0.6%
Agricultural Product Wholesaling	80	1.1%	90	1.2%	10	12.5%	1.7%
Other Machinery and Equipment Wholesaling	90	1.2%	90	1.2%	0	0.0%	17.9%
Furniture, Floor Covering and Other Goods Wholesaling	90	1.2%	80	1.1%	-10	-11.1%	-4.8%
Wholesale Trade Balance	360	4.9%	310	4.2%	-50	-13.9%	4.5%
Wholesale Trade	1,040	14.1%	920	12.4%	-120	-11.5%	-0.5%
Total	11,380	100.0%	11,570	100.0%	40	0.5%	7.3%

Source: ABS Census of Population and Housing, 2006 and 2011

Note: Figures are rounded and based on ANZSIC 2006

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In 2011, Greater Shepparton provided approximately 24,010 jobs for a resident working population of 25,570 according to ABS Journey to Work (JTW) data presented in Table 2.4. Thus, Greater Shepparton lost 200 jobs (net) since 2006 and this has contributed to the increase in the unemployment rate. Sectors which are typical consumers of industrial land showed an overall decline of -320 jobs between 2006 and 2011 (from 6,980 jobs to 6,660 jobs). Although an additional 80 Construction jobs were located in Greater Shepparton over the 5-year period, a decline in jobs occurred in Manufacturing (-200 jobs), Wholesale trade (-140 jobs), and Postal, transport and warehousing (-60 jobs).

A significant contraction in Agricultural, forestry and fishing jobs located in Greater Shepparton is also evident over the period, with this sector shedding 550 jobs. In terms of industrial land consumption, this sector (especially agricultural-related activities in machinery manufacturing, vehicle maintenance, stock feed supplies, fencing suppliers, etc) includes many activities that are often located on industrial land, therefore the contraction in agricultural-related activities will have a flow-on effect on demand for industrial land more generally.

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Table 2.4: Jobs by Industry Sector Located in Greater Shepparton, 2006 to 2011

	2006		2011		Change 2006-2011		
	No.	%	No.	%	No.	%	Regional Victoria
Primary Sector							
Agriculture, Forestry and Fishing	2,420	10.1%	1,870	7.9%	-550	-22.7%	-15.3%
Mining	30	0.1%	40	0.2%	10	33.3%	14.5%
Sub-total	2,450	10.2%	1,910	8.0%	-540	-22.0%	-13.7%
Secondary Sector							
Manufacturing	3,360	14.0%	3,160	13.3%	-200	-6.0%	-11.0%
Construction	1,540	6.4%	1,620	6.8%	80	5.2%	10.6%
Sub-total	4,900	20.4%	4,780	20.1%	-120	-2.4%	-3.7%
Tertiary Sector							
Producer Services							
Electricity, Gas, Water and Waste Services	630	2.6%	700	2.9%	70	11.1%	6.5%
Transport, Postal and Warehousing	1,030	4.3%	970	4.1%	-60	-5.8%	1.8%
Information Media and Telecommunications	350	1.5%	300	1.3%	-50	-14.3%	-19.7%
Financial and Insurance Services	610	2.5%	480	2.0%	-130	-21.3%	6.8%
Rental, Hiring and Real Estate Services	250	1.0%	220	0.9%	-30	-12.0%	-0.2%
Wholesale Trade	1,050	4.4%	910	3.8%	-140	-13.3%	-7.3%
Sub-total	3,920	16.3%	3,580	15.1%	-340	-8.7%	-1.6%
Consumer Services							
Retail Trade	3,480	14.5%	3,250	13.7%	-230	-6.6%	-4.3%
Accommodation and Food Services	1,230	5.1%	1,170	4.9%	-60	-4.9%	9.0%
Arts and Recreation Services	180	0.7%	160	0.7%	-20	-11.1%	9.7%
Administrative and Support Services	620	2.6%	540	2.3%	-80	-12.9%	-4.0%
Professional, Scientific and Technical Services	990	4.1%	1,030	4.3%	40	4.0%	13.4%
Public Administration and Safety	1,070	4.5%	1,160	4.9%	90	8.4%	8.3%
Education and Training	1,930	8.0%	2,160	9.1%	230	11.9%	7.9%
Health Care and Social Assistance	3,260	13.6%	4,030	17.0%	770	23.6%	19.3%
Sub-total	12,760	53.1%	13,500	56.8%	740	5.8%	7.5%
Sub-total Tertiary Sector	16,680	69.4%	17,080	71.9%	400	2.4%	5.8%
Total (excluding not stated/inadequately described)	24,030	100.0%	23,770	100.0%	-260	-1.1%	1.8%
Not Stated/Inadequately Described	180		240		60	33.3%	0.0%
Total	24,210		24,010		-200	-0.8%	1.8%

Source: ABS Census of Population and Housing, 2006 and 2011

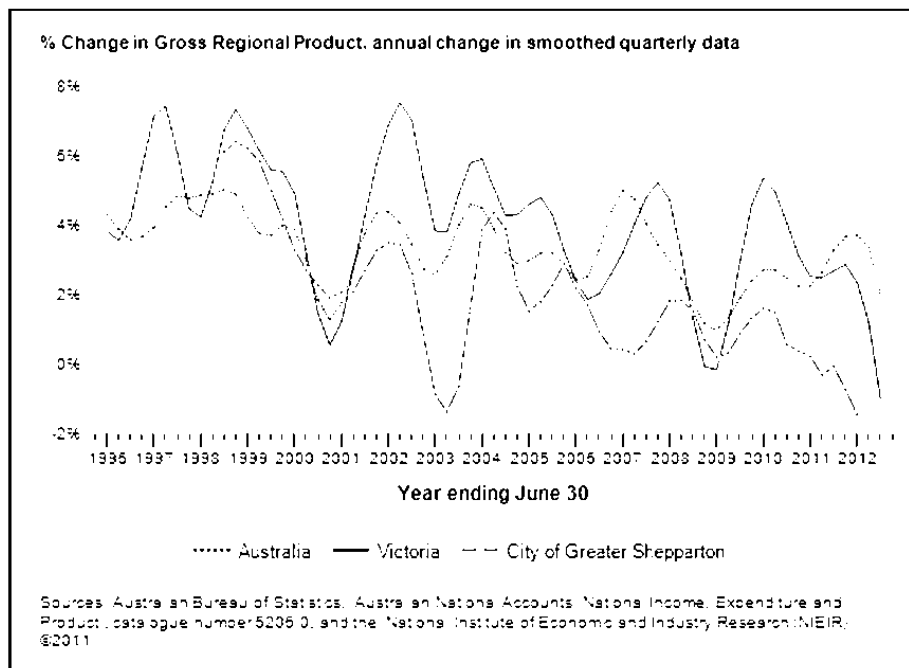
Note: Figures are rounded and based on ANZSIC 2006

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2.4 Economic Performance

Economic performance, as measured by Gross Regional Product (GRP) and sourced from information prepared by the National Institute of Economic and Industry Research (NIEIR), shows Greater Shepparton has trended below national and state growth rates consistently since 1996. In the post-GFC climate, Greater Shepparton’s GRP recovered at a relatively slow rate, although over the past couple of years it has experienced slightly negative growth. Overall, GSP has hovered around \$2.4 billion pa for the 5-year period from 2008 to 2012.

Table 2.1: Gross Regional Product, Selected Locations, 1996-2012



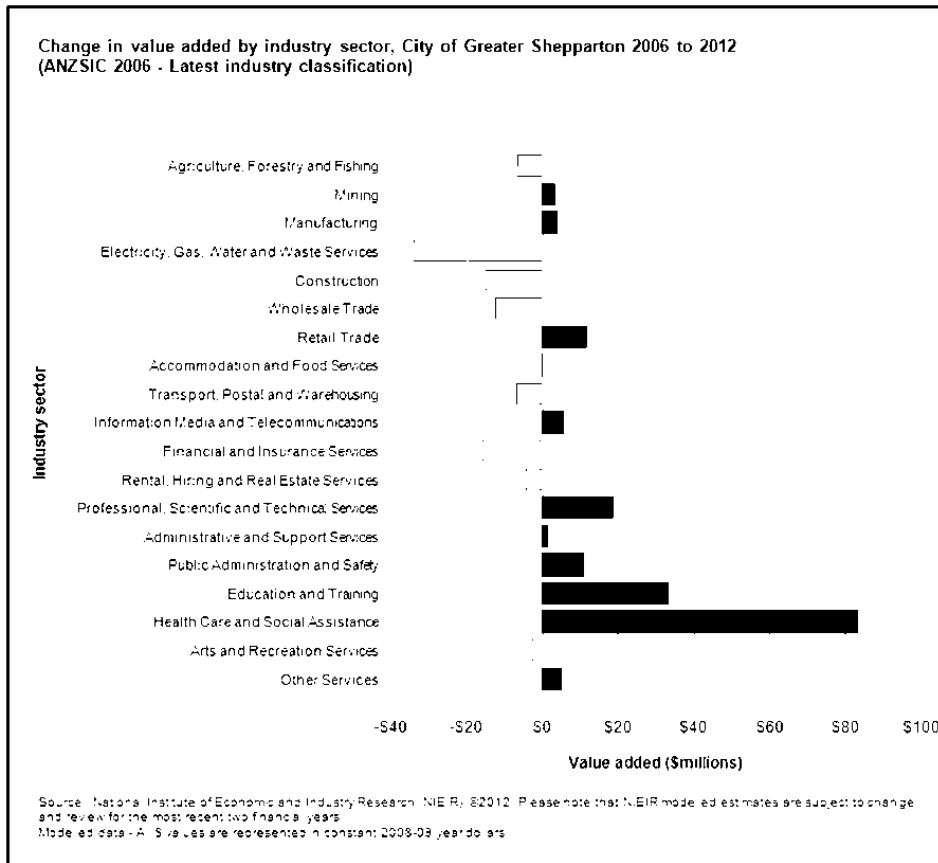
Source: Economy id (prepared by the National Institute of Economic and Industry Research - NIEIR)

Trend data for value added by industry sector, shown in Table 2.5 and Figure 2.2, shows declines or only very small increases in economic output from most traditional industrial activities over the period 2006-2011. In total, value added associated with Manufacturing, Construction, Transport, postal and warehousing, and Wholesale trade declined from \$642 million in 2006 to \$614 million in 2012 (as measured in constant 2011/12 dollars).

In contrast, significant increases in gross value added occurred in the Tertiary sector, particularly in Health care and social assistance, Education and training, and Professional, scientific and technical services, as shown in Figure 2.2.

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Figure 2.2: Gross Value Added, By Industry Sector, Greater Shepparton 2006 to 2012



Source: Economy id (prepared by the National Institute of Economic and Industry Research (NIEIR))

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Table 2.5: Gross Value Added, By Industry Sector, Greater Shepparton 2006 to 2012

Industry sector (2006 ANZSIC)	2012 \$ millions (2010/11 constant prices)	2012 % of total	2006 \$ millions (2010/11 constant prices)	2006 % of total	Change 2006 to 2012
Agriculture, Forestry and Fishing	309	13.6	316	14.4	-7
Mining	22	1	18	0.8	4
Manufacturing	288	12.7	284	12.9	4
Electricity, Gas, Water and Waste Services	116	5.1	150	6.8	-34
Construction	125	5.5	140	6.4	-15
Wholesale Trade	94	4.1	106	4.8	-12
Retail Trade	182	8	170	7.7	12
Accommodation and Food Services	57	2.5	56	2.6	0
Transport, Postal and Warehousing	106	4.6	112	5.1	-7
Information Media and Telecommunications	52	2.3	47	2.1	6
Financial and Insurance Services	140	6.1	156	7.1	-16
Rental, Hiring and Real Estate Services	36	1.6	41	1.8	-4
Professional, Scientific and Technical Services	102	4.5	83	3.8	19
Administrative and Support Services	52	2.3	50	2.3	2
Public Administration and Safety	90	4	79	3.6	11
Education and Training	174	7.6	140	6.4	33
Health Care and Social Assistance	261	11.5	178	8.1	83
Arts and Recreation Services	9	0.4	12	0.5	-3
Other Services	64	2.8	59	2.7	5
Total industries	2,279	100	2,198	100	81

Source: Economy id (prepared by the National Institute of Economic and Industry Research (NIEIR))

2.5 Economic Trends

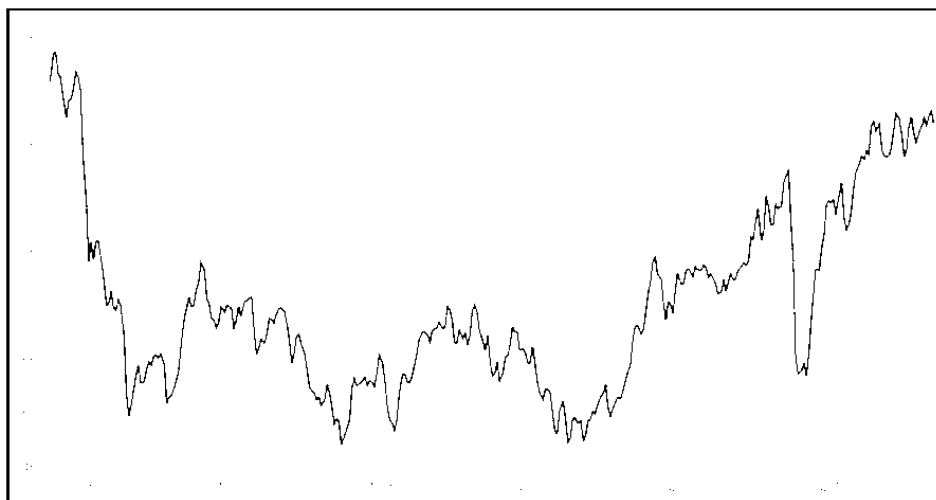
The Trade Weighted Index (TWI) is a weighted average of a basket of currencies that reflects the importance of the sum of Australia's exports and imports of goods by country. The TWI is often used as one indicator of Australia's international competitiveness and is a useful gauge of the value of the Australian dollar when bilateral exchange rates exhibit diverging trends. As Figure 2.6 highlights, the TWI has risen sharply since the initial impacts of the GFC, with the period from mid-2009 to 2013 putting the TWI at near record levels.

Australia's high currency rate has impacted adversely on the competitiveness of many industry sectors, especially those exposed to overseas competition. In the Goulburn Valley, manufacturing, dairy and food processing have been negatively impacted by the high exchange rate, leading to cheaper goods and services being sourced overseas. For example, SPC Ardmora recently reduced its intake of fruit by 50% from local growers, with approximately 60

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growers losing their contracts. The high dollar (leading to increased purchasing power for buyers, including major supermarket chains) is principally responsible for a sharp increase in imported cheap canned fruit from North America and Europe, impacting adversely on the competitiveness of the local fruit processing sector. SPCA exports are also significantly down.

Figure 2.6: Australian Trade Weighted Index (Fed 1984 to May 2013)



Source: Reserve Bank of Australia
<http://fxtrade.oanda.com/analysis/economic-indicators/australia/indices/trade-weighted-index>

2.6 Conclusions

- Over the next 20 years, population levels are projected to increase for Greater Shepparton (+16,000 persons) and for the broader region (+37,000 persons, including Greater Shepparton), creating the need for the regional economy to generate a significant number of new jobs to support long-term labour force growth.
- Greater Shepparton, which is the major employment centre for the region, has in recent years suffered from very high levels of unemployment (currently 8.6% which is well above the State average of 5.5%), and this situation has been driven by factors which include as drought, the GFC, and reduced competitiveness of the regional manufacturing and food processing sectors due to the high currency rate.
- Between 2006 and 2011, 400 jobs were lost in Greater Shepparton in Manufacturing, Transport, postal and warehousing, and in Wholesaling, and a further 550 jobs were lost in the Primary sector (principally Agriculture). Economic output as measured by Gross Value Added from these sectors has also declined markedly over recent years. In general, these are the sectors and their supporting activities that generate demand for freight and industrial land consumption.

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3 INDUSTRIAL LAND MARKET ASSESSMENT

This Chapter provides an assessment of the regional and local industrial land market with reference to trends in land supply and demand factors, and a specific analysis of demand for land at GV Link.

3.1 Industrial Land Supply

Greater Shepparton had a supply of 188ha of available industrial land in 2011, according to the Urban Development Program (DPCD – Regional Industrial Report, City of Greater Shepparton, September 2012). This supply excluded land allocated for GV Link.

Most of this vacant industrial land is located in the major industrial node in Shepparton East which is situated north of the Midland Highway and south of the Shepparton Dookie Railway Line, as well as a large amount of vacant stocks available in Mooroopna North. These areas are shown in Figure 3.1. A large area of land is also identified in Shepparton North for the purposed of providing future industrial land.

This quantum of available industrial supply relative to total industrial land equates to a total vacancy rate of 32%, and this is considered sufficient to promote a competitive land supply market.

The available zoned land is well dispersed geographically across the municipality; however, vacancy rates differ considerably between land markets. Industrial land stocks are most concentrated in the suburb of Shepparton at 357ha with a land vacancy rate of 32%, while a total of 59ha of vacant zoned industrial land exist in Lemnos representing a land vacancy rate of only 11%. However, in Mooroopna/ Mooroopna North the vacant land at 46ha out of a total stock of 74.5ha of zoned land represents a very high vacancy rate of 62%.

In terms of vacancies by industrial zone, significant stocks exist for all zones with the exception of the Business 3 Zone (B3z), and this is described as follows.

- B3 Zone: 3.3ha of vacant land, with 6% vacancy rate
- IN1 Zone: 550ha of vacant land, with 32% vacancy rate
- IN3 Zone: 39ha of vacant land, with 35% vacancy rate
- SU Zone: 229ha of vacant land, with 99% vacancy rate.

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Figure 3.1: Industrial Land Supply, Greater Shepparton, 2011



Source: DPCD – Regional Industrial Report, City of Greater Shepparton, September 2012

The UDP report concludes (Executive Summary p2):

“In summary there is an adequate stock of zoned and unzoned industrial land stocks to meet trend and accelerated consumption rates across the City of Greater Shepparton. Consumption of industrial land, however, should continue to be monitored to ensure there are sufficient land stocks to meet future demand.

Based on recent consumption, there are no identified deficiencies in the supply stock of industrial demand in terms of lot size configuration.

Further investigation may be required to establish the need for additional B3 zoned land. This type of zoning is generally located within close proximity to urban centres.

No competition or land monopoly issues have been identified that could restrict the timely and competitive release of industrial land to meet market needs.

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Similarly, no issues have been identified in terms of land development dependent infrastructure provision that would prevent the timely delivery of industrial land subdivision and associated industrial purpose capital construction.”

As of 1 July 2013, the State Government will introduce a range of new zones to Victorian Planning Schemes. While this will impact on B3Z land (which will now be included in the new Commercial 2 Zone), the role and uses permitted in other industrial zones (including the SUZ) will remain largely unchanged.

3.2 Industrial Land Demand

Demand for industrial land can be assessed through a number of indicators, including the number and value of permits issued for new industrial buildings, industrial land consumption rates, sales transaction rates, and property sales prices and rents. An overview of each of these factors is provided as follows.

Industrial Permit Trends

A significant decline in building investment occurred in Greater Shepparton and the Region over the period 2001-2012, according to permit information sourced from the Victorian Building Control Commission (BCC) and shown in Table 3.1. For example, the number of new industrial building permits issued in Greater Shepparton averaged 23 permits pa for the period 2001 to 2006, but the average declined to just 10 permits pa in the period 2007 to 2012. A similar trend is observed in terms of investment value, with new industrial buildings over the period heavily skewed to the 2001-2006 period averaging \$2.6 million pa, compare to investment of just \$1.2 million pa over the 2007-2012 period.

In contrast, over these two periods the municipalities surrounding Greater Shepparton experienced an increase in both permits (increasing from an average 35 to 87 pa) and investment (increasing from an average of \$2.2m to \$4.1m pa) for new industrial buildings.

The 2007-2012 period corresponds to the Global Financial Crisis and, more recently, the near record high AU\$ exchange rate and this has had an adverse impact on local industrial investment. However, these factors do not explain Greater Shepparton’s significant loss of regional market share which has declined from an average of 53% pa (in value terms) in 2001-2006, to just 22% pa over the period 2007-2012. This data shows that the smaller surrounding municipalities have been more successful in securing industrial investment in the recent difficult economic environment than Greater Shepparton, and this presents a competitive challenge for Shepparton’s broader industrial market.

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Table 3.1 Number and Value of Industrial Permits, Selected Locations 2001-2011

	Greater Shepparton		Region (Excluding Greater Shepparton)		Greater Shepparton Region		Greater Shepparton Share	
	Number	Value	Number	Value	Number	Value	Number	Value
2001	18	\$3,136,961	17	\$1,950,888	35	\$5,087,849	51%	62%
2002	14	\$2,956,961	19	\$774,099	33	\$3,731,060	42%	79%
2003	18	\$2,926,961	44	\$1,659,164	62	\$4,586,125	29%	64%
2004	25	\$2,881,961	23	\$2,164,368	48	\$5,046,329	52%	57%
2005	41	\$1,830,761	64	\$3,573,668	105	\$5,404,429	39%	34%
2006	21	\$1,710,200	40	\$3,310,929	61	\$5,021,129	34%	34%
2007	8	\$1,414,200	12	\$4,059,259	20	\$5,473,459	40%	26%
2008	3	\$1,114,200	15	\$4,617,259	18	\$5,731,459	17%	19%
2009	11	\$845,747	16	\$7,322,755	27	\$8,168,502	41%	10%
2010	6	\$945,747	6	\$4,429,723	12	\$5,375,470	50%	18%
2011	17	\$1,310,899	10	\$2,339,571	27	\$3,650,470	63%	36%
2012	13	\$1,341,665	28	\$1,756,287	41	\$3,097,952	32%	43%
2001-2012	195	\$22,416,263	294	\$37,957,970	489	\$60,374,233	40%	37%
Average	16	\$1,868,022	25	\$3,163,164	41	\$5,031,186		
2001-2006	137	\$15,443,805	207	\$13,433,116	344	\$28,876,921	40%	53%
Average	23	\$2,573,968	35	\$2,238,853	57	\$4,812,820		
2007-2012	58	\$6,972,458	87	\$24,524,854	145	\$31,497,312	40%	22%
Average	10	\$1,162,076	15	\$4,087,476	24	\$5,249,552		

Source: Building Control Commission of Victoria – Pulse database

Over the period 2004 to 2011, the UDP shows annual consumption of zoned industrial land in Greater Shepparton averaged 4.6ha per year. As Table 3.2 shows, most of this consumption occurred in the IN1 Zone (3.5ha pa), followed by the IN3Z (1.0ha pa), and a very small amount of consumption in the B3Z (0.1ha pa).

Geographically, the highest average annual consumption rates occurred in Shepparton's urban area (2.1ha pa) and in Tatura (1.3ha pa), with very small average annual consumption rates in Lemnos (0.8ha pa) and Mooroopna (0.4ha pa).

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Table 3.2 Annual Average Industrial Land Consumption (ha) 2004-2011

	B3Z	IN1Z	IN3Z	Total
Greater Shepparton (C) – Pt A	0	3.3	0.1	3.3
Kialla	0	0	0	0
Lemnos	0	0.8	0	0.8
Mooroopna	0	0.4	0	0.4
Shepparton	0	2.0	0.1	2.1
Shepparton East	0	0	0	0
Shepparton North	0	0	0	0
Gr. Shepparton (C) – Pt B West	0.1	0.3	1.0	1.3
Tatura	0.1	0.3	1.0	1.3
Greater Shepparton LGA	0.1	3.5	1.0	4.6

Source: Urban Development Program, Regional Industrial Report – City of Greater Shepparton, 2012

3.3 Industrial Land Prices

A review of current prices for industrial zoned land in Greater Shepparton shows lots of between 0.3ha and 0.4ha average approximately \$90/m² and generally range from \$85/m² to 100/m². These rates are sourced from current sales in Shepparton, including Shepparton Business Park and Peters Place Estate (Lemnos). Very few larger lots are currently available on the Shepparton market.

In a competitive sense, these prices appear relatively expensive compared to land located in other regional cities in, for example, the north-eastern Victoria region, such as Wodonga (ranging from \$40/m² to \$65/m² for small lots of less than 1ha), and Wangaratta (ranging from \$35/m² to \$55/m² for small lots up to 0.5ha).

When larger lots are considered (ie sizes likely to be on offer at GV Link), Wodonga provides a good benchmark with many larger lots currently on the market. These lots generally range in price from \$20/m² to \$30/m² for medium-sized lots (1ha to 3 ha), to as low as \$10/m² for large lots over 10ha. Limited sales data for the Wodonga freight centre (known as Wodonga LOGIC) shows a 9.4ha site (located next to the Woolworths Distribution Centre) sold for \$40/m² in 2006, but on resale in 2010 was passed in at approximately \$20/m² (the site has recently sold but no details are available). This data shows that in the current market, significant price sensitivity exists relating to larger industrial land investments.

Data provided by Greater Shepparton City Council indicates GV Link land might be overpriced in the current economic climate and when regional competition is considered. For example, current prices for the Stage 1 GV Link development range from approximately \$30/m² (for the 10.6ha lot) to \$40/m² (for lots of 2.6ha to 3.9ha). Additionally, the established nature of Wodonga's LOGIC site needs to be factored into comparative pricing as most lots offered at the facility are fully-serviced, internal roads are in place, and the precinct is well-landscaped, a major anchor tenant (Woolworth's) has been secured, several other tenants now attracted, and government investment associated with a major service station development adds to the attractiveness of the freight node. While rail services at Wodonga Logic have yet to be provided, the good level of service provision and a gradual uplift in business activity occurring at the site needs to be considered when determining pricing for GV Link land, noting the

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current offer at GV Link consists of un-serviced greenfield lots, with no major transport infrastructure in place. Competitive pricing is especially important where the potentially-interested operator/s or investor/s are non-location specific but are looking for an optimum outcome in a general area (such as North-East Victoria).

3.4 Demand from Potential Users of GV Link

While no specific regional freight task data are available, a survey of major food manufacturers located in the Goulburn Valley (Essential Economics, 2009) provides some insights into potential demand for land at the facility.

The survey involved the 20 largest food manufacturers (as identified by Greater Shepparton City Council) and these included food processing, dairy, meat production, packaging and other activities associated with the sector.

In 2009, the distribution of product from major Goulburn Valley firms was estimated to be 1,230,000 tonnes pa. This product was split between the GV Region (43% of product) and external locations (57%).

When external distribution is considered, metropolitan Melbourne (47% of product) and interstate (45% of product) are key export markets; with a further 6% of product distributed to overseas locations, and 3% of product distributed to other regional Victorian locations outside the GV.

The distribution of product (total) by sector is as follows:

- Dairy product is principally distributed within the GV Region (76%), with some product distributed to metropolitan Melbourne (18%) and very small proportions distributed overseas (3%), to regional Victoria (3%) and interstate (1%).
- Food processing product is mainly distributed outside the GV Region (80%), with interstate locations (42%) and metropolitan Melbourne (38%) being the major markets. A small amount of product is exported (6%), with the remaining product (14%) distributed within the GV Region.
- Meat product is distributed exclusively outside the GV Region, with the main markets being interstate locations (50%), metropolitan Melbourne (40%) and other regional Victorian locations (10%).
- Packaging product is principally distributed within the GV Region (73%), although there appears to be a reasonable interstate market for packaging product (18%). Very small proportions of packaging product are distributed to metropolitan Melbourne (7%) and overseas (2%).
- Other production (stock feed, soap) is distributed to a range of locations including interstate (48%), metropolitan Melbourne (16%) and overseas (2%). The GV Region retains a considerable share of product (34%).

The estimated distribution of product is shown in Table 3.3 and Figure 3.2.

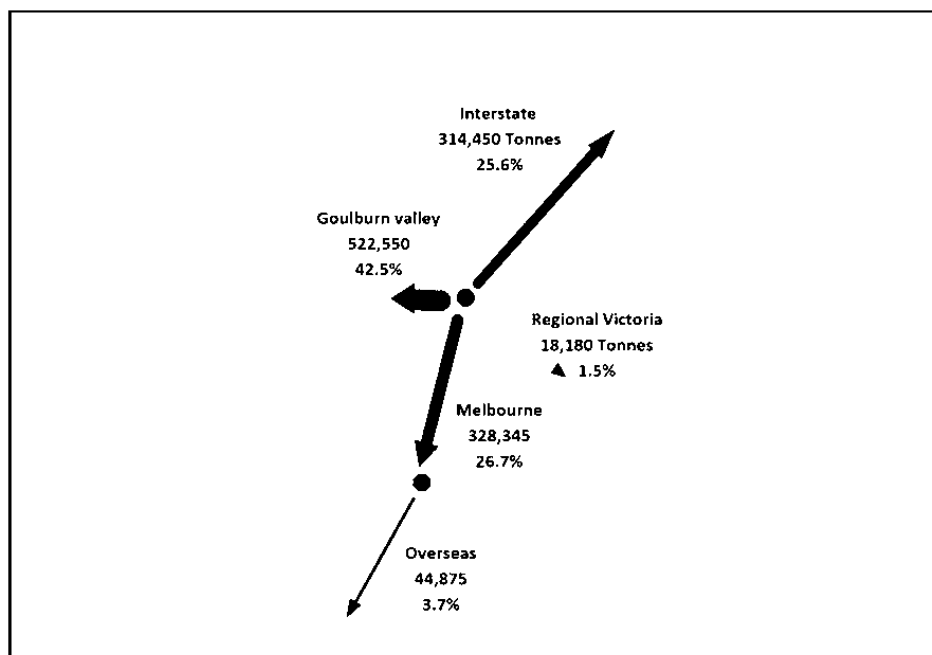
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Table 3.3: Estimated Distribution of Product, Goulburn Valley Major Firms

Industry Sector	Goulburn Valley	Other Regional Victoria	Metropolitan Melbourne	Interstate	Overseas	Total
Product Distribution by Volume (tonnes)						
Dairy	375,000	14,000	89,300	5,600	12,600	496,500
Food Processing	75,000	280	198,670	215,250	29,300	518,500
Meat Production	0	3,900	15,600	19,500	0	39,000
Packaging	25,050	0	2,275	6,350	725	34,400
Other	47,500	0	22,500	67,750	2,250	140,000
Total	522,550	18,180	328,345	314,450	44,875	1,228,400
Product Distribution by Percentage						
Dairy	30.5%	1.1%	7.3%	0.5%	1.0%	100%
Food Processing	6.1%	0.0%	16.2%	17.5%	2.4%	100%
Meat Production	0.0%	0.3%	1.3%	1.6%	0.0%	100%
Packaging	2.0%	0.0%	0.2%	0.5%	0.1%	100%
Other	3.9%	0.0%	1.8%	5.5%	0.2%	100%
Total	42.5%	1.5%	26.7%	25.6%	3.7%	100%

Source: Essential Economics Pty Ltd, *Survey of Food Manufacturing Firms in Goulburn Valley*, August 2009.

Figure 3.1: Estimated Distribution of Product by Location, Goulburn Valley Major Firms



Source: Essential Economics Pty Ltd, *Survey of Food Manufacturing Firms in Goulburn Valley*, August 2009

GOULBURN VALLEY FREIGHT NODE – GV LINK
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Of the 20 firms responding to the survey, 40% (or 8 firms) said they were likely to use GV Link and they represent 38% of total freight volumes. 'Likely' firms include those which see the GV Link as a potential longer-term option (eg. once contracts for existing freight and distribution arrangements have expired).

These firms were:

- Campbell Soup
- CopRice Feeds
- Fonterra Stanhope
- HW Greenham & Sons
- Impress Australia
- Riverland Oilseeds
- Tatura Milk Industries
- Unilever

Most of the firms (12 firms or 60%) indicated they were unlikely or would definitely not use the facility, and they represent 62% of freight volumes. These firms were:

- Bega Cheese
- Fonterra Echuca
- HJ Heinz
- Murray Goulburn Cooperative
- Murray Goulburn Cobram
- Nestle
- Pental Soaps
- Riverside Meats
- Simplot,
- Snow Brand
- SPC Ardmona
- Visy Foods.

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The firms which expressed an interest in using GV Link represent:

- 465,000 tonnes pa of production output, of which 325,000 tonnes or 70% are distributed externally;
- 5,370 container movements pa (or an average of approximately 16 containers movements per day), virtually all of which are external movements;
- 440,000 pallet movements pa (or an average of approximately 1,220 pallet movements per day), of which 370,000 or 84% are external movements; and
- 62,000 truck movements pa (or an average of approximately 170 truck movements per day); of which 54,000 or 87% are external movements.

When external markets are considered (ie. associated with imported supplies to GV region and exported product out of GV region), the relevant statistics associated with major firms which are likely to use the facility are summarised as follows:

- Production of approximately 325,000 tonnes pa
- Container movements of approximately 5,400 pa
- Pallet movements of approximately 370,000 pa
- Truck movements of approximately 54,000 pa

Detailed data is provided in Table 3.4.

Table 3.4: Production and Distribution Data for Likely GVFLC Users

Category	Total	External Markets (outside Goulburn Valley)
<u>Production</u>		
Tonnes pa	465,000	324,600
<u>Container Movements</u>		
Outbound pa	4,880	4,850
Inbound pa	487	187
<u>Pallet Movements</u>		
Outbound pa	297,450	278,660
Inbound pa	143,000	92,500
<u>Truck Movements</u>		
Outbound pa	23,350	17,640
Inbound pa	38,430	36,070

Source: Essential Economics Pty Ltd, *Survey of Food Manufacturing Firms in Goulburn Valley*, August 2009

Firms expressing an interest in using the GV Link indicated that quality of service, efficiency and competitive pricing would be key determinants in final decision making. Specifically, the following factors were mentioned:

- More reliable service offered at GV Link compared with current situation

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- Potentially competitive pricing compared with the established warehouse market
- The facility could be used for imported material entering the region through the Port of Melbourne
- Rail services assist in reducing truck movements and associated carbon emissions, while improving road safety in the Goulburn Valley region.

Reasons for not using GV Link

A number of reasons stated by firms help in explaining why they believe they would not use the GV Link. Some firms simply do not distribute outside the region, while others have no requirement for rail services. More complex factors have also been identified, including existing contractual arrangements with local transport firms and investment in purpose-built warehouse facilities. These factors are detailed as follows:

- For some firms, production is distributed mainly within the Goulburn Valley
- Many firms have existing satisfactory arrangements with transport operators and are not convinced (at this stage) of cost savings that might be achieved through the GV Link
- Many firms have existing satisfactory arrangements with warehouse providers and suggest lower costs for such facilities at the GV Link might be difficult to achieve in a competitive market
- Some firms have no requirement for rail services and this significantly reduces their interest in the facility
- A perception exists among some firms that existing arrangements are likely to be more efficient than those proposed for GV Link, particularly with regard to direct access to Port of Melbourne
- Major retailers (Coles, Woolworths etc) determine the carrier of product, and therefore the flexibility does not necessarily exist for firms to use 3rd party transport carriers located at the proposed facility
- Some firms have invested significantly in their own purpose-built distribution facilities and will continue to use these facilities
- Some firms have existing arrangements to truck directly to distribution centres in Victoria (Altona, Somerton etc) and NSW, while others truck their product directly to the Port of Melbourne
- The dispersed nature of supply and widespread product distribution (with many geographical locations) restricts the need to use the proposed facility for some firms
- A lack of information exists as to what services and facilities the GV Link will provide and how the intermodal facilities will operate; this situation provides an element of risk in decision-making for firms. Until there is more clarity around the concept, or until investment actually commences, these firms will likely remain reluctant to consider using the facility.

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Updated Situation

In the four-year period since the completion of the survey, a number of major participants have either withdrawn from the region (Heinz) or significantly cut back their operations (SPC Ardmona). Undoubtedly, this will have reduced volumes of freight moving through the region compared to the 2009 situation.

3.5 Conclusions

- State Government data shows Greater Shepparton has a significant stock of zoned industrial land available (approximately 190ha), which represents a vacancy rate of 32%. However, Mooroopna has a much higher vacancy rate (62%), with 46ha of land vacant (excluding GV Link land).
- Greater Shepparton's land consumption rate has averaged 4ha to 5ha per year over the 2004-11 period (with Mooroopna averaging 0.4ha pa); however, industrial permit activity has declined markedly over recent years, falling from an average investment value of \$2.6m pa (2001-06) to \$1.2m (2007-12). In contrast, the average annual value of industrial permits in the municipalities surrounding Greater Shepparton (balance of the Region) has increased from \$2.2m to \$4.1m over the same periods, indicating a shift in industrial investment in the wider region.
- Greater Shepparton's vacant industrial land prices appear relatively high when compared with prices in nearby regional centres of Wangaratta and Wodonga. For example, for lots less than 1ha in size Greater Shepparton's rate of \$90/m² appears much higher than Wodonga (up to \$65/m²) and Wangaratta (up to \$55/m²). While benchmarking has not been possible for larger lots (due to lack of available stock in Greater Shepparton and Wangaratta), lots of the size proposed for GV Link are currently averaging approximately \$20/m² in Wodonga and provide a realistic guide to competitive pricing for GV Link land. In this regard, current high prices sought for land at GV Link could be ambitious, especially with regard to the early development cycle of the site compared to the more extensive offer at a facility such as Wodonga LOGIC.
- A survey of major food manufacturers (2009) shows freight volumes of 465,000 tonnes pa could potentially be generated at GV Link from the sector if all potential users were secured. This equates to annual throughput of 5,730 containers, 440,000 pallets and 62,000 truck movements. To attract users, GV Link will need to be competitively priced (both land and services) and offer more efficient and reliable outcomes than currently available in Greater Shepparton and the region. However, the downturn in economic conditions and industrial activity in the intervening years since the survey was undertaken (as highlighted earlier in this report) is likely to have reduced potential freight volumes that can be generated in the GV region and this might impact on investment in the GV Link facility.
- A number of reasons explain why major operators in the region indicate they are unlikely to use GV Link and these include having adequate long-term existing arrangements in place, uncertainty about GV Link's ability to deliver cost savings and

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efficiencies, and uncertainty regarding the development and how the facility will operate.

4 REGIONAL VICTORIA FREIGHT NODES - CASE STUDIES

This Chapter provides an overview of existing and planned freight nodes located in, or proposed for, regional Victoria, and identifies relevant factors in relation to the development and attraction investment in GV Link.

4.1 Overview

Victoria has an established network of intermodal terminals on its rail network and these are located at Horsham, Mildura, Wodonga, Warrnambool, Ballarat, Shepparton, Morwell, Donald, Boort, Bairnsdale, Laverton, Altona and Somerton. These terminals allow freight to be moved by rail and then transported a relatively short distance by road to its destination. These intermodal terminals typically handle grain and containerised freight.

4.2 Wodonga LOGIC

Description

Wodonga Logic is a 604ha fully-serviced freight and logistics park located on the edge of urban Wodonga. The land – which is located in an Industrial 1 Zone and provides for 24- hour operations – is partly-owned by Wodonga City Council (with the remaining land purchased by private investors). Figure 4.1 presents an overview of the site's layout.

The facility provides access to the Hume Freeway which is important for direct links to Melbourne, Canberra and Sydney. A full interchange at the Hume Freeway can accommodate B-doubles and future 'next generation' high-productivity vehicles, and direct access is also provided to the Murray Valley Highway leading to Adelaide and key freight destinations along the Murray River.

Existing infrastructure and services include:

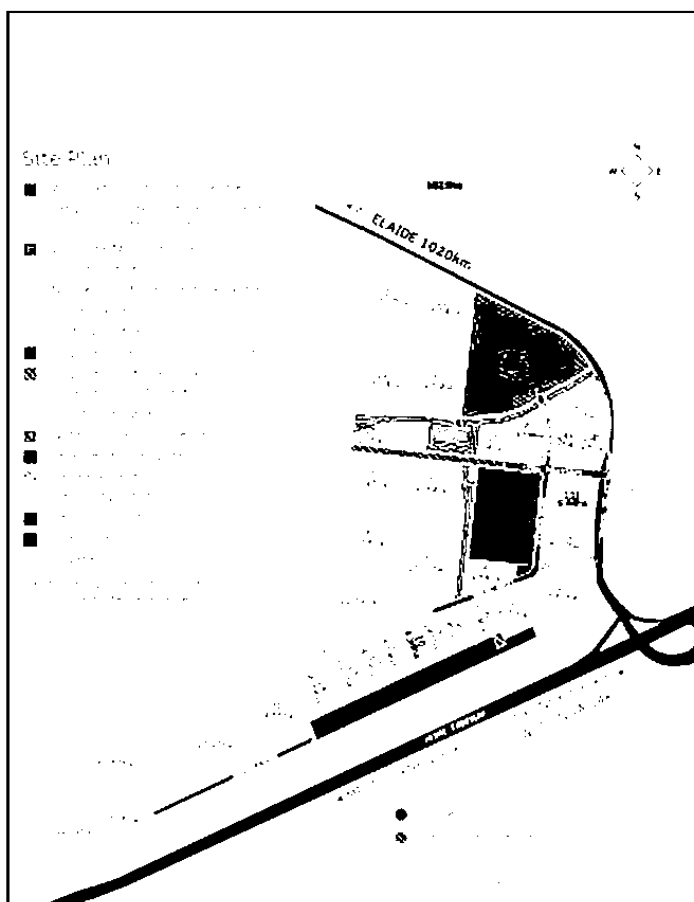
- Power, water, and fibre optic
- Approximately 2km of internal B double compliant road infrastructure
- Power (66kVA)
- Potable water and high volume sewerage
- Gas transmission line with potential access via gas gate provision
- Large power and water users can be accommodated
- Main Melbourne-to-Sydney fibre optic cable runs through Logic

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- Main Sydney-to-Melbourne gas line runs through Logic and can be accessed via a gas gate
- Melbourne-to-Sydney rail line interfaces with the southern boundary.

To date, approximately 84ha of land has been taken up private and government tenants, and this represents approximately 20% of available developable land. Currently, 340ha of industrial land is available, 90ha of which is fully serviced. The remaining parts of the site are allocated for the Northern Victoria Livestock Exchange (approximately 100ha), electricity substation (12ha), utilities reserves, and land allocated for a proposed intermodal container terminal.

Figure 4.1: Wodonga LOGIC Site Layout Plan



Source: www.logicwodonga.com.au/

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Existing tenants include:

- Woolworths Regional Distribution Centre (60,000m²)
- Border Express Warehouse (7,500m²)
- Wodonga TAFE Logic Campus (Driver Training Facility) – a \$16 million Government funded project

Two major developments are proposed for the near future:

- Service Centre (Fatigue Management and Trailer Interchange) – a \$15.8 million Government funded project
- Cope Sensitive Freight Warehouse (8,000m²)

Market Performance

Woolworth's was secured as LOGIC's anchor tenant in 2005, investing approximately \$100 million in the 25ha site development, with the facility constructed by early 2006. At the time it was anticipated that the attraction of such a major tenant would lead to strong development momentum for the site. However, site development has been slow in the intervening years.

A 9.4ha site located next to the Woolworth's development was sold to Pac-Lib for \$3.77 million in 2006; however, the site (which was earmarked for a 5,000m² warehouse development) was never developed and the company was placed in liquidation. The land was put up for sale at auction in December 2010, but failed to attract a bid. It was passed in on a vendor bid of \$2 million. In August 2012, the site was resold again but details of the transaction are unknown due to confidentiality clauses associated with the sale.

4.3 Wimmera Intermodal Freight Terminal

Description

Wimmera Intermodal Freight Terminal (WIMFT) is a new facility located on a 23.5ha site in Dooen, approximately 1km north of the Horsham urban fringe.

Situated along the Adelaide-to-Melbourne national railway line, the WIMFT commenced operation in August 2012. The facility provides specialist grain and mineral sands handling services, and supports the movement of containerised exports and bulk grain through a purpose-built bulk loading facility. The terminal is operated by Wimmera Container Line (WCL) and Qube Holdings who have received State funding under the Mode Shift Incentive Scheme (MSIS) to support a modal shift from road to rail at the terminal.

WIMFT was a \$17.5 million green-field project jointly funded by the Commonwealth (\$6.5 million), the Victorian Government (\$9.3 million), Local Government (\$1.0 million), as well as the private sector (\$0.6 million).

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The project took approximately seven years to undertake, from concept design to completion. Works included:

- B-double access local public roads (total 1.8km upgrade)
- 5 new road-railway level crossings and 2 turnout railway connections
- Highway intersection creation and lighting
- Water supply, electricity, drainage infrastructure
- Concrete Hardstands and lighting
- Office, toilets and car-parking

The WIMFT is expected become a central distribution hub for the wider Wimmera region, which is the third-largest wheat-growing region in the world. It will replace the existing terminal located in central Horsham. According to forecasts, within the next five years WIMFT is expected to process up to 18,600 containers per year, representing more than twice the capacity of the existing Horsham facility.

It is intended that the WIFT will eventually include the freight terminal, bulk loading and container facilities, a distribution centre, warehousing facilities, a trucking depot and associated rail freight businesses.

Market Performance

WIMFT is operated and tenanted by Wimmera Container Lines.

Currently, approximately \$7 million in planning permits are pending from Viterra, who are a strategic project partner and are located on a neighbouring property to the facility. Viterra has invested some money and land towards roads for the project.

It is understood that discussions are taking place with other firms that may be looking to relocate from Horsham and the broader region, including a business that specialises in truck and transport servicing. However, the nature of these discussions remains confidential.

According to the *Horsham Municipal Strategic Statement*, it is anticipated that over time a cluster of logistics businesses will evolve on land surrounding the WIMFT. A Precinct Structure Plan (PSP) is currently being prepared which will identify specific uses that could locate on land around the terminal. The PSP will also identify potential zoning, layout and infrastructure requirements for the surrounding area.

4.4 Warrnambool Intermodal Freight Terminal

Description

The City of Warrnambool has a strong industrial sector and functions as a regional service centre for south-west regional Victoria. The Warrnambool Intermodal Freight Terminal performs a significant freight task for this region by facilitating the transfer of freight to rail, for

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delivery to the Port of Melbourne via the Warrnambool-to-Melbourne railway line. The Wettenhalls Group have received State funding under the MSIS to facilitate a modal shift of some freight from road to rail at the terminal.

The terminal processes an average of 10,000 containers pa. The majority of freight is exported, with dairy produce accounting for approximately two-thirds and meat produce the remaining one-third of total freight.

In November 2012, the Warrnambool Intermodal Freight Terminal was re-opened following a \$1.8 million upgrade. The upgrades were jointly funded by the Commonwealth (\$600,000), State (\$1.044 million) and local governments (\$148,000). As shown in Figure 4.2, the upgrade works involved:

- Removing an inactive level crossing
- Constructing turning lane for trucks
- New access lane for trucks into the depot
- Removal of internal fences to provide access to both sides of the depot

It is anticipated that the upgraded terminal will complement the planned Warncoort crossing loop which will allow longer freight trains to operate between Warrnambool and Melbourne.

Market Performance

The Warrnambool Freight Terminal is operated by Wettenhalls Group and is centrally located within the established West Warrnambool and Dennington/Fonterra Industrial areas.

West Warrnambool is the oldest and largest of Warrnambool's industrial areas. It comprises approximately 109ha of industrial zoned land, the majority of which (101ha) is zoned IN1Z, with the remainder zoned INZ3. This industrial area is shown in Figure 4.3.

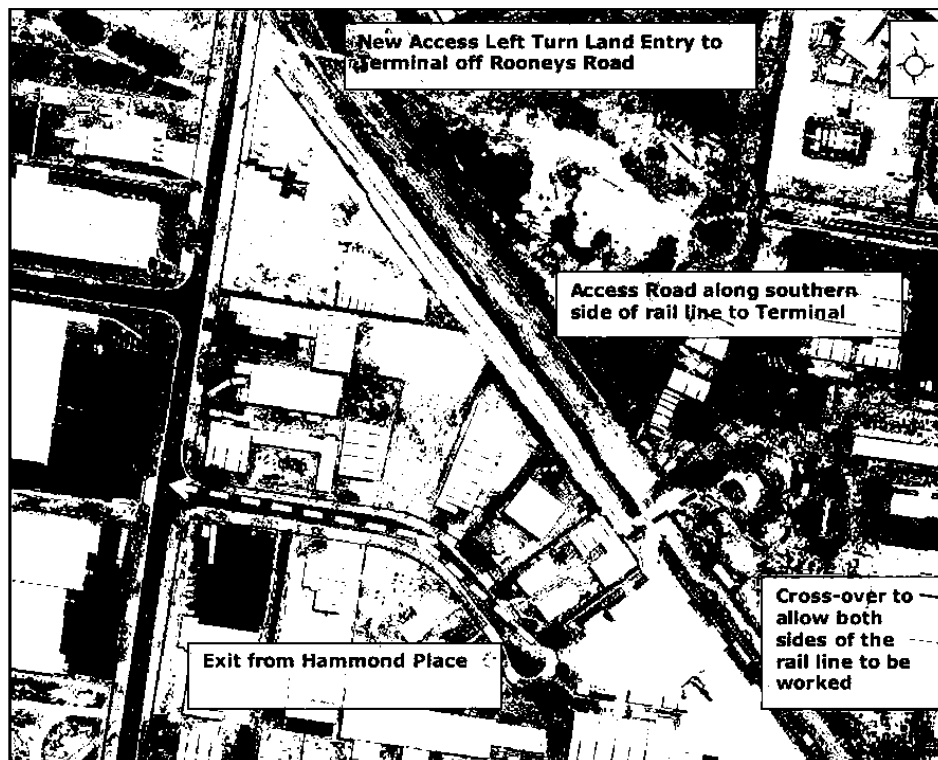
The area comprises a range of lot sizes and supports a mix of industries. Larger parcels are occupied by freight, the Council Depot, abattoirs, storage and scrap metal industries. Smaller lots are occupied by smaller manufacturers and wholesalers (kitchen/joinery, tiles, paving, plumbing supplies, hardware, wholesale food) and service industries (mechanical repairs etc).

Dennington/Fonterra includes 30ha of industrial land which was developed around the original Nestle factory. This factory (now operated by Fonterra) comprises approximately 8 ha of INZ1 land and is a key anchor tenant. The balance of the area (22ha) is zoned INZ3 and contains a range of smaller wholesale business and a timber yard. It is understood the timber yard is currently seeking an alternative, larger site in Warrnambool, however to date has been unsuccessful due to land shortages and high land values.

This is indicative of the tightening shortage of suitably-zoned industrial land in the Warrnambool district where prices for remaining vacant blocks are among the highest in Victoria. Currently there are no vacant industrial warehouses in Warrnambool.

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Figure 4.2: Warrnambool Freight Terminal Upgrade Works



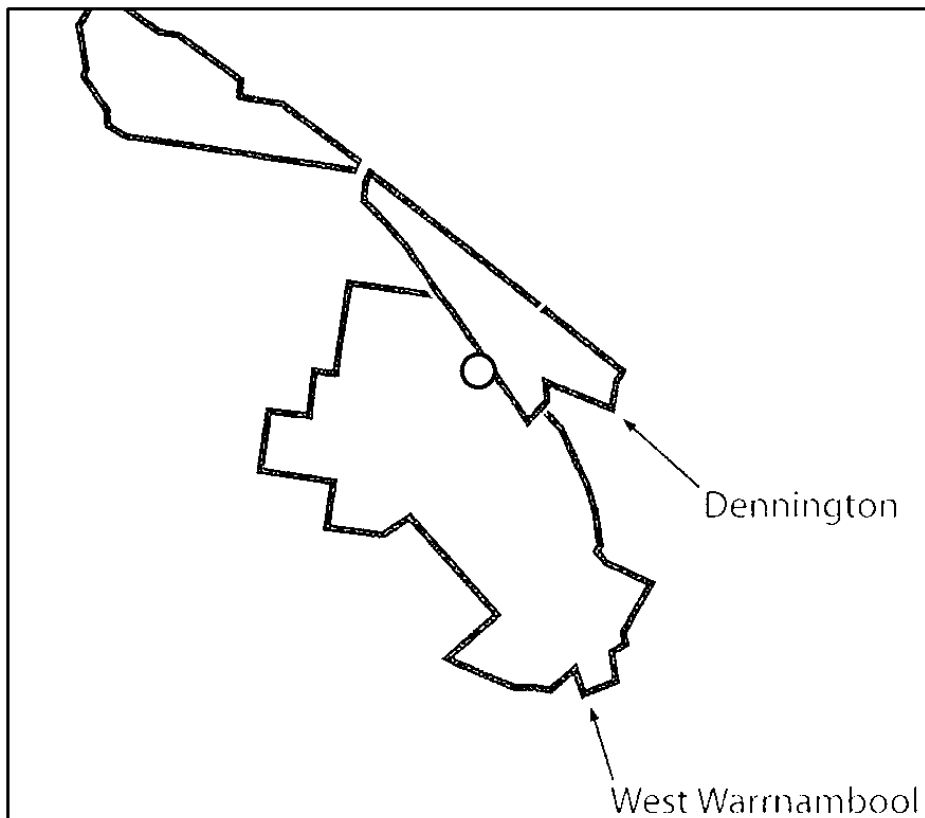
Source: Warrnambool City Council

As noted in Amendment C072 to the Warrnambool Planning Scheme *“the City is currently experiencing a critical shortage of vacant, available land zoned for industrial purposes”*.

As a result, 4.7ha of land was rezoned to Industrial 1 Zone land in West Warrnambool and 65ha to Industrial 1 Zone on the Eastern Side of the city in May 2012. The last of these rezonings has effectively created a new industrial precinct. The first titles are expected to be available for purchase in mid-2013.

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Figure 4.3: West Warrnambool / Dennington Industrial Areas



Source: Warrnambool Industrial Land Review 2010

4.5 Tocumwal Freight Terminal

The Freight Terminal is operated by Grays Container Terminal and provides specialist grain-handling facilities for Graincorp and Kelly and Sons.

Freight movement is via train (3 times per week) to Melbourne via Mooroopna, with approximately 3,400–3,900 container movements occurring per year.

Freight is mostly containerised wheat and rice. The balance is agricultural produce (mainly potatoes) and meat.

Patrick Port Logistics and Regional Port Enterprises have received State funding under the Mode Shift Incentive Scheme (MSIS) to support a modal shift from road to rail at the terminal.

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4.6 Proposed Regional Freight Nodes

Gippsland Logistics Precinct

The Gippsland Logistics Precinct is located in Morwell and consists of 64ha of land owned by Latrobe City Council, with a rail siding running off the main Gippsland line into the Gippsland Intermodal Freight Terminal. This facility will be reopened as part of the development of the overall logistics precinct. The layout of the site is shown in Figure 4.4.

The Gippsland Logistics Precinct will facilitate the transport by rail of approximately 30,000 x 60 foot containers in the short-term and 20,000 tonnes per annum in bulk materials.

The site provides access to all utilities (electricity, gas, water, waste water) and is zoned for industrial development. Council are currently seeking companies who are interested in locating and/or developing the Gippsland Logistics Precinct.

A detailed Project Implementation Plan has been prepared by Latrobe City Council to guide the development of the precinct. A Business Case and Governance Model have been prepared and a long-term lease arrangement signed between VicTrack and Council.

Council is now overseeing the implementation phase of the project which includes the preparation of a marketing prospectus and tender documentation. Council is seeking State funding for site infrastructure as part of the implementation and investment attraction process.

Figure 4.4: Gippsland Logistics Precinct



Source: Gippsland Logistics Precinct – Project Implementation Plan, Latrobe City Council 2002

GOULBURN VALLEY FREIGHT NODE - GV LINK
ECONOMIC ASSESSMENT

Ballarat West Employment Zone and Intermodal Freight Node

The Ballarat West Employment Zone (BWEZ) is located in the western growth area of Ballarat, approximately 7km north-west of the Central Business District, as shown in Figure 4.5.

Surrounding land uses are as follows:

- **North:** Land to the direct north of the BWEZ is in agricultural use (Farming Zone), with the residential area of Mitchell Park located to the north-east of the site.
- **East:** Land to the east of the subject site is characterised by industrial activity (Industrial 1 Zone - IN1Z) comprising the major Wendouree industrial area which is located east and west of Learmonth Road
- **South:** Land to the south of BWEZ comprises the residential area of Alfredton and the Ballarat West Growth Area which is set aside to accommodate much of Ballarat's future population growth
- **West:** Land to the west of the subject site is principally used for residential purposes and includes a mix of Rural Living Zone (RLZ) and Low Density Residential Zone (LDRZ) land.

The main characteristics of the BWEZ are summarised as follows:

- A total gross land area of 623ha, which includes the Ballarat Airport and associated land uses
- Approximately 235ha of net developable land, excluding Ballarat Airport land
- Relatively flat land
- Proposed Ballarat Western Link Road from the eastern boundary of the site that will provide direct access to the Western Freeway
- Ballarat and Ararat Railway line which runs through the site, potentially providing a direct rail link to the site
- Proposed relocation of freight facilities from Ballarat Railway Station in the CBD to the south of the site abutting the Ballarat and Ararat Railway line and Ballarat Western Link Road
- Utilities and services can be accessed from extensions to existing infrastructure.

The development of the BWEZ (and freight node) is advantaged by:

- Close proximity to major established industrial areas in Ballarat's west, thus forming a large cluster of industrial activity
- Co-location with Ballarat Airport and associated industrial uses
- Strategic position with regard to Ballarat's major population growth area which will support significant labour force expansion in the coming years,

GOULBURN VALLEY FREIGHT NODE - GV LINK
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- Secured funding for Stage 1 of the Ballarat Western Link Road with the initial 4.2km section due for completion by November 2014. The improved linkage between the Western, Glenelg and Midland highways will improve the efficiency of logistics, provide an alternative route to the Central Business District for the transportation of freight, and provide access to developable land particularly in the Ballarat West Growth Area and Employment Zone.

With regard to the proposed intermodal freight hub, analysis undertaken by Sd+D consultants envisages freight demand to be both generated from existing demand sources and supplemented by freight-generated demand through activities located on the broader BWEZ site (such as food processing, manufacturing, warehousing etc).

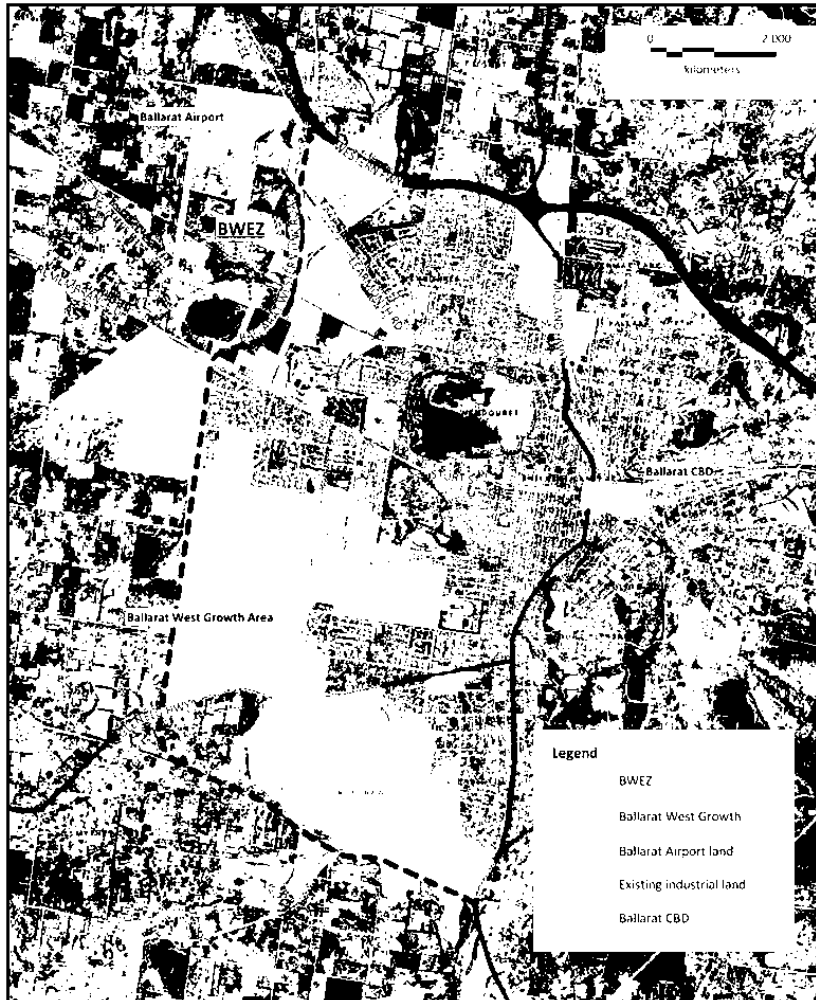
The report forecasts the amount of contestable Melbourne to Ballarat freight that might be attracted to the hub increasing from 560,000 tonnes pa in 2006 to 880,000 tonnes pa in 2030. (using these broad estimates, the 2013 volume would be around 650,000 tonnes). However, Sd+D also note contestable freight could increase to as much as 1,500,000 million tonnes per year as a result of the additional freight demand generated by on-site industrial activity at BWEZ at full development.

The analysis also highlights the potential in the longer-term for the freight node to be integrated into the Metropolitan Freight Terminal Network and this would enable further freight volumes to be generated to support the hub.

As Table 4.1 shows, only 20% of developable land is allocated for the freight and logistics precinct (50ha), with the balance of 80% (or 185ha) allocated to general industry (food processing, manufacturing, construction) and to research and development and business support services. The establishment of a significant industrial and research park at the site is fundamental in supporting demand for the logistics hub (ie. 40% of freight demand is forecast to be generated directly from on-site activities).

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

Figure 4.5: BWEZ Location Context



Produced by Essential Economics with MapInfo, NearMap and StreetPro

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

Table 4.1: Ballart West Employment Zone Land Allocation by Activity Type (at Full Development)

Industry	Total Allocation
Freight Village	20ha
Transport and logistics precinct	30ha
Food processing precinct	50ha
General industry (non-food manufacturing – including machinery and equipment , additive, mining, renewables , construction, wholesaling etc)	120ha
Research and development precinct	8ha
Business support services – Activity Centre	2ha
Business support services – corporate office uses	5ha
Total	235ha

Source: Essential Economics

Note: Figures rounded

4.7 Conclusions

While each existing and proposed regional freight terminal has unique characteristics and often different demand generators, a number of important lessons are identified in relation to facilitating development of GV Link. These lessons include:

- Importance of securing a major anchor tenant and or terminal operator
- Critical role of providing major road and rail infrastructure at an early stage in order to provide incentives for investors in terms of improved access to markets and operational efficiencies
- Importance of being able to secure sustainable long-term freight volumes to underpin the facility's investment and operation
- Need to develop a cluster of industrial activities on the site, rather than focusing only on freight and logistics, as this broader activity will help to generate on-site demand at the terminal
- Importance of competitive pricing (and in regard to land prices in particular) that reflects changing market conditions
- Investment from (or partnering with) Government can support the viability of freight nodes, eg Wodonga TAFE Driving Centre and Fatigue Management and Trailer Interchange at Wodonga LOGIC

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

5 INVESTMENT OUTLOOK FOR GV LINK

This Chapter highlights the investment outlook for GV Link, having regard for potential levels of interest in the facility, the importance of having the Shepparton Bypass in place, and noting the existing very small share of the total freight task in Victoria that is carried by rail.

5.1 Freight Task

While Greater Shepparton's long-term freight task is difficult to determine in view of many factors involved in the forecasting exercise, the survey of the major 20 food processing manufacturers suggested volumes of 465,000 tonnes pa (if all potential operators were to use the facility) and this equates to 5,400 container movements per year generating approximately 170 truck movement per day (as of 2009). These volumes would be supplemented by freight movements in other sectors such as construction, wholesaling and so on.

While one potential user of GV Link has down-sized its operations over recent years (namely, Campbell Soups), other potential users have made further investments in their plants and appear to have good long-term prospects (such as HW Greenham & Sons (Tongala), Fonterra (Stanhope) and Unilever (Tatura). In addition, SPC Ardmona, Nestle and Heinz have indicated they were unlikely to use the facility (and noting that each has experienced significant regional production losses in recent times).

Notwithstanding the above comments, the potential volumes outlined above for GV Link appear relatively modest (especially when it is unlikely all prospective users would be secured) when compared to existing or expected volumes at other regional freight terminals, such as:

- Wodonga Logic: Woolworths Distribution Centre alone generates 450 truck movements per day
- Wimmera Intermodal Freight Terminal: 18,600 containers pa
- Warrnambool Freight Terminal: 10,000 containers pa.

Proposed freight terminals such as Ballarat West expect initial volumes to be 660,000 tonnes but anticipated to reach up to 1,500,000 tonnes once the broader industrial development of the site is completed, while the Gippsland Logistics Precinct anticipates an initial volume of 30,000 container movements pa.

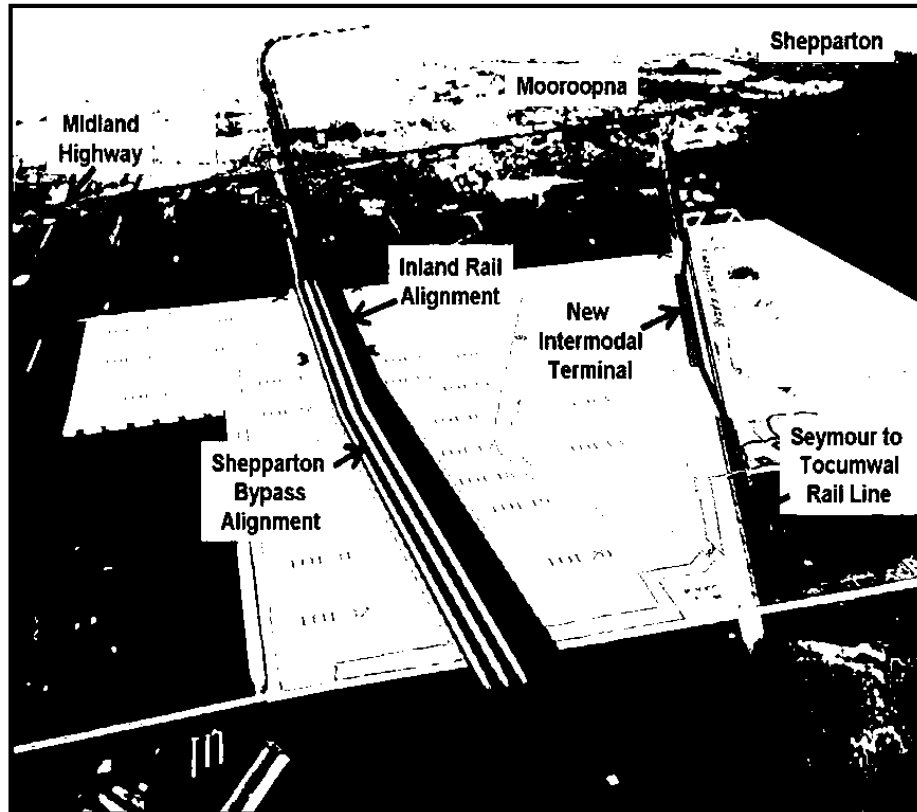
5.2 Shepparton Bypass

Delivery of the Shepparton Bypass is likely to be a key consideration for investors and operators considering a location at GV Link, recognising that the vast majority of Victoria's freight continues to be transported by road. This sentiment was highlighted by comments made by firms interviewed in the Manufacturing Survey who stated that this piece of infrastructure was critically important for them in considering their participation in the facility.

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As Figure 5.1 shows, the alignment of the Bypass goes through the GV Link site, providing excellent links to all major roads and significantly improving operators' access to markets.

Figure 5.1: GV Link and Shepparton Bypass Alignment



Source: Greater Shepparton City Council

5.3 Rail Freight

Only a very small amount of the State's total freight task, estimated at 2%, is handled by rail, according to the Victorian Freight and Logistics Council.

Significant growth in truck freight movements has led to renewed pressure to facilitate greater use of rail (including regional rail) so as to reduce congestion levels and associated environmental impacts, recognising that the State's freight task is forecast to double over the period 2008 to 2030 (*Freight Futures, Victoria Freight Network Strategy, 2008*).

For example, the Victorian Government's \$10 million Mode Shift Incentive Scheme (MSIS) is designed to encourage the use of rail freight and to relieve road congestion through a competitive funding framework.

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The new scheme aims to encourage the use of rail freight and relieve congestion on regional roads and at the Port of Melbourne.

Six companies have received funding under the scheme and are committed to moving almost 50,000 containers or the equivalent of 65,000 truck trips – by rail instead of road – into and out of the Port of Melbourne each year. .

The companies which have received funding are:

- Tocumwal corridor - Patrick Port Logistics and Regional Port Enterprises
- Horsham corridor - Wimmera Container Line (WCL) and Qube Holdings
- Warrnambool corridor - Wettenhalls
- Mildura corridor - Iron Horse Intermodal

In order to be successful, applicants had to compete for funding and demonstrate they could provide the greatest economic, environmental and social benefits from reducing truck movements and shifting to rail.

5.4 Challenges Facing the GV Link Development

The following factors are important considerations when assessing the feasibility of GV Link:

- Funding for Shepparton Bypass has not been secured and this creates uncertainty for investors.
- Demand for rail has not been demonstrated in this location, and rail freight is expected to continue to play a small role in the overall Victorian freight task.
- The location of GV Link is not optimal as the majority of established industrial operators are located in Shepparton East. This might act as a deterrent for some transport and logistics operators to relocate to GV Link in view of their existing synergies with other operators in this large industrial cluster.
- GV Link will need to provide competitive land sales and lease terms in both the local and regional industrial land market. Ultimately, the benefits of investing or operating from GV Link will need to be greater than costs (sunk investment in existing location, land costs, relocation costs etc). As noted, current price points (ie, land prices sought at GV Link) might be ambitious; however, Council needs to balance returns against investment made in the development of the facility (and the ability to make further financial contributions).
- Greater Shepparton has experienced a significant downturn in industrial investment over recent years due to a number of factors (GFC, drought, international competition etc), and this is likely to result in ongoing investment caution in the market, particularly if negative conditions continue.

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- Government investment in specific freight nodes – such as Wodonga LOGIC – means GV Link might be considered to be behind in terms of freight centre development in the broader region. For example, the construction of Fatigue Management and Trailer Interchange presents a major Government-funded investment for Wodonga LOGIC which might improve the investment outlook for this site.

6 COSTS AND BENEFITS TO COUNCIL OF GV LINK DEVELOPMENT

This Chapter provides an overview of costs and benefits associated with the GV Link development. It provides a short-list of recommendations aimed at securing the viable development and operation for the freight facility.

6.1 Financial Assessment

Costs

Council Costs

The net cost to Council of the planning and development for GV Link was \$9.2 million as of 31 March 2013, according to information provided by Greater Shepparton City Council. This cost estimate excludes Federal and State contributions outlined earlier in this report.

Council has allocated \$400,000 for GV Link in the current financial year (2012/13), of which \$360,000 remains available but is expected to be spent by the end of the financial year. By 30 June 2013, total Council expenditure in the development of the facility will be in the order of \$9.6m (rounded). In addition, Council has foregone rates revenue of approximately \$35,000 in association with the compulsorily acquired 250 Toolamba Road site.

While Council has estimated costs for the various stages of future construction at GV Link (see Table 6.1), at present no budget bid has been made for the 2013/14 financial year for further Council spending on the project; rather, the availability of further budget commitments is subject to revenue raised from GV Link land sales.

When future costs to Council are considered, a notional \$100,000 pa has been allocated to Council to cover marketing, maintenance and other holding cost for the land, while \$7,000 pa has been allocated for foregone rates for the 250 Toolamba Road site (both figures relate to constant 2013 dollars).

In total, the cost to Council at full development is assumed to be \$12.3 million (in constant 2013 dollars), excluding infrastructure contributions.

Federal and State Costs

As noted earlier Federal and State governments have to date committed \$5 million to the project through Auslink and RIDF programs.

Infrastructure costs

Analysis undertaken by GHD indicates construction costs associated with the full development of the site would be approximately \$133 million (in 2013 dollars). Estimated costs by development stage are included in Table 6.1.

GOULBURN VALLEY FREIGHT NODE – GV LINK
ECONOMIC ASSESSMENT

Table 6.1: Estimated Infrastructure Development Costs for GV Link, by Stage and Total

Stage	Estimated Cost
Stage 1	\$17.1 million
Stage 2	\$34.6 million
Stage 3	\$26.8 million
Stage 4	\$28.2 million
Stage 5	\$12.7 million
Stage 6	\$7.5 million
Rail Terminal	\$6.0 million
Total Cost	\$132.9 million

Source: GHD

Note: Figures rounded

Total Costs

When council, federal and state contributions are added to estimated infrastructure costs, the total cost of the GV Link development is approximately \$150 million. A summary of costs are provided in Table 6.2.

Table 6.2: Estimated Total Cost of GV Link Development, By Funding Source

Source	Estimated Cost
Greater Shepparton City Council	\$12.3 million
Federal Government	\$3.0 million
State Government	\$2.0 million
Infrastructure (to be determined)	\$132.9 million
Total Cost	\$150.2 million

Source: GHD; Greater Shepparton City Council; Essential Economics

Note: Figures rounded

Revenue*Land Sales*

The following analysis represents 'high-level' land sales revenue estimates, recognising a separate valuation study has been commissioned by Council. These values used are based on the current market price range (\$20/m² to \$40/m²) for vacant industrial land in the broader region. The analysis shows that land sales revenue to Council ranges from \$34 million (low yield scenario) to \$68 million (high yield scenario) in constant 2013 prices.

- Low yield : revenue @ \$20/m² = \$34 million
- Medium yield: revenue @ \$30/m² = \$51 million
- High yield: revenue @ \$40/m² = \$68 million

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Assuming the site could be fully developed over a 25 year timeframe (ie 170ha of land consumed at an average rate of 6.8ha pa), then cumulative rates revenue to council would be \$5.7 million (in constant 2013 dollars) over this period, based on the current cents in the \$ for industrial unimproved land.

Total Revenue

Total land sales and rates revenue to Council is estimated in the range of \$39.7 million and \$73.7 million over the development period (in constant 2013 dollars).

Overall, if the high yield land sales revenue was attained, net revenue to Council from the development would be \$61.4 million. If a low yield sales revenue was attained the overall revenue to Council would be \$27.4 million. Note, all values are expressed in constant 2013 dollars.

This analysis shows that Council would generate some revenues to contribute funds for infrastructure at the site – between 21% to 46% of the full requirement (if all net land sales and rates revenue was directed towards site infrastructure). However, infrastructure provision would need to be supported by funds from the private sector (investors/operators) and through funding provided by Federal and State governments. Of course, Council might borrow additional funds (if required) to contribute more significantly to infrastructure at the site.

6.2 Benefits

While considerable investment has been made by so far by Council in the GV Link site, and considerable further private/government infrastructure investment will be required to fully develop the site (approximately \$130 million), this needs to be balanced against potential economic benefits arising from the ongoing development and successful operation of GV Link.

The freight centre would be expected to generate the following benefits:

- Generate approximately direct 800 FTE construction jobs (mostly taken by Shepparton workers) and a further 1,280 indirect construction-related jobs in the wider-economy (some of which would be supported in Shepparton) over the lifetime of the construction phase.
- Provide improved efficiencies for local industry in terms of imports and exports of materials and goods, particularly to and from the Port of Melbourne.
- Represent a major catalyst project to leverage new investment for Greater Shepparton and the broader region.
- Provide the environment for the development of a cluster of industrial activity through synergies with logistics activities, including distribution centres, packaging, truck maintenance, refuelling, container cleaning and repair, security services etc.

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- Support direct and multiplier construction-related employment for Greater Shepparton and the broader region over many years through the staged construction of the site.
- Support new employment in the Greater Shepparton region where significant numbers of additional jobs will be required over the coming decades. For example, Stage 1 at 21.3 ha would potentially support 425 jobs on-site (at a ratio of 20 jobs per gross ha) and at full development the 170ha of land would support 3,400 jobs at GV Link.
- Modelling undertaken by National Economics and presented in economy.id shows that each worker in the Greater Shepparton's Transport, Postal and Warehousing sector contributes approximately \$85,000 pa in industry value added (value-added is the value of sales generated by each industry, minus the cost of its inputs). Applying this figure to the 3,400 jobs located at the site at full development indicates approximately \$290 million pa (in 2013 constant dollars) would be generated within the economy from the activities located at the site. Assuming, say 25% of jobs at the site are 'new jobs' generated by induced by outside investment in the GV Link facility that would not otherwise have occurred (such as the attraction of a major national distribution centre), then \$72.5 million pa in new valued added economic benefit can be attributed to GV Link. This analysis recognises that many businesses and jobs locating to the site (especially road transport operators) will have simply transferred from existing industrial sites in Shepparton.
- Generate activities at the freight and logistics node (and through supporting activities) which would provide new employment opportunities for the regional labour force participants and enabling workers to retrain and transition from sectors in decline (food processing, manufacturing, agribusiness).
- Provide lot sizes to the market that are currently in relatively short supply in Greater Shepparton, and this would potentially attract investment that may have gone to another location.
- Represent an efficient use of transport infrastructure, including existing rail and the planned Shepparton Bypass.
- Generate increased new spending in the local economy (eg spending of long-distance truck drivers taking a break and/or staying overnight in Shepparton) and from business visitors associated with activities at GV Link.

6.3 Conclusions and Recommendations

Conclusion: Costs and Benefits

Costs

The full development cost of GV Link is estimated at \$150 million (in constant 2013 dollars) including the provision of all required infrastructure.

At full development Greater Shepparton City Council will have invested approximately \$12.3 million (in constant 2013 dollars) in the planning, land acquisition, marketing and development

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of GV Link (excluding infrastructure investment). Net returns to Council (after costs are removed) might generate between \$27.4 million and \$61.4 million (in constant 2013 dollars) in land sales and rates revenue (depending on land sale prices attained).

Approximately \$133 million (in constant 2013 dollars) will be required to provide critical infrastructure to deliver GV Link in line with the master plan. While funding sources are yet to be determined, it is expected infrastructure investment would be a mix of Council funding, private sector contributions with further support from Federal and State governments.

Benefits

These costs need to be considered against potential positive economic benefits arising from GV Link which include:

- Significant opportunities for the local construction sector (for both business and workers) during the development of GV Link, with the \$130 million in infrastructure projects representing a major stimulus for the local economy.
- Ability to accommodate 3,400 jobs at the site across a range of activities, thus playing an important role in supporting Shepparton's long-term labour force growth.
- Opportunities for industry consolidation and clustering.
- Productivity improvements in freight and associated industries.
- Additional value added economic output of \$70 million pa at full development associated with new businesses attracted to the region.
- Creation of new opportunities for retraining and industry transition.
- Generation of new spending into the regional economy through visitor spending and industry linkages.

With these costs and benefits in mind (see summary in Table 6.3), it will be important to address the challenges currently facing development of the site. In this regard, a number of priority actions are required to stimulate investor and operator confidence in the GV Link development, as noted below.

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Table 6.3: GV Link Cost and Benefits Summary (at Full-Development)

Costs	
Project cost	\$150.2 million
Cost to Greater Shepparton City Council	\$12.3 million
Revenues	
Land sales	\$34.0 million to \$68.0 million
Cumulative rates revenue	\$5.7 million
Employment	
Construction phase	800 direct and 1,280 indirect FTE jobs
Permanent jobs	3,400 FTE on-site jobs
Economic Output	
Increase in industry value-added	\$72.5 million pa
Source:	GHD; economy id/National Economics; Greater Shepparton City Council; Essential Economics
Note:	Figures rounded

Recommendations

Priorities should include the following:

- Secure government commitment and funding to build the Shepparton Bypass.
- Advocate for further government assistance to develop the facility, including support for infrastructure, servicing, landscaping and integration of rail services.
- Secure government support to assist in developing and transforming key industry sectors (including food processing, dairying, manufacturing, agriculture and construction) so as to ensure that the Goulburn Valley continues to have a viable and sustainable freight base.

Additionally, from a Council perspective, it would be prudent to:

- Review development experiences from existing and proposed regional freight nodes in Victoria and identify ways in which the GV Link development process might be enhanced.
- Engage the services of a commercial agent to confirm the value of land at GV Link in order to ensure that land prices offered are competitive in the regional and (where relevant) State-wide industrial property market.
- Continue to pursue a logistics business entity to operate and manage the GV Link facility.
- Continue to peruse inward investment from operators from outside the region, especially major investors with the ability to contribute to site infrastructure.
- Identify and assess direct marketing to major freight-generating businesses in the Goulburn Valley region, especially businesses where lease or supply contract arrangements are expiring in the coming years (and are therefore candidates for location at GV Link).

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- Assess the relocation potential of general industrial operators located in Shepparton’s existing established industrial areas (especially those wishing to expand or upgrade to higher-quality facilities), noting that the most successful freight nodes are usually well-integrated with more general industrial activities (such as engineering, auto-mechanics etc).

History of the Goulburn Valley Freight and Logistics Centre (GV Link)

The Greater Shepparton City Council commenced investigation of the feasibility of developing an intermodal terminal or inland port in the region in 1997. Studies undertaken by the council, local businesses, logistics businesses and consultants have suggested widespread support from key businesses in the region. During this time, some businesses with immediate needs for increased warehouse and transport services have expressed that their preference would have been to develop such capacity at the GV Link had that been an option at the time.

The following is a brief history of the major project milestones:

2001

Assessment of Local Support

In 2001, the Greater Shepparton City Council contracted The Logistics Bureau to assess local industry support for the project. Twenty one major local manufacturers were canvassed. The overall response was positive, though no commitments could be made at that early stage of the project.

The report "Shepparton Freight Hub /Inland Port" was prepared by John Sandilant of Logistics Bureau in September 2001.

An accompanying presentation "Greater Shepparton City Council Logistics Initiative – Communities and Logistics Living Together" was prepared in October 2001.

Background to site selection of the Goulburn Valley Freight and Logistics Centre (GV Link)

A study was conducted in 2001 by Logistics Bureau (funded by the Victorian Department of Infrastructure) to assess the freight task of the region and to identify an appropriate site for the GV Link.

The study investigated 20 potential sites and judged each against a weighted set of criteria which consisted of nine essential and five desirable selection criteria which were identified.

2002

Study of Commercial Viability

The Greater Shepparton City Council commissioned The Logistics Bureau to study the commercial viability of the GV Link with respect specifically to SPC-Ardmona. They concluded that the scheme was viable solely on the basis of SPC-Ardmona's requirements. The report was published in August 2002 and titled "Goulburn Valley Freight Logistics Study Phase 2".

2004

Initial Proposal to the Commonwealth

In June 2004, a delegation of local industry, council and government officials visited Canberra to seek Commonwealth support for the GV Link. Discussions were held with

the Deputy Prime Minister and other Ministers. It is believed that this proposal was unsuccessful due to the high level of funding contributions required from all three levels of government and by a required commitment to the Shepparton section of the Goulburn Valley Bypass.

A constraint of the GV Link site is that the Mooroopna-Murchison Road (also known as Toolamba Road) separates the railway line from the western area which is the most logical area for industrial development. A series of new at grade-level crossings is undesirable for safety reasons. Grade separated crossings are expensive and would hinder easy access. The best solution appeared to be either the closure, or re-alignment of Toolamba Road.

The initial proposal sought to overcome the Toolamba Road limitation by seeking a commitment for the construction of at least a 3.5km portion of the proposed Shepparton Bypass. This would connect the site with the Midland Highway to the north and enable closure of Toolamba Road to through traffic. This section of the Bypass was estimated to cost approximately \$23 million, which the federal Government was not willing to fund. An internal road network was also proposed to connect the various operations to a main entrance point at the south end of the site.

Re-Zoning and Public Acquisition Overlay

The Council initiated Planning Scheme Amendment C34 in order to re-zone the preferred site and to begin the process of public acquisition of the property. Objections from the property owner resulted in the appointment of an independent Panel in March 2004.

Coomes Consulting was contracted by the Council to prepare a Planning Report for the Panel which considered many issues including flooding, traffic and economic impacts. The Panel Report was delivered in November 2004 and the Council subsequently approved the conditions recommended by the Panel. The re-zoning and public acquisition overlay was gazetted by the Minister for Planning in May 2005.

Planning of the Goulburn Valley Freight and Logistics Centre (GV Link)

The panel report and its recommendations were adopted by the Council on 7 December 2004 and submitted to the Minister for approval. Approval of the amendment was given on 5th May 2005.

2005

Expression of Interest Process

An expression of interest process was initiated in September 2005, aimed primarily at identifying a preferred developer for the GV Link. Expressions of interest were also invited from potential operators, with the intent that this information would be passed on to those making a submission as a potential developer.

There were two responses from potential operators:

- Gattuso Linehaul Services (a local trucking and warehousing business). Subsequent conversations determined that their interest was in conducting some trucking activity at the site, but not in the operation of the overall site

- Patrick Portlink (operators of the existing rail terminal in Mooroopna) expressed interest in operating the rail terminal and associated activities

Receiving two responses was a disappointing result. Subsequent conversations with local businesses revealed that businesses did not feel they would derive any benefit from submission of an expression of interest and that the project was not sufficiently defined to enable them to make any kind of commitment (i.e. unknown timeframe and development costs)

2008

Planning of the Goulburn Valley Freight and Logistics Centre (GV Link)

Following completion of the amendment process, the Council engaged Coomes Consulting to prepare a development plan (including associated reports) and planning application. This was submitted to the Council's Planning Department on 4 July 2008. In addition to the approval of a development plan, a design framework and landscape guidelines, infrastructure provision plan and noise assessment was endorsed as part of the development plan.

Subsequent to the approval of the development plan and associated documents, a planning permit was issued on 12 December 2008. This planning permit provided consent for stages one to three of the development. The Council's development engineers have reviewed and endorsed construction plans for stage 1 of the development and provided in principal support for the construction drawings of stages 2 and 3 of the development.

The planning permit remains a valid permit until 12 December 2014 for commencement of works. If additional time is required an application to extend the permit could be made to the Planning Department.

Design of the Goulburn Valley Freight and Logistics Centre (GV Link)

Council publicly advertised an EOI (Expression of Interest) for the design of the GV Link (Goulburn Valley Freight and Logistics Centre - later to be branded as GV Link) and closed submissions on 6 August 2008.

Six companies were shortlisted and issued with RFT (request for tender) documents. Council received only two tenders being local consultant Coomes (now Spiire) and GHD.

Council awarded design consultancy Contract No. 1191 to GHD on 8 April 2009, with a completion date of 30 September 2009, for the lump sum price of \$1,444,432 (excl GST).

2013

GV Link – Economic Assessment – Prepared by Essential Economics 2013

PLANNING PERMIT

PERMIT NO: 2008-282/A(AMENDED)

PLANNING SCHEME: GREATER SHEPPARTON PLANNING SCHEME

RESPONSIBLE AUTHORITY: GREATER SHEPPARTON CITY COUNCIL

ADDRESS OF THE LAND: 250 Toolamba Road MOORoopna VIC 3629

THE PERMIT ALLOWS:

Staged subdivision (three stages) of land in Special Use Zone 6, Land Subject to Inundation Overlay, Floodway Overlay, Public Acquisition Overlay 4 and 7, Road Zone Category 1 and subdivision adjacent to a Road Zone Category 1

Creation and removal of easements

Creation of access to Road Zone Category 1

Use of land for road, minor utility installation and transport terminal

Destruction of native vegetation

Buildings and works in Land Subject to Inundation Overlay, Floodway Overlay and Public Acquisition Overlay 4 in accordance with the endorsed Plans forming part of this Permit.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

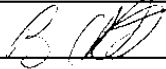
-
1. **Layout Not Altered**
The subdivision as shown on the endorsed plans must not be altered without the written consent of the responsible authority.

 2. **Section 173 Agreement**
Prior to the issue of a Statement of Compliance for stage one, the owner must enter into an agreement with the responsible authority, pursuant to Section 173 of the Planning and Environment Act 1987. This agreement must be registered on the title to the land pursuant to Section 181 of the Planning and Environment Act 1987. The owner must pay the reasonable costs of the preparation, execution and registration of the section 173 agreement. The agreement must provide that:

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- a) The owner and future owners acknowledges that they are responsible and shall maintain the Gross Pollutant Trap and Sluice Gate in accordance with the manufacturer's standards and to the satisfaction of the responsible authority.
- b) The owner and future owners acknowledge that the future use of the development is consistent with the purposes of the site as a freight logistics centre.
- c) The use of the land must comply with the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1. Testing for compliance with the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No N-1 must be undertaken within six weeks of a written request from the Responsible Authority and a report submitted to the Responsible Authority to confirm compliance. If compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 is not achieved a noise mitigation works package must be made available to the resident as described in Marshall Day Report Acoustics dated 26 March 2008.
- d) The owner shall be required to provide onsite water supply for fire fighting purposes as set out in the Building Code of Australia and other relevant Australian standards.

The said agreement is to be prepared by the Council. The Council will undertake to have the agreement prepared upon written notification from the applicant. All costs associated with the preparation and registration of the agreement shall be borne by the applicant. All fees associated with the documentation must be fully paid prior to execution and registration of the document by Council.

3. **Section 173 Agreement**

Prior to the issue of a Statement of Compliance for stage one, the owner must enter into an agreement with the responsible authority, pursuant to Section 173 of the Planning and Environment Act 1987. This agreement must be registered on the balance of the title (shown as A) to the land pursuant to Section 181 of the Planning and Environment Act 1987. The owner must pay the reasonable costs of the preparation, execution and registration of the section 173 agreement. The agreement must provide that:

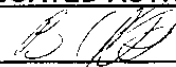
- a) That the developer agrees to ensure that the six culverts under the railway line and the back flow prevention devices are maintained in a useable condition at all times to the satisfaction of the responsible authority.
- b) That the native vegetation off set plantings be retained in perpetuity to the satisfaction of relevant authorities.

The said agreement is to be prepared by the Council. The Council will undertake to have the agreement prepared upon written notification from the applicant. All costs associated with the preparation and registration of the agreement shall be borne by the applicant. All fees associated with the documentation must be fully paid prior to execution and registration of the document by Council.

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4. Construction Management Plan

Prior to the commencement of the development on the site (including any demolition and material removal) the applicant must submit to the Responsible Authority for approval a Construction Management Plan. The plan must address but is not limited to, the following:

- a) Fencing to contain litter, restrict vehicle access and to restrict unauthorised access to the site
- b) Fencing of sites identified in the Cultural Heritage Management Plan and the ERM Report dated March 2008.
- c) Dust control measures
- d) Erosion control measures
- e) Parking facilities for construction workers
- f) Delivery and unloading points
- g) Compliance with relevant noise control relating to construction activities
- h) Movement of soil from eastern side of Toolamba Road including controlled crossing points of the rail way and Toolamba Road.
- i) A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced.

Once approved the Construction Management Plan will be endorsed and form part of this permit.

5. Staged Subdivision

The subdivision must proceed in the order of stages as shown on the endorsed plans unless otherwise agreed to in writing by the responsible authority.

Before the issue of statement of compliance for any stage of the development, all works must be completed to the satisfaction of the responsible authority as shown on the endorsed staging of works plan.

6. Drainage Plan**Stage 1**

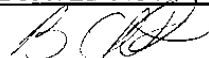
Before the certification of the plan of subdivision and commencement of works on stage one of the development, a drainage plan with computations including stormwater quality treatment prepared by a suitably qualified person to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority and Goulburn Murray Water. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and a minimum of two copies must be provided. The plans must be in accordance with the Council's Infrastructure Design Manual and include:

- a) how the land will be drained;
- b) underground pipe drains conveying stormwater to the legal point of discharge;
- c) measures to enhance stormwater discharge quality from the site and protect downstream waterways;
- d) a maximum discharge rate from the site of (1.2) l/sec/ha or as otherwise agreed

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- in writing by the responsible authority and GMW
- e) the provision of gross pollutant traps installed at the drainage outfall of each lot to ensure that no effluent or polluted water of any type may be allowed to enter the Council's stormwater drainage system.

Stages 2 and 3

Before the certification of plan of subdivision for stage 2 and commencement of works on stage 2 of the development, all approvals must be obtained to allow a suitable ultimate outfall for the development. This outfall must be to the satisfaction of the relevant authorities.

Before the certification of the plan of subdivision and commencement of works on stage's two and three of the development, a drainage plan with computations including stormwater quality treatment prepared by a suitably qualified person to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority and Goulburn Murray Water. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and a minimum of two copies must be provided. The plans must be in accordance with the Council's Infrastructure Design Manual and include:

- a) detailed design plans of the wetland and detention area including vegetated swales and landscaping, out fall and associated easements to the Goulburn River
- b) details of reinstatement of all redundant GMW infrastructure
- c) how the land will be drained to the wetland and retention basin
- d) the location and design of connection to the basin
- e) demonstrate that all necessary approvals have been obtained for the ultimate outfall
- f) Maintenance plan for gross pollutant traps and sluice gates

Before a statement of compliance is issued for each stage of the development, all drainage works required by the endorsed drainage plan including provision of Gross Pollutant Traps and sluice gates for each lot must be completed to the satisfaction of the responsible authority.

7. Rail Sidings

Before the commencement of any works on stage 3 of the development, detailed design plans for the rail sidings area must be submitted for approval to the responsible authority and other necessary approvals from other statutory authorities.

Before the issue of Statement of Compliance for stage 3 of the development, the rail sidings area must be constructed as shown on the endorsed plans and to the satisfaction of the responsible authority.

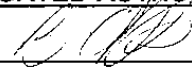
8. Construction of Works

Before the Statement of Compliance is issued for each stage under the Subdivision Act 1988, the owner must construct and complete road works, drainage and other civil works, in accordance with endorsed plans and specifications approved by the Responsible Authority and in accordance with the Infrastructure Design Manual. Road works, drainage and other civil works to be constructed must include (but is not limited

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to):

- a) fully sealed pavement and vehicular crossings to each lot within the said stage
- b) drainage;
- c) street trees;
- d) underground conduits for water, electricity and telephone;
- e) intersection and traffic control measures;
- f) street lighting and signage;
- g) fencing of lot boundaries excluding frontages
- h) high stability permanent survey marks;
- i) cross sections of all roads

to the satisfaction of the responsible authority.

Before the statement of compliance is issued for stage 1 the following stage specific works must be undertaken to the satisfaction of the responsible authority and Goulburn Murray Water (as appropriate)

- a) construction of temporary retention basin
- b) construction of part of Toolamba Road realignment including service road and upgrading of part of Simson Road including intersection with Toolamba Road
- c) Part realignment of the existing Ardmona Drain 11
- d) construction of roundabout

Before the statement of compliance is issued for stage 2, the following stage specific works must be undertaken to the satisfaction of the responsible authority and Goulburn Murray Water (as appropriate)

- a) Construction of water treatment and detention area
- b) Water treatment and detention area vested to the Council
- c) Ultimate outfall solution and construction
- d) Decommissioning of the existing Ardmona Drain 11
- e) Construction of culverts under railway and flow prevention devices
- f) Off set vegetation planting

Before the statement of compliance issued for stage 3, the following stage specific works must be undertaken to the satisfaction of the responsible authority

- a) Decommissioning of the existing Toolamba Road alignment, transfer of land to the Council and restoration of land
- b) Construction of the ultimate Toolamba Road alignment including intersection works
- c) Construction of rail sidings and associated infrastructure
- d) Upgrade existing Toolamba Road from the site to McLennan Street (sealing of shoulders)

9. Soil Remediation

Prior to the issue of statement of compliance for Stage 1 of the development, additional testing and remediation / removal of soils must be undertaken as set out in

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the Douglas Partners report. The remediation / removal of soils must be undertaken to the satisfaction of the responsible authority.

10. Landscape Plan

Before the development starts a landscape master plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. Landscaping must be designed in accordance with the Design and Landscape Guidelines (Coomes April 2008).

- a) a survey of all existing vegetation and natural features showing plants (greater than 1200mm diameter) to be removed;
- b) 'Tree Preservation Areas' in yellow and hatched indicating areas of significant vegetation to be retained. The owner must retain significant vegetation within any "Tree Preservation Area", during construction of works for this subdivision;
- c) Detailed design of entry statement to Stage 1 and 3 of the development
- d) building envelopes and vehicular access points for each lot in the subdivision.
- e) a schedule of all proposed trees, shrubs and ground cover, including the location, number and size at maturity of all plants, the botanical names and the location of areas to be covered by grass, lawn or other surface materials as specified;
- f) the method of preparing, draining, watering and maintaining the landscaped area;
- g) details of surface finishes of pathways and driveways;
- h) landscaping and planting within all open areas of the site
- i) the sewer and water supply connection points;
- j) all landscaped areas to be used for stormwater retardation;
- k) a permanent screen of trees and shrubs along Toolamba Road with a minimum of two rows using a mixture of local trees and understorey species
- l) provision of 30 metre wide landscape buffer in accordance with Design and Landscape guidelines

All species selected must be to the satisfaction of the responsible authority.

Before the issue of statement of compliance for each stage or by such a later date as is approved by the responsible authority in writing, landscaping works shown on the endorsed plan must be carried out and completed to the satisfaction of the responsible authority.

11. Tree Protection During Construction

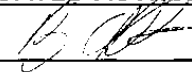
Prior to the commencement of works on each stage a tree protection fence must be erected around the existing native trees to be retained as shown in the ERM Biological Features Report September 2007 to define a 'Tree Protection zone'. The fence must be constructed to the satisfaction of the responsible authority.

The tree protection fence must remain in place until works are completed on the land. The ground surface of the Tree Protection Zone must be covered by a 100mm deep layer of mulch prior to the commencement of works and be watered regularly to the satisfaction of the responsible authority.

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Prior to works commencing, all employers and employees, that will be working on the site or requiring access to the site, must participate in an induction program to ensure that all personnel are aware of the recommended procedures when dealing with Tree Protection Zones as outlined in the ERM Biological Features Report September 2007.

12. General Provision of Services

Before the Statement of Compliance is issued for each stage, reticulated water, sewerage and electricity must be available to the said stage to the satisfaction of the responsible authority.

Before the Statement of Compliance is issued for each stage, all reticulated services for the said stage including telecommunications infrastructure shall be under grounded. Where possible all services are to be provided within common trenches.

13. Subdivision Development

Form 23

Before a Statement of Compliance is issued for each stage under the Subdivision Act 1988 by the Responsible Authority the owner must provide a completed Form 23.

Other Matters

Before a Statement of Compliance is issued for each stage under the Subdivision Act 1988 the owner must provide to the satisfaction of the Responsible Authority

- a) a water supply/tapping (including a water meter) to each area of reserve in the subdivision;
- b) an assets statement for each street;
- c) an 'as constructed' set of plans for the entire work in each development stage;
- d) a certified plan showing the extent and depth of fill in excess of 300 mm placed on any of the allotments;
- e) street name plates;
- f) fencing all land abutting reserves; and
- g) fire plugs in accordance with the Country Fire Authority requirements (generally at a maximum spacing of 120 m), at the subdivider's expense.

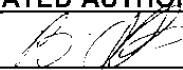
14. VicRoads Requirements

- a) The Mooroopna-Murchison Road (Toolamba Road) deviation and closure of the existing Mooroopna-Murchison Road (Toolamba Road) alignment between Pyke Road and Simson Road shall be generally in accordance with the Development Plan appended to the Goulburn Valley Freight Logistics Centre, Development Plan Report.
- b) Access to Mooroopna-Murchison Road (Toolamba Road) shall be in accordance with Section 4.1 of the Goulburn Valley Freight Logistics Centre Traffic Impact Assessment Report Revision 3 dated August 2007, prepared by John Piper Traffic.
- c) The applicant shall construct the mitigating works including street lighting as

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identified in the Goulburn Valley Freight Logistics Centre Traffic Impact Assessment Report Revision 3 dated August 2007, prepared by John Piper Traffic to the satisfaction of both VicRoads and the responsible authority (Greater Shepparton City Council) prior to the issuing a statement of compliance for each stage of the subdivision as follows:

Stage One

- Construct an interim intersection treatment at the existing Mooroopna-Murchison Road (Toolamba Road)/Simson Road intersection including a Type "CHR" right turn treatment (Fig 6.39) and Type "AUL" auxiliary left turn treatment (Fig 2.5) in accordance with the Austroads Guide to Traffic Engineering Practice Part 5 - Intersections at Grade June 2005 Edition.
- Construct a section of the proposed Mooroopna- Murchison Road (Toolamba Road) Deviation approximately 500 metres in length to provide access to Lots 2,3,4,5 and 6.

Stage Two

- Construct a Roundabout or a staggered "T" intersection (including protected right and left turn lanes) at the proposed Mooroopna-Murchison Road Deviation/east-west subdivisional road (rail siding access) intersection in accordance with the Austroads Guide to Traffic Engineering Practice Part 6 - Roundabouts and the Austroads Guide to Traffic Engineering Practice Part 5-Intersections at Grade.

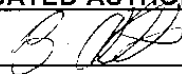
Stage Three

- Complete the construction of the Mooroopna-Murchison Road (Toolamba Road) Deviation including a Type "CHR" right turn treatment at the proposed Mooroopna-Murchison Road (Toolamba Road) Deviation/Connector Road intersection at the eastern boundary of Lot 1 and a Type "BAR" right turn treatment at the Mooroopna-Murchison Road (Toolamba Road)/Pyke Road intersection.
 - Close the existing alignment of the Mooroopna-Murchison Road (Toolamba Road) and Simson Road intersection including landscape planting to screen the former alignment Mooroopna-Murchison Road (Toolamba Road) at the north and south end of the proposed rail siding.
- d) Street lighting as recommended in the Goulburn Valley Freight Logistics Centre Traffic Impact Assessment Report Revision 3 dated August 2007, prepared by John Piper Traffic, shall be installed in accordance with VicRoads' Traffic Control Guidelines (TGC)-006 'Guidelines for Street Lighting Design & Installation' and shall meet the minimum requirements of Category V3 standard, AS/NZS 1158. Street lighting shall be installed at no cost to VicRoads and the applicant shall pay an up-front fee to VicRoads equivalent to 60% of the estimated first ten year's operational costs. The on-going maintenance of the intersection lighting, on the Mooroopna-Murchison Road (Toolamba Road) will be VicRoads' responsibility, if metered separately.
- e) The developer shall, at no cost to VicRoads, be responsible for noise attenuation

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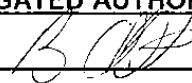
measures as may be required to attenuate dwellings identified in an acoustic report to enable compliance with a noise level of 63dB(A) L10(18 hour) or less, as measured 1 metre out from the façade of dwellings adjacent to the Mooroopna-Murchison Road (Toolamba Road). Should the noise attenuation measures consist of the installation of noise walls, then the location and design of noise walls shall be to the satisfaction of VicRoads and the responsible authority (Greater Shepparton City Council).

- f) Prior to the certification of the Plan of Subdivision (excluding stage 1), the developer shall, at no cost to VicRoads:
- Engage a VicRoads pre-qualified acoustic engineering consultant to prepare an acoustic report to the satisfaction of VicRoads and the Responsible Authority (Greater Shepparton City Council);
 - Obtain the written approval of the Acoustic Report from VicRoads and the Responsible Authority (Greater Shepparton City Council) and;
 - Incorporate any required noise attenuation measures in the design of the Plan of Subdivision.
- g) The acoustic report shall include, but not necessarily be limited to, the following:
- Predictions of the future traffic noise levels generated from the proposed Goulburn Valley Freight Logistics Centre at least 10 years after its anticipated construction and operation;
 - Recommendations, including plans and drawings showing the location, layout and structural and architectural design, of any noise attenuation measures required to comply with a noise level of 63dB(A) L10(18 hour) or less, as measured 1 metre out from the façade of a residential building adjacent to the Mooroopna-Murchison Road (Toolamba Road), at least 10 years after the anticipated construction and operation of the Goulburn Valley Freight Logistics Centre;
 - Recommendations indicating "triggers" which specify the stage or stages of the subdivision that require noise attenuation measures to be implemented; and
 - Design any required noise attenuation measures for a 50 year design life.
- h) Prior to the issuing of a Statement of Compliance for a Plan of Subdivision for each stage two and three of the subdivision the developer shall:
- Implement any required noise attenuation measures as recommended in the acoustic report to the satisfaction of and at no cost to VicRoads;
 - At no cost to VicRoads, engage an independent VicRoads pre-qualified acoustic/proof engineering consultant and forward to VicRoads and the Responsible Authority a Certificate of Compliance confirming that any required noise attenuation works have been completed satisfactorily;
 - Provide VicRoads a payment for 10 years maintenance costs of any noise attenuation measures constructed for that particular state of the subdivision which are required to be maintained by VicRoads if they are constructed within the Mooroopna-Murchison (Toolamba) Road reserve. VicRoads will determine the maintenance cost subsequent to approval of the Acoustic Report.
- i) In relation to any business signs and lighting:

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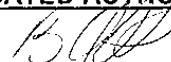
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- Any sign, including appurtenances such as lighting, must be erected within the property line and must not obstruct a driver's line of sight at any point of egress
 - All signs must meet the VicRoads' ten point safety checklist for advertisements and hoardings to ensure that it does not constitute a road safety hazard.
- j) Detailed road design plans shall be prepared in accordance with the following publications:
- VicRoads Traffic Engineering Manuals, Volume 1 'Traffic Management' and Volume 2 'Signs & Markings'.
 - VicRoads Road Design Guidelines.
 - VicRoads' Code of Practice for Selection and Design of Pavements and Surfacing(RC 500.22).
 - Austroads Guide to Traffic Engineering Practice, Part 5 - Intersection at Grade, June 2005 Edition.
 - Austroads Guide to Traffic Engineering Practice, Part 6 - Roundabouts.
 - Austroads Guide to Traffic Engineering Practice, Part 13 - Pedestrians.
 - Category V3 street lighting in accordance with AS/NZS 1158 and VicRoads' Traffic Control Guidelines (TGC)-006 'Guidelines for Street Lighting Design & Installation (refer attached).
- k) Prior to the commencement of work within the declared arterial road reserve for each stage of the subdivision the applicant shall:
- Submit detailed design plans and specifications and obtain the written approval of the plans and specifications from VicRoads for the mitigating works required as detailed in the Goulburn Valley Freight Logistics Centre Traffic Impact Assessment Report Revision 3 dated August 2007, prepared by John Piper Traffic.
 - Submit an application for consent, in accordance with the Road Management Act (Works and Infrastructure) Regulations 2004, including payment of the prescribed fee (telephone 03 5761 1888 or visit www.vicroads.vic.gov.au for further information).
- l) VicRoads written approval shall be obtained for drainage designs pertaining to any culverts pipes across the Mooropna-Murchison Road (Toolamba Road) deviation or across the future Shepparton Bypass reservation. The designs shall demonstrate that the culverts provide for rainfall events in accordance with VicRoads' Road Design Guidelines.
- m) Pavement designs shall be in accordance with VicRoads' Code of Practice for "Selection and Design of Pavements and Surfacing (RC 500.22). A copy of the Code of Practice RC 500.22 is attached. Pavement thickness, class of materials, line marking and pavement markings at the intersection are required to be shown on the drawing. Any kerb & channel at the intersection shall be SM2 or SM3 (refer VicRoads' standard drawing SD 2001 D attached). Driveable

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endwalls are required as shown on the attached drawing SD 1991 A, if culverts are located within 9.5m of the edge of traffic lane.

- n) Construction activities within the declared arterial road reserve shall be performed in accordance with the VicRoads' Standard Specifications for Roadwork. Traffic Management shall be conducted in accordance with a traffic management plan prepared in accordance with the Road Safety Act and Road Management Act Code of Practice for Worksite Safety-Traffic Management.
- o) The final Plan of Subdivision submitted for certification must be referred to VicRoads in accordance with Section 8 of the Subdivision Act 1988.
- p) All works associated with the above requirements are to be completed at no cost to VicRoads and the road reserve must be left in a neat and tidy condition.

15. Department of Public Transport

- a) Roads works and infrastructure associated with the crossing of the 'Future Goulburn Valley Freeway and Future Rail Provision' must be designed to cater for future grade separation to the satisfaction of the Director of Public Transport.
- b) The buildings and works associated with the construction of Railway Terminal Area in stage 3 must be designed and constructed to the satisfaction of the Director of Public Transport.

16. Powercor Requirements

The Plan of Subdivision submitted for certification under the Subdivision Act 1988 shall be referred to Powercor Australia Ltd in accordance with Section 8 of that Act.

- a) Provide electricity supply to all lots in the subdivision in accordance with Powercor's requirements and standards, including the extension, augmentation or re-arrangement of any existing electricity supply system, as required by Powercor (A payment to cover the cost of such work will be required). In the event that a supply is not provided the applicant shall provide a written undertaking to Powercor Australia Ltds that prospective purchasers will be informed.
- b) Where buildings or other installations exist on the land to be subdivided and are connected to the electricity supply, they shall be brought into compliance with the Service and Installation Rules issued by the Victorian Electricity Supply Industry. You shall arrange compliance through a Registered Electrical Contractor.
- c) Set aside on the plan of subdivision for the use of Powercor Australia reserves satisfactory to Powercor Australia where any electric substation (other than pole mounted type) is required to service the subdivision.

Alternatively, at the discretion of Powercor Australia Ltd a leases of the sites and for easements for associated powerlines, cables and access ways shall be provided. Such a lease shall be for a period of 30 years at a nominal rental with a right to extend the lease for a further 30 years. Powercor Australia Ltd will register such leases on the title by way of caveat prior to the registration of the

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plan of subdivision.

- d) Provide easements satisfactory to Powercor Australia, where easements have not been otherwise provided, for all existing Powercor Australia electric lines on the land and for any new power lines required to service the lots and adjoining land, save for lines located, or to be located, on public roads set out on the plan. These easements shall be for the purpose of "Power Line" in favour of Powercor Australia Ltd for Powerline purposes pursuant to Section 88 of the Electricity Industry Act 2000.
- e) Obtain the use of Powercor Australia Ltd any other easement external to the subdivision required to service the lots
- f) Adjust the position of any existing easement(s) for power lines to accord with the position of the line(s) as determined by survey.
- g) Obtain Powercor Australia Ltd's approval for lot boundaries within any area affected by an easement for a power line and for the construction of any works in such an area
- h) Provide to Powercor Australia Ltd, a copy of the version of the plan of subdivision submitted for certification, which shows any amendments which have been required.

17. Country Fire Authority Requirements

- a) Operable hydrants, above or below ground must be provided to the satisfaction of the CFA.
- b) The maximum distance between hydrants must be 120m.
- c) Hydrants must be identified as specified in 'Identification of Street hydrants for fire fighting purposes' available under publications on the CFA website (www.cfa.vic.gov.au)
- d) Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width
- e) The average grade must be no more than 1 in 7 (14.4%) (8.1 degrees) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than 1 in 8 (12%) (7.1 degrees) entry and exit angle.

18. Telstra Requirements

That the plan of subdivision submitted for certification be referred to Telstra, in accordance with Section 8 of the Subdivision Act 1988.

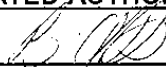
19. Goulburn Valley Water Requirements

- a) Payment of a new customer contribution for water supply to the development, such amount being determined by the Corporation at the time of payment;
- b) Provision of a reticulated water supply and associated construction works to

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each allotment within the development, at the developers expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Region Water Corporation (including, but not limited to, a dedicated 225mm main from McLennan Street and possible upgrades of up stream infrastructure.

- c) Payment of a new customer contribution for sewerage services to the development, such amount being determined by the Corporation at the time of payment;
- d) Provision of reticulated sewerage and associated construction works to each allotment within the development, at the developer's expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Region Water Corporation (including, but not limited to, sewerage pump station(s) and associated rising mains and possible upgrades of downstream infrastructure).
- e) Connection of all sanitary fixtures within the development to reticulated sewerage, at the developers expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Region Water Corporation.

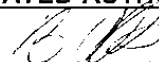
All works required are to be carried out in accordance with AS3500.2 – 'Sanitary plumbing and drainage', and to the satisfaction of the Corporation's Property Services Section.

- f) Provision of easements in favour of the Goulburn Valley Region Water Corporation over all existing and proposed sewer mains located within private property;
- g) Pursuant to section 36 of the Subdivision Act, if the Corporation considers that, for the economical and efficient subdivision and servicing of the land covered by the Application for Permit, it requires the owner of the land to acquire an easement over other land in the vicinity. That is, any land not owned by the Developer through which a sewerage extension servicing the development is to be located, easements shall be created in favour of the Corporation.
- h) The operator under this permit shall be obliged to enter into an agreement with Goulburn valley Region Water Corporation relating to the design and construction of any sewerage or water works required. The form of such Agreement shall be to the satisfaction of Goulburn Valley water. A copy of the format of the Agreement will be provided on request;
- i) The plan of subdivision lodged for certification is to be referred to the Goulburn Valley Region Water Authority pursuant to Section 8(1) of the Subdivision Act, 1988.

DATE ISSUED: 12 December 2008

DELEGATED AUTHORITY

SIGNATURE FOR THE RESPONSIBLE AUTHORITY: _____



PLANNING AND ENVIRONMENT REGULATIONS - FORM 4.4

20. Goulburn Murray Water Requirements

Prior to the issue of statement of compliance, all redundant irrigation supply outlets shall be removed to the satisfaction of Goulburn Murray Water.

21. Goulburn Broken Catchment Management Authority Requirements

- a) The final plan of subdivision submitted for certification must be referred to Goulburn Broken Catchment Management Authority in accordance with Section 8 of the Subdivision Act, 1988
- b) Prior to the certification of the plan of subdivision for stage one, hydraulic computations and revised flood mapping (flood extent and floodway and 1% flood contours) must be submitted for approval to the Catchment Management Authority showing that the Ardmona Drain realignment is designed to carry the 1% stormwater runoff. All revised mapping output must in hard copy and GIS formats.
- c) Prior to the issue of statement of compliance for stage two of the subdivision, all necessary approvals (such as Works on Waterways) must be obtained to allow discharge from the site to the Goulburn River to the satisfaction of the Catchment Management Authority.
- d) Prior to the issue of statement of compliance for each stage, all flood mitigation works must be completed to the satisfaction of the Goulburn Broken Catchment Management Authority.

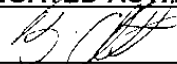
22. Department of Sustainability and Environment

- a) Before the development starts, all persons undertaking the works on site must be advised of all relevant conditions of this permit.
- b) The removal of vegetation must be to the minimum extent necessary that allow for the necessary development works. That is, if any vegetation marked for removal can be saved at the time of works being undertaken then every effort should be made to do so.
- c) Only the thirty three (33) trees indicated in *Vegetation Management Offset Plan, Goulburn Valley Freight Logistics Centre, Toolamba Rd, Mooroopna* prepared by Coomes Consulting Group November 2008 accompanying Application No. 2008-282 are to be removed.
- d) The provision of infrastructure and services for the development must meet the requirements to 'avoid' and 'minimise' the need for removal of native vegetation in accordance with Victoria's Native Vegetation Management – A Framework for Action (*Department of Natural Resources and Environment 2002*) and the planning provisions of the Greater Shepparton Planning Scheme.
- e) All other trees and native vegetation are to be retained and protected from adverse impacts during works.
- f) Before vegetation removal starts, the boundaries of all vegetation stands to be removed and retained must be clearly marked on the ground or marked with

DATE ISSUED: 12 December 2008

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PLANNING AND ENVIRONMENT REGULATIONS - FORM 4.4

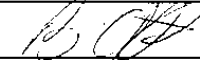
- tape or temporary fencing to the satisfaction of the responsible authority.
- g) A minimum distance of twice the dripline for any woody vegetation and 5 metres for any remnant treeless area native vegetation is to be used for the protection of native vegetation to be retained such that no works, buildings, storage of machinery and/or materials, access tracks and other such like actions that may adversely impact on native vegetation is to occur within this area.
- h) Vegetation removal and disposal must not cause damage to vegetation stands to be retained.
- i) Any felled or dead timber greater than 10cm diameter removed during works, referred to as Coarse Woody Debris is to be used to create ground habitat to the relevant EVC bioregional benchmark in the offset areas nominated in *Vegetation Management Offset Plan, Goulburn Valley Freight Logistics Centre, Toolamba Rd, Mooroopna* prepared by Coomes Consulting Group November 2008.
- j) Before the vegetation removal starts, an offset plan showing appropriate offsets to compensate for the removal of 18 *Very Large Old trees*, 13 *Large Old trees* and 2 *Medium Old trees* from ¹EVC55_62 Riverine Plains Grassy Woodland within the Victorian Riverina bioregion to the satisfaction of the *Department of Sustainability and Environment* must be submitted to and approved by the responsible authority. Three copies of the plan must be provided. When approved, the plan will be endorsed and will then form part of this permit.
 - The offset plan must be generally in accordance with the draft offset plan - *Vegetation Offset Management Plan, Goulburn Valley Freight and Logistics Centre, Toolamba Rd, Mooroopna* prepared by Coomes Consulting Group Pty Ltd, November 2008, except that the plan must include:
 - An aerial photograph (or map to scale with dimensions) that identify each offset site and habitat zone.
 - Categories of native vegetation in accordance with *Native Vegetation: Guide to assessment of referred planning permit applications* (DSE 2007).
 - Revegetation target survival rates and densities of life forms per hectare to the standards outlined in *Native Vegetation: Revegetation Planting Standards* (DSE 2006).
 - Offsets in accordance with the endorsed plan must be implemented within twelve months of the approval of the Offset Plan and completed according to the schedule of works in the Offset Plan to the satisfaction of the *Department of Sustainability and Environment*.
- k) Before the vegetation removal starts the Responsible Authority must enter into a registered on-title agreement to the satisfaction of the *Department of Sustainability and Environment* which provides for the security of the native vegetation offset in accordance with the endorsed offset plan of this permit. The applicant must pay all reasonable costs of the preparation, execution and registration of the on-title agreement.
 - Any subsequent amendment to the registered on-title agreement must be to the satisfaction of the *Department of Sustainability and Environment*.
- l) Before the development works commence, a Construction Management Plan to

¹ Ecological Vegetation Class

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PLANNING AND ENVIRONMENT REGULATIONS - FORM 4.4

the satisfaction of the *Department of Sustainability and Environment* must be submitted to and approved by the Responsible Authority. When approved the plan will be endorsed and will then form part of this permit. The Construction Management plan must provide details of:

- Location of the construction zone.
 - Vegetation within the zone that is to be retained and removed.
 - Management of vegetation to be retained.
 - Measures to control sediment and sediment laden water run-off including design detail of any structures.
 - Where equipment, machinery and earth is to be stored/stockpiled during construction.
 - Access tracks and parking provisions for construction personnel.
 - Location of any temporary structures for construction purposes.
- m) Before the use commences the *Environmental Management Plan, Goulburn Valley Freight Logistics Centre, Toolamba Rd, Mooroopna* prepared by Coomes Consulting Group Pty Ltd May 2008 must include a section titled '*Management of Native Vegetation*' to the satisfaction of the *Department of Sustainability and Environment*. The Environmental Management Plan must be submitted to and approved by the responsible authority. Three copies of the Environmental Management Plan are to be provided. When approved the Environmental Management Plan will form part of this permit. The section '*Management of Native Vegetation*' is to include:
- The management of all native vegetation to be retained outside the offset area/s identified in the *Vegetation Offset Management Plan, Goulburn Valley Freight and Logistics Centre, Toolamba Rd, Mooroopna* prepared by Coomes Consulting Group Pty Ltd, November 2008.

23. Time for Starting and Completing a Subdivision

This permit will expire if one of the following circumstances applies:

- a) the subdivision is not started (certification) within **two (2)** years of the date of this permit;
- b) the subdivision is not completed (statement of compliance issued) within **10 (ten)** years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three (3) months afterwards. Prior to approval being given for the extension of these periods the Responsible Authority may require the re-submission of Plans, Computations and other relevant information to assess compliance with current requirements, Acts and Regulations, Codes of Practice and Australian Standards, as may be relevant.

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DELEGATED AUTHORITY

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PLANNING AND ENVIRONMENT REGULATIONS - FORM 4.4

NOTATIONS**Supervision Fees**

Prior to the commencement of works the owner must make a payment comprising 2.5% of the value of the works, must be paid to the responsible authority, being the costs of the Responsible Authority in supervising the works on the land.

Plan Checking Fee

Prior to the commencement of works the owner must make a payment comprising 0.75% of the value of the documented works must be paid to the Responsible Authority, for the checking of the engineering design of the works.

Street/Road Name Allocation

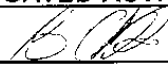
Before the plan of subdivision is certified under the Subdivision Act 1988, the owner must lodge an application to the Council's Street Naming Committee for the approval of any street names and street numbers on the plan of subdivision.

Excavation of Soil

It is the responsibility of the permit operator to ensure that any other approvals which may be required for the excavation of soil from the land east of Toolamba Road is obtained in accordance with any relevant Statutory requirements.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of Amendment	Brief description of amendment
24 March 2010	<ul style="list-style-type: none"> Amend permit preamble and various conditions including, condition 2c, 3a, 3c, 3d, 6d, 8, 14 and 17b and insert new condition 2d

DATE ISSUED: 12 December 2008**DELEGATED AUTHORITY****SIGNATURE FOR THE RESPONSIBLE AUTHORITY:**


PLANNING AND ENVIRONMENT REGULATIONS - FORM 4.4

Final version 23 9/7/08

EXPRESSION OF INTEREST**NO 1191****GOULBURN VALLEY FREIGHT AND LOGISTICS CENTRE
DESIGN OF STAGES 1 TO 3**

Greater Shepparton City Council seeks Expressions of Interest (EOI) for the design of the \$70M Goulburn Valley Freight and Logistics Centre (GVFLC).

The task will involve the preliminary design for the entire site (331Ha) and detailed design of stages one to three of the six stages of development.

The GVFLC will consist of a general freight/logistics area and rail terminal.

A site has been purchased by Council south of Mooroopna, adjacent to the existing Melbourne Tocumwal rail line and the proposed Shepparton Bypass.

EOI documents will only be issued to companies currently pre-qualified at VicRoads Road and Bridge Design UR/RR/CH levels.

**EXPRESSIONS OF INTEREST WILL BE RECEIVED UNTIL 4.00 PM
WEDNESDAY 6 AUGUST 2008.**

Expression of Interest documents may be obtained by telephoning (03) 5832 9830 during office hours, or can be collected from the Council's Office, 90 Welsford Street, Shepparton.
Expressions of Interest shall be enclosed in a sealed envelope and lodged in the Tender Box at the Council's Office.
It is Council's policy not to accept any Expressions of Interest received after the specified closing time.

For insertion in the Shepparton News:

Friday 11 July 2008

For insertion in the Age:

Saturday 12 July 2008

Ledger number

60358-364



EXPRESSION OF INTEREST BRIEF

Greater Shepparton City Council

GOULBURN VALLEY FREIGHT AND LOGISTICS CENTRE (GVFLC)

PRELIMINARY DESIGN AND DETAILED DESIGN OF STAGES 1 TO 3

1. DEFINITIONS

In this Brief, the following terms have the meanings indicated, unless inconsistent with the context:

“**Brief**” means this Expression of Interest Brief;

“**Contract**” has the meaning ascribed to it by clause 5;

“**Council**” means the Greater Shepparton City Council;

“**EOI**” means an Expression Of Interest submitted in response to this Brief;

“**EOI Process**” means the Expression Of Interest process outlined in this Brief;

“**GVFLC**” means the Goulburn Valley Freight and Logistics Centre;

“**Respondent**” means a party which submits an EOI;

“**RFT**” means a Request For Tender process under which selected Respondents will be invited to tender for the Contract; and

“**Site**” has the meaning ascribed to it by clause 3.

2. GENERAL

The Council seeks EOIs for the design of elements of the \$70M GVFLC.

The task will involve the preliminary design for the entire site (331Ha) and detailed design of stages one to three (of the six stages) of the development.

EOIs will only be considered from Respondents currently pre-qualified at VicRoads Road and Bridge Design UR/RR/CH levels.

3. BACKGROUND

Council has acquired a site south of Mooroopna (see attached plan A) (“Site”). The existing Melbourne to Tocumwal rail line and the proposed Goulburn Valley Highway Shepparton Bypass freeway alignment pass through the Site.

The GVFLC is intended to be an inland port and centre for distribution for the Goulburn Valley. The Goulburn Valley is one of Australia’s major foodbowls and is experiencing sustained growth.

It is intended that the GVFLC will incorporate functions, including, but not limited to:

- Intermodal freight terminal
- Container park and services
- Distribution centres
- Warehouses
- Trucking depots and facilities
- Associated business

AVI 1101891 v2 KXO



Plan A – Aerial view of the GVFLC site (looking north)

4. PROJECT STATUS

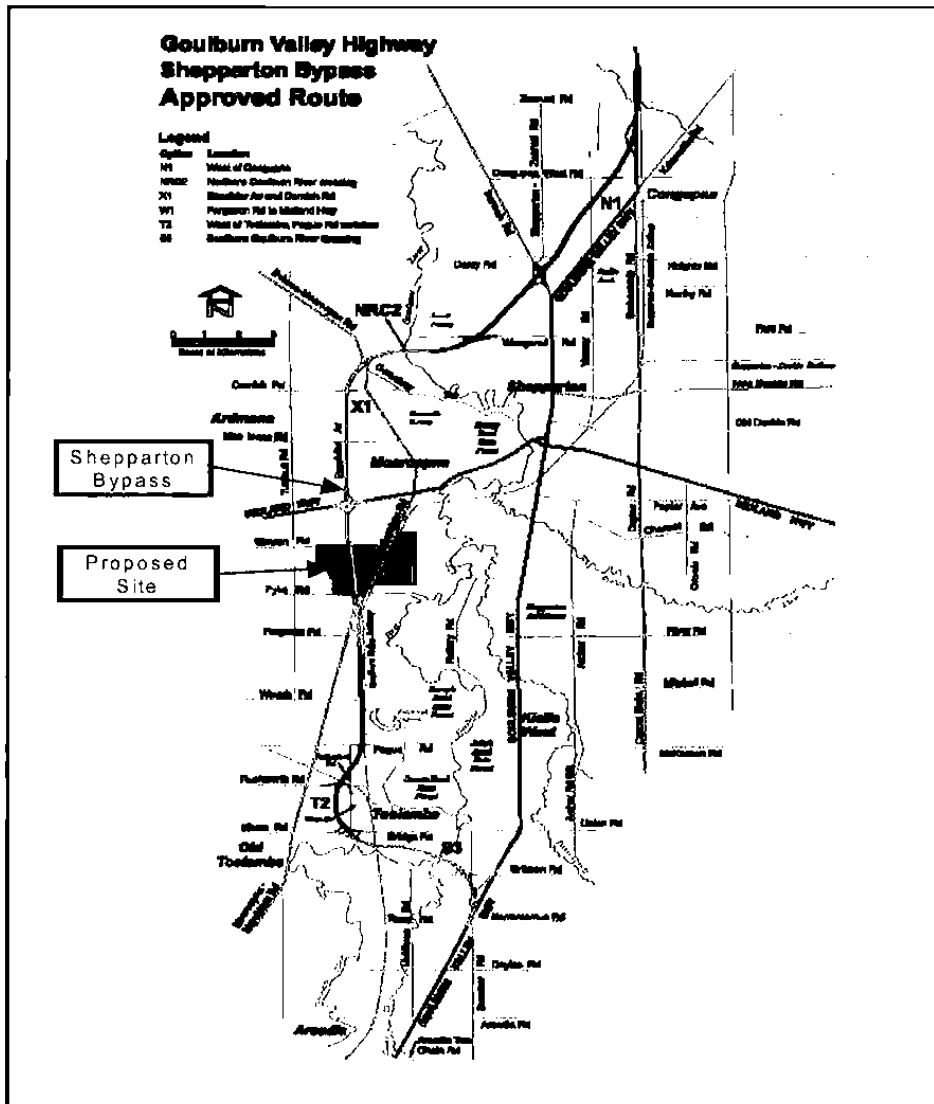
As the responsible authority under the Greater Shepparton Planning Scheme, Council has approved a development plan (see attached plan B) for the Site.

Council has applied for a planning permit for the first three stages of the development of the Site

Council expects to receive a response to the planning permit application in the last quarter of 2008. Any planning permit issued will form part of the RFT documentation provided the planning permit issues within one week of the RFT closing date.

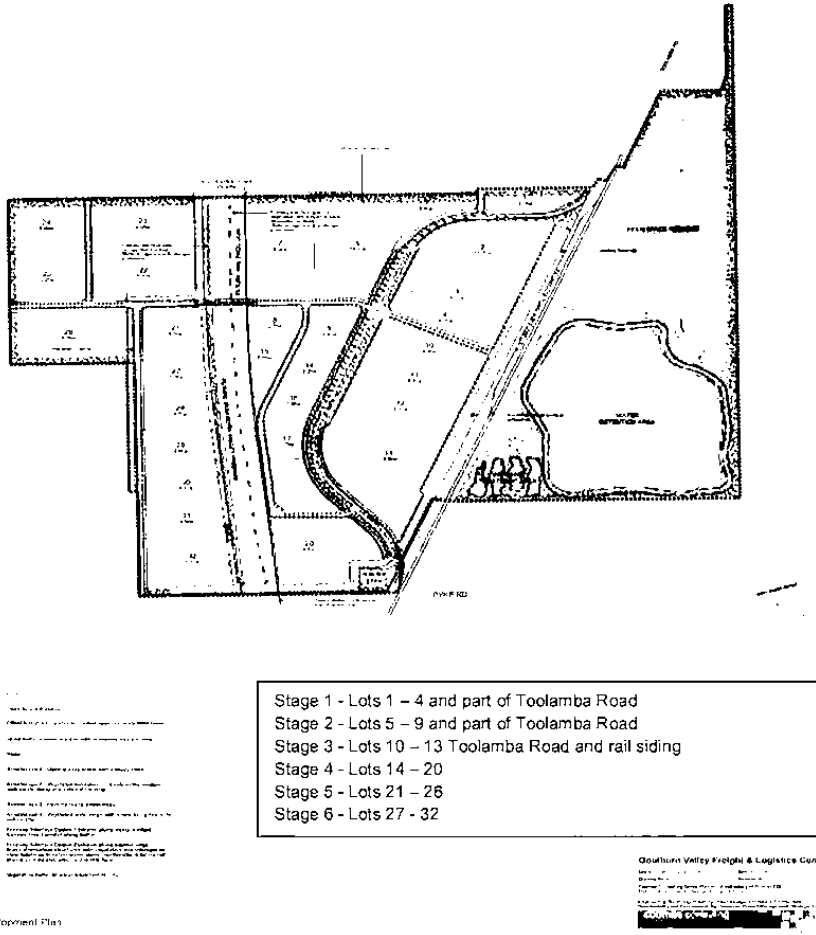
The GVFLC is planned to have six development stages. The rate of development will be dependent on the commercial market. The intermodal freight terminal is currently planned to be part of stage three (see attached plan C).

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Plan B – Location of the Site traversed by the Shepparton By-Pass

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Plan C - The approved development plan concept

5. TASK

Following the EOI Process, Council will determine the Respondents to be issued with documents in the RFT. Under the RFT Council will seek tenders for a contract for the preparation of:

- 5.1 a preliminary design of the whole Site; and
- 5.2 detailed design of stages one to three –

and associated works (“Contract”). All construction work will be performed under a separate contract/s.

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6. EOI PROCESS

EOIs are to provide the information listed in the attached Schedule. Details are summarised below.

Schedule 1 Company Details

Schedule 2 Proposed Methodology

Schedule 3 Key Staff

Schedule 4 Examples of Similar Work

Schedule 5 Proposed Changes to Scope

Schedule 6 Other Information

EOIs will be short listed for the RFT based on Council's assessment of the Respondents' demonstrated capacity to perform the required tasks.

Note that information for each schedule is to be limited to one page.

Respondents may be requested to provide further information and to attend an interview.

Council reserves the right to adjust the work to be performed under the Contract as a result of its consideration of EOIs. For this purpose, Council may adopt concepts or proposals from any Respondent's EOI.

Only the RFT documents, once issued, will reflect the detailed scope and specification for the Contract.

7. TIMELINE

The expected timeline for the process is as follows:

Close of EOI	6 August 2008
EOI outcome notification	August 2008
Invite RFT	September to December 2008
Compulsory tender briefing	September to December 2008
Close RFT	4 weeks after RFT invitation
Award Contract	5 weeks after close RFT
Contract duration	20 weeks

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8. SUBMISSIONS

EOIs must include completed schedules as identified above.

Pricing is not required.

EOIs must be received in the Council tender box located at 90 Welsford Street Shepparton by 4.00pm on Wednesday 6 August 2008.

EOIs received late will not be considered.

EOIs received by fax or by email will not be considered.

EOIs are to be addressed to:

Doug Smith
Manager Engineering Projects
Greater Shepparton City Council
Locked Bag 1000
SHEPPARTON VIC 3632

9. STATUS OF EOIs

The EOI Process is not intended to give rise to a contract governing the EOI Process or any aspect of the EOI Process and Council expressly disclaims any intention to create any such contract.

Council may, at its absolute discretion;

- 9.1. elect not to proceed to a RFT;
- 9.2. elect not to invite any Respondent to participate in the RFT;
- 9.3. seek tenders for the Contract by public notice without reference to the EOI Process;
- 9.4. not proceed with the Contract; or
- 9.5. elect to employ any other means which it considers appropriate of proceeding with the work under the Contract.

Respondents will be notified of the names of short-listed prospective tenderers under the RFT.

All costs associated with the EOI Process will be borne by a Respondent.

Information supplied to Council as part of the EOI Process may be incorporated into the RFT documents.

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By lodging an EOI, a Respondent acknowledges and accepts:

- 9.6. the terms set out in this Brief;
- 9.7. that Council may reproduce the whole or any portion of its EOI for evaluation purposes; and
- 9.8. that Council is under no legal obligation of any kind to any Respondent.

Respondents should note that Respondents are prohibited from lobbying individual councillors of Council in relation to the EOI Process and the EOI of any Respondent which breaches this prohibition will be disqualified from further consideration.

10. **ENQUIRIES**

Enquiries regarding the EOI can be directed to Doug Smith, Manager Engineering Projects on (03) 5832 9768 or doug.smith@shepparton.vic.gov.au.

Any clarification to this Brief issued to any potential Respondent may also be issued to all other potential Respondents.

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SCHEDULE DETAILS**SCHEDULE 1 – COMPANY DETAILS**

Respondent's Name

Address

ABN

Contact person

Position of contact person in the Respondent's organisation

Contact details

Pre-qualifications with relevant bodies (e.g. Vic Roads)

SCHEDULE 2 – PROPOSED METHODOLOGY

Identify proposed methodology, including major milestones and outputs.

SCHEDULE 3 – KEY STAFF

Identify staff to be involved and their relevant experience.

SCHEDULE 4 – EXAMPLES OF SIMILAR WORK

List similar assignments, including the nature of the Respondent's involvement, approximate project value, date completed and contact details of referees.

SCHEDULE 5 – PROPOSED CHANGES TO SCOPE

Identify any changes to the project scope to improve the specified outcomes.

SCHEDULE 6 – OTHER INFORMATION

Include any other information that you may consider relevant to this task.

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ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

15 April 2014

Agenda Item 15.1	Councillors Community Interaction and Briefing Program	
Attachment 1	Meeting Minutes - Heritage Advisory Committee - 3 February 2014.....	193
Attachment 2	Councillor Briefing Session - 4 March 2014	199
Attachment 3	Councillor Briefing Session - 11 March 2014	200
Attachment 4	Councillor Briefing Session - 18 March 2014	201

MINUTES

GREATER SHEPPARTON HERITAGE ADVISORY COMMITTEE

Monday 3 February 2014
10.30am – 12.30pm

Council Board Room
90 Welsford Street Shepparton

Chair
Bruce Wilson OAM JP

Attendees:

Bangerang Cultural Centre	Marlene Atkinson
Community Representatives (3)	Gary Steigenberger
Dookie Historical Society	Gaye Sutherland
Greater Shepparton Councillors (1)	Cr Kevin Ryan
Historical Society of Mooroopna	Ian Pleydell, Val Hill (Alt)
Katandra & District History Group	Marjorie Earl (Dep. Chair)
Merrigum & District Historical Society	Anne Tyson (Secretary)
Murchison & District Historical Society	Warwick Finlay
Shepparton Heritage Centre	Bruce Wilson
Tatura & District Historical Society	Evert Worm
Toolamba Community Plan Steering Committee	Geoff Maynard
Yorta Yorta Nation Aboriginal Corporation	Gaye Sutherland
Strategic Planning (GSCC) (2)	Michael MacDonagh, Lynette Azougay (Notes)
Heritage Advisor (GSCC)	Deborah Kemp
Team Leader Statutory Planning (GSCC)	Braydon Aitken
Community Development Officer (GSCC)	Michelle Patterson

1. Apologies & Introduction

Ian Boyle and Kay Ball

Bruce welcomed the committee members to the first HAC meeting for 2014, and wished it a successful and productive year.

2. Declarations of Conflicts of Interest

Bruce reminded Committee members that if they felt there was a conflict of interest during the meeting, it should be declared.

None.

3. Minutes of Meeting, Monday 2 December 2013 – Actions Arising:

- Greater Shepparton Heritage Advisory Committee Annual Report 2013-2014
 - Michael advised that the HAC's annual report to the Council would outline the Committee's activities from February 2013 to January 2014. It would need to be endorsed by the Committee at March's Committee meeting to allow inclusion on the agenda for the Council's Ordinary Council Meeting (OCM) to be held in May.
 - Bruce and Marjorie have been collating items to insert into the draft annual report and will complete these over the next few days.
 - Discussion around the first annual report was that it was too formal and should try to lighten up with anecdotes, photographs, as well as interesting and important places, e.g. Day's Mill, to keep the councillors updated.
 - Gary suggested giving a community representative's point of view and would liaise with Evan and Neil.
 - Councillor Ryan was impressed with the number of Committee members who attend each month, which he felt showed dedication and commitment.
 - Bruce commented that each representative on the HAC takes back valuable information to their own society.

Action:

Michael will e-mail the Committee the link to the HAC's last annual report. If anyone had any ideas or photos to include, please forward them to Lynette urgently.

Bruce, Marjorie and Anne will meet with Michael to finalise the report.

- E-mail final and tracked changes version of the endorsed Terms of Reference to the Committee.
 - Michael completed.

At the conclusion of discussions, the minutes of the December meeting were received on the motion of Marjorie Earl and seconded by Geoff Maynard. **CARRIED**

4. Information Purposes – Reports from Michael MacDonagh

- ANZAC Commemorative Naming Project
 - Michael gave a brief update of the project as discussed at November's HAC meeting.
 - The project is a State Government funded project offering \$1,000 per municipality that participates. It aims to realise the names of veterans and those who undertook activities in the home front movement in various conflicts from WWI to modern day to be used for naming places, localities or features in the future.
 - There is an internal stakeholder meeting scheduled to be held later this week, which included Council officers from: Events & Tourism, Statutory and Strategic Planning, Media & Communications, and Governance. At some stage an external stakeholder group will be set up.
 - There was discussion around the online proforma. Ian stated that he was encountering problems completing the online form.
 - The project is intended to proceed to a Councillor briefing regarding the use of the \$1,000.

Action:

Michael to download and supply the Committee members a copy of the pro forma.

**Council will put out a media release when ready to go forward with stakeholder groups.
Marj will collate Katandra West names/information and forward to Michael.**

- Budget Bids
 - Michael went through the heritage related budget bids that Strategic Planning has made for the 2014-2015 financial year:
 - \$40,000 – preparation of a rural heritage study.
 - \$2,000 – operation of the Heritage Advisory Committee.
 - \$8,000 – hosting of a Cultural Heritage Awards ceremony in April 2015.
- Greater Shepparton Heritage Advisory Committee Terms of Reference
 - Michael outlined the process of getting items to an OCM.
 - Planning Management had requested a minor change to the Terms of Reference.
 - Text changes are:
 - The insertion of ‘Council’ rather than ‘the Council’ throughout the document.
 - The insertion of ‘this will be dependent on budget availability’ in Section 2(h)
 - The Committee also requested that ‘the position of’ in Section 4.a replaced with ‘A Chairperson’.

The Committee agreed to endorse the Terms of Reference dated 18 March 2014 for Council adoption. The Terms of Reference were received on the motion of Anne Tyson and seconded by Evert Worm.

CARRIED

- Greater Shepparton Cultural Heritage Award Guidelines 2014:
 - Michael stated that the Award Guidelines were currently in draft form and had been previously presented and discussed by the Committee.
 - It is intended to review and endorse the final version at the HAC’s March/April Committee meeting.

Action: List this item on the Committee’s March 2014 agenda

5. Information Purposes – Reports from Deborah Kemp

- Day’s Flour Mill and Complex, Murchison – Expressions of Interest process:
 - Deborah reported on a meeting she had with the Mayor and Council officers to discuss the Expression of Interest process undertaken by Parks Victoria.
 - Deborah said Council officers have been involved for many years with a number of stakeholders to realise a long term use and maintenance for the site. She expressed concern that there was no facility to outline this within the Expression of Interest process.
 - The Mayor approved a letter stating that Council was a key stakeholder and would like to be involved.
 - Gary reported that he had attended a recent event at Day’s Mill where an officer from Parks Victoria informed him that the Expression of Interest process had been withdrawn by the Minister.

Action:

Michael to speak to Carrie Donaldson and determine the outcome of the letter and report back to the next HAC meeting.

**Councillor Ryan will ask for an update on the Expression of Interest process for Day's Mill at tomorrow's SDS meeting.
HAC to include Day's Mill within the annual report.**

- Heritage Victoria – Brickwork Workshop:
 - Workshops have been identified for 2014; Heritage Victoria will consider using the Tatura Mechanics' Institute in 2015.
- Kay Ball – stained glass window:
 - Kay supplied Deborah with additional information about the stained glass windows in the church buildings in Murchison. Deborah added the information to Hermes and will be included in a future planning scheme amendment to update the Statement of Significance for this place.
- Wharf behind the Shepparton Heritage Centre:
 - The wharf has been closed for health and safety reasons.
 - A number of timbers need replacing.
 - Deborah is waiting to hear from John Gribben and will keep the Committee updated.
- Red Cross – Centenary:
 - Deborah met with Council's Community Development Officer, Heather East, regarding the Red Cross centenary and grant application.
 - It was felt that a collective application by the municipality's Red Cross branches would be a good way to move the project forward.
- Kay Ball – Murchison (Michael):
 - Michael received some interesting statistics from Murchison & District Historical Society regarding their website usage:
 - 3,500 hits on their webpage from 13 different countries in 2013.
 - Topics included:
 - Day's Flour Mill and Complex,
 - Murchison & District Historical Society, and
 - Former Prisoner of War Camp 13.
- War Commemoration Grants:
 - Deborah outlined a number of available war commemoration grants to the Committee.

Action: Michael will send links to HAC and include as an agenda item at March's Committee meeting.

6. Active Planning Permits

- 2013-319 – St Brendan's, 121-125 Knight Street, Shepparton:
 - Proposing an office to the front/side of existing presbytery.
 - Deborah has told them she does not support the proposal as currently envisaged and suggesting a Masterplan be developed for the entire site.

Action: Deborah to keep the HAC updated.

The following definition was provided for members' information:

DHP is a "Development Hearings Panel". When there are five or less planning objections, the application is determined by the DHP. If there are more than five objections, the planning application is determined by the Council.

Due to time constraints, Agenda Item 7 (ANZAC Centenary Grants), Item 8 (Heritage Study) and Item 9 (Member Reports) were deferred to the March meeting.

10.

General/Other Business

- Discussion on topics for Masterclasses in 2014. In broad terms, irrigation was identified as an area worth exploring particularly in the light of ongoing work identified in the rural heritage study.
- Warwick would be happy to talk about his research on a number of irrigation projects.
- Gaye suggested Geoff Earl because of his knowledge on water topics.
- Deborah will consider additional Masterclass themes.

11. Undera Memorial Hall

- Michelle Patterson, Community Development Officer and Braydon Aitken, Team Leader Statutory Planning spoke with the committee in relation to recent media articles about the proposed demolition of the Undera Memorial Hall.
- Michelle and Braydon updated the Committee on the community planning process in Undera, the various community meetings that were held to discuss the hall's future, including a recent planning permit granted to the CFA to construct a shed at the rear of the hall. Braydon also outlined the Planning Permit process in respect to any future application seeking the demolition of the hall.

12.30 – Cr Ryan expressed a conflict of interest in any future discussion on the Undera Hall and left the meeting.

The following motion was moved by Anne Tyson, seconded by Geoff Maynard.

In the light of the current discussion on the future of the Undera Memorial Hall (HO), the Heritage Advisory Committee wishes to convey to Council its belief that the social and historical significance of the hall is such that the building must be retained as part of the municipality's heritage, noting also its importance as a memorial hall in this period of ANZAC and WWI commemorations.

Carried

Action: Michael to convey the Committee's resolution to Councillors via an SDS briefing.

12. The next HAC meeting will be held on Monday, 3 March 2014.

Meeting Closed 12.40pm

Record of Assembly of Councillors

Record in accordance with section 80A(1) of the *Local Government Act 1989*

Councillors: Cr Houlihan, Cr Polan, Cr Muto, Cr Ryan

Staff: Gavin Cator, Johann Rajaratnam, Steve Bowmaker, Kaye Thomson, Sharlene Still,
(not all officers were present for all items)

Name of meeting: **Councillor Briefing Session**

Date of meeting: **4 March 2014**

Matters discussed

1. Parking Trial
2. Philippine House
3. CBD/Welsford Street
4. Aquamoves
5. Monash Park
6. Making Shepparton Greater Campaign

Conflict of Interest Disclosures

Matter No.	Names of Councillors who disclosed conflicts of interest	Did the Councillor leave the meeting?
	Nil	

[Note: Details of matters discussed at the meeting that have been designated confidential under section 77 of the Local Government Act 1989 are described in a separate "confidential addendum" that will be reported to the next closed Council meeting]

Record of Assembly of Councillors

Record in accordance with section 80A(1) of the *Local Government Act 1989*

Councillors: Cr Houlihan, Cr Summer, Cr Polan, Cr Patterson, Cr Oroszvary, C Ryan

Staff: Gavin Cator, Johann Rajaratnam, Steve Bowmaker, Kaye Thomson, Rosanne Kava, Sharlene Still, Ian Boyle, Jon Griffin, Geraldine Christou, Michael Carrafa, Rohan Sali, Michael MacDonagh (not all officers were present for all items)

Name of meeting: **Councillor Briefing Session**

Date of meeting: **11 March 2014**

Matters discussed

1. Verney North Growth Corridor Planning Scheme Amendment - Drainage Update
2. Industrial Land Investigations in Tatura
3. GV Link - Status Update
4. Planning Application - internally Illuminated Sign - Wyndham Street
5. Dumping Points
6. Smoking in outdoor dining areas
7. Mall itinerate traders

Conflict of Interest Disclosures

Matter No.	Names of Councillors who disclosed conflicts of interest	Did the Councillor leave the meeting?
	Nil	

[Note: Details of matters discussed at the meeting that have been designated confidential under section 77 of the Local Government Act 1989 are described in a separate "confidential addendum" that will be reported to the next closed Council meeting]

Record of Assembly of Councillors

Record in accordance with section 80A(1) of the *Local Government Act 1989*

Councillors: Cr Houlihan, Cr Summer, Cr Polan, Cr Patterson, C Ryan

Staff: Gavin Cator, Johann Rajaratnam, Steve Bowmaker, Kaye Thomson, Rosanne Kava, Sharlene Still, Colin Kalms, Virginia Boyd, Matt Jarvis, Majenta Rose (not all officers were present for all items)

Name of meeting: **Councillor Briefing Session**

Date of meeting: **18 March 2014**

Matters discussed

1. Maude Street Bus Interchange and Maude Street
2. People Performance Strategy
3. Operating Budget 2014-2015 - Councillor Discussion
4. Monthly Financial Report

Conflict of Interest Disclosures

Matter No.	Names of Councillors who disclosed conflicts of interest	Did the Councillor leave the meeting?
	Nil	

[Note: Details of matters discussed at the meeting that have been designated confidential under section 77 of the Local Government Act 1989 are described in a separate "confidential addendum" that will be reported to the next closed Council meeting]