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1. INTRODUCTION

The Shepparton North East Precinct Structure Plan (the PSP) applies to approximately 177 hectares of land located three kilometres north-east of the Shepparton CBD, as illustrated on Plan 1.

The precinct is bounded by Verney Road to the west, the low-density ‘Matilda Drive’ residential development and Ford Road to the north, the Goulburn-Murray Water (G-MW) Drain 3 to the south, and a G-MW channel and Grahamvale Road to the east.

The main land use within the precinct is a mixture of intensive horticulture, other agriculture, and ancillary farming uses. There are a small number of rural residential lots to the south west of the precinct along Verney Road.

Reflecting these uses, land is primarily zoned Farming Zone 1 in the Greater Shepparton Planning Scheme. G-MW channels also traverse the precinct and are included in the Public Use Zone 1.

The Greater Shepparton Housing Strategy 2011 (GSHS) identifies land to meet the future urban growth of the municipality until 2031. The strategy outlines the four main growth corridors identified in the Municipal Strategic Statement of the Greater Shepparton Planning Scheme will satisfy a significant portion of the predicted short to medium term growth. In addition to these growth corridors, the GSHS states that it is important that growth is maintained on a number of fronts, providing choice and variety in the housing market. The GSHS identifies a number of other corridors and estates that will aid in meeting this predicted demand. The Shepparton North East PSP will be one of the most extensive and important of these areas.

The Greater Shepparton 2030 Strategy, 2006 and the Hume Regional Growth Plan, 2014 identify the majority of the land within the precinct for future residential development, with the exception of the south east corner that was not identified for residential development. It is identified as a special investigation area in the 2030 Strategy due to its proximity to industrial land. As part of the PSP process further investigation was undertaken and it has been determined this land is suitable for future residential development.

The PSP, with the Shepparton North East Development Contributions Plan (the DCP) will provide the long-term vision for the future planning and development of the precinct. These plans will provide a broad framework that will coordinate development and assist in the transition of the area from non-urban to urban land.

It is envisaged that the precinct will accommodate a population of approximately 4,000 residents and provide approximately 218 jobs. Future residents of the precinct will enjoy and benefit from the proposed environmental, social and economic assets proposed in the PSP.

The Victorian Planning Authority (VPA) has prepared the PSP and DCP in collaboration with Greater Shepparton City Council (GSCC). GSCC commissioned and prepared all the background reporting and will be responsible for implementing the PSP.

The Shepparton North East Precinct Background Report has been prepared by GSCC and assists in providing context to the PSP and its associated documents. A full list of the supporting documents that have informed the preparation of this background report and PSP can be found at the end of the document.
2. LOCAL CONTEXT

2.1. Current land uses

Until recent years, the land within the precinct predominantly comprised of horticultural and ancillary farming uses and consisted mainly of fruit orchards, cool stores and associated rural residential lots. Increasingly, these orchards have been cleared of vegetation and replaced with other agricultural uses.

There are two existing schools within the precinct area; Shepparton Christian College fronts onto Verney Road and Grahamvale Primary School fronts onto Grahamvale Road.

The land surrounding the precinct comprises established residential uses to the north-west, south-west and west, industrial uses to the south-east, and horticultural and other agricultural uses to the east and north-east.

2.2. Lot size & land ownership pattern

The precinct comprises of five primary landowners, with a number of additional smaller rural residential allotments in different holdings abutting Verney Road and Grahamvale Road. The majority of the precinct area is included in eight medium-to-large sized land parcels of 10-25 hectares with the balance of the area made up of smaller rural residential land parcels; these land holding patterns reflect the traditional horticultural land uses that have occurred within the precinct.

2.3. Topography

The precinct is characterised by very flat topography that is traversed by a network of G-MW channels and drains. The channels supply irrigation water to the land used for horticultural and other agricultural uses. The drains collect run-off water from agricultural land. The channels and drains traversing the precinct vary in width and depth.

The precinct contains two main drainage catchments. The northern half of the precinct drains via a gentle slope to the north-west and into G-MW Drain 4, north of the precinct. The southern half of the precinct drains via a gentle slope to the south-west and into G-MW Drain 3, along the southern boundary of the precinct.

G-MW has advised that Drain 4 has an extremely limited capacity to receive water from the site or to accept stormwater when the drain is running partially full. Reflecting this advice the discharge rate for Drain 4 is 0.4 litres / second / hectare. The discharge rate for Drain 3 is 1.2 litres / second / hectare.

Two significant G-MW channels intersect the precinct. The channels are a constraint to future development and may impact upon development timing, as their continued use will impact the ability to effectively remodel the site to provide adequate drainage to some portions of the site until they are decommissioned. One of the channels also provides stock and domestic supply to a portion of the ‘Matilda Drive’ residential development; this connection will need to be replaced as part of any decommissioning process.
2.4. Cultural heritage

As part of the Environmental Assessment Report (ENSR Australia Pty Ltd, 2008) consultation was undertaken with the local Registered Aboriginal Party (RAP), the Yorta Yorta National Aboriginal Corporation.

The assessment reported no places of Aboriginal cultural heritage significance recorded on the Victorian Aboriginal Heritage Register within the precinct.

A very small area to the north-east of the precinct is identified as an ‘area of cultural heritage sensitivity’. The precinct has been subject to significant ground disturbance and is not considered to be sensitive.

A late Victorian era homestead to the south-east of the precinct has been identified and assessed in the Draft Greater Shepparton Heritage Study ICC, June 2017. The homestead is considered to be of local historic and aesthetic cultural heritage significance to the City of Greater Shepparton.

2.5. Vegetation

The precinct has previously been cleared of all native vegetation for agricultural, horticultural and residential uses. There are no natural biological features such as creeks, water bodies or patches of remnant native vegetation.

2.6. Soil contamination

An environmental assessment of the precinct was undertaken by ENSR Australia Pty Ltd on behalf of AECOM Pty Ltd in October 2008. The assessment sought to identify potential contaminants within the soil that may constrain the development of the land. The assessment stated that the prior use of the land for farming purposes may have resulted in soil contamination through the use of pesticides and on-site storage of chemicals and fuel. The assessment recommended that further studies of the potential for land contamination be undertaken before subdivision.

2.7. Adverse amenity impacts

The precinct directly abuts Shepparton’s largest industrial precinct to the south east. The industrial precinct is predominantly zoned Industrial 1 Zone (IN1Z). The neighbouring precinct includes existing uses that may have adverse amenity impacts on the precinct area.

Specifically, the precinct area is affected by potential adverse amenity buffers recommended in the Greater Shepparton Planning Scheme and the Environmental Protection Act:
- Petroleum storage facility – 300 metres amenity buffer
- Bitumen batching plant – 500 metres amenity buffer.

The existing industrial area is very important for Shepparton economically and the uses identified are appropriate for this precinct and should be protected. Subsequently the amenity of neighbouring future residential land development should be protected.

Land within the identified amenity buffers that encroach on the precinct was assessed for its capacity to accommodate residential development. An odour assessment was undertaken by GHD Pty Ltd and a noise assessment was undertaken by Marshall Day Acoustics Pty Ltd. It was determined that if the appropriate measures were adopted, the land would be
predominantly suitable for residential development and comply with the applicable noise and odour criteria.

The odour assessment concluded that the petroleum storage facility has underground tanks and therefore does not have any obligation under Victorian EPA legislation to meet any buffer distance requirements. It also recommended a de-rated directional amenity buffer relating to the bitumen batching plant be adopted in order to not pose any future limitation on the batching plants production. This buffer replaces the 500 metre default buffer in the Greater Shepparton Planning Scheme extending approximately 40 metres into a southern portion of the PSP.

The noise assessment made a number of recommendations in accordance with Victorian EPA legislation, guidelines and accepted industry practice. Recommendation that have been adopted include:

- A minimum additional offset of 15 metres from the existing G-MW channel and future residential dwellings along Grahamvale Road due to traffic noise.
- Glazing and façade constructions for future dwellings on Ford Road, Verney Road and railway line be constructed to a higher specification due to traffic noise.
- Provision for a noise barrier along the interface with the industry on Apollo Drive in order to reduce noise from localised activities in the existing and future small commercial tenancies along that interface. This wall will also mitigate any potential impacts from the bitumen batching plant within the industrial area.

2.8. Access & movement

Public Transport

There are no public transport services currently operating within the precinct. Shepparton Transit operates a bus service along Verney Road that runs along the west boarder of the precinct. V/Line operates a train service to Melbourne that departs from Shepparton Station, approximately three kilometres south of the precinct.

Road Network

Grahamvale Road & Doyles Road

Grahamvale Road (C391), in conjunction with Doyles Road, functions as a secondary arterial road and is the heavy vehicle bypass route for Shepparton.

Doyles Road provides an important bypass route to the east of Shepparton, particularly for long distance commercial traffic between Melbourne and Brisbane along the Goulburn Valley / Newell Highway corridor.

The Shepparton Alternate Route (SAR) is located within the Road Zone (Category 1) in the Greater Shepparton Planning Scheme and is controlled by VicRoads. It is a two-lane carriageway (one lane in each direction) with localised widening at some intersections to provide for right-turn deceleration lanes.

Along the precinct frontage, Grahamvale Road comprises a two-lane two-way sealed carriageway with sealed shoulders, located centrally in a 20-metre road reservation, bounded to the east by the Shepparton-Tocumwal railway line and the west by a G-MW irrigation channel. The road generally operates under an 80km/h speed limit.
Doyles Road, just south of Grahamvale Road currently carries approximately 8,000 vehicles per day (26% heavy vehicles) between the Midland Highway and the Dookie-Shepparton Main Road (New Dookie Road). By 2031, it is predicted that this figure will increase to 9,900 vpd.

**Verney Road**
Verney Road forms the western boundary to the precinct. The road is included in Road Zone (Category 2) in the Greater Shepparton Planning Scheme and is controlled by Council. Verney Road is designated as a trunk collector road in the local road network. It has a two-lane, two-way cross section, augmented with turning lanes at major intersections. It is currently subject to a 60km/h speed limit along the precinct frontage, with a time-based 40 km/h school zone along the boundary of Shepparton Christian College. An off-road shared path has been constructed to the west of the reservation from Elm Terrace in the south to Ford Road in the north.

GSCC has developed ultimate layout proposals for Verney Road from Ford Road to Balaclava Road; this upgrade includes widening the route to a two-lane (one lane in each direction) divided cross section to accommodate sheltered right-turn lanes at all significant intersections. The proposed cross section incorporates on-road bicycle lanes. The ultimate road layout proposals will be realised in three stages commencing at the Ford Road and Verney Road intersections. Stage one to the south of Hawkins Street was completed in the 2015/16 financial year, Stage two is nearing completion, and it is envisaged that Stage 3 will be commence in the 2017/18 financial year.

**Ford Road**
Ford Road forms part of the northern boundary to the PSP and is included in the Road Zone (Category 2). This is also designated as a trunk collector road in the local road network and it is managed by Council. It currently has a two-lane two-way cross section within a 20m road reservation width. Ford Road operates under a 60km/h speed limit.

Council, in collaboration with VicRoads, is undertaking a study into the possible upgrade of Ford Road to serve as a critical link between the Goulburn Valley Highway and the Shepparton Alternate Route. The Ford Road and Wanganui Road Investigation Study seeks to explore the options and constraints to upgrading Ford and Wanganui Roads to serve as the direct link connecting Stage 1 of the Shepparton Bypass to the Shepparton Alternate Route. It is envisaged that Council will consider the Wanganui Road and Ford Road, Shepparton: Feasibility Study Design Report at an ordinary council meeting in late 2017.

**Apollo Drive & Gemini Crescent**
Apollo Drive and Gemini Crescent provide access to the existing industrial area south of the precinct. Both roads currently have a two-lane, two-way cross section within a 22-metre wide road reservation.
2.9. Community facilities

The land is in proximity to a number of community facilities including the Shepparton North Neighbourhood Centre, the North Shepparton Community & Learning Centre, the Goulburn Valley Base Hospital and Shepparton Private Hospital, as well as a number of schools.

Grahamvale Primary School and Shepparton Christian College are located within the precinct and the following schools are in close proximity; Verney Road School, Bourchier Street Primary School, Shepparton High School, St Luke’s Primary School, Wanganui Secondary College and Goulburn Valley Grammar School.

2.10. Open space & recreation

There are currently no designated public open spaces within the precinct.

There is a limited diversity of existing public open spaces within the vicinity of the precinct. The open spaces that exist generally provide for local play functions within neighbouring residential areas to the west of Verney Road and south of the precinct. These open spaces only serve their local catchments and individually do not exceed 0.5 hectares in size.

In a regional context, the precinct is proximate to the Shepparton Sports Precinct, a regional level sports precinct catering for a wide variety of sports including basketball, netball, tennis, hockey, athletics, soccer, BMX, equestrian, badminton and table tennis.

The Goulburn River provides a major biodiversity corridor a recreation asset for the precinct and is located 2.5 kilometres to the west.
3. FUTURE URBAN STRUCTURE

3.1. Services

A physical services assessment report was prepared by Maunsell Australia Pty Ltd in November 2008. The report confirmed that electricity, gas, sewer, telecommunications and water can be provided to the precinct area. The existing gas, telecommunication and water assets along Verney Road have sufficient capacity to service development within the precinct. Electricity can be supplied to the area from existing assets to the east, north or west of the precinct. In relation to sewer assets, there is sufficient capacity in the existing Verney Road sewer to accommodate the initial stages of development of the precinct. Sewer lines also exist along Ford Road and Grahamvale Road providing alternative options for the pumping of sewerage from the precinct.

Overall, the report recommends that development should commence along Verney Road and extend eastwards to make the provision of services to the precinct area more cost effective; this will allow for the majority of services to be built from their current location rather than having to construct assets out of sequence.

3.2. Drainage and stormwater management

Reeds Consulting Pty Ltd prepared a drainage strategy for the precinct area in September 2012. The strategy outlines the physical and statutory constraints that impact the provision of drainage facilities in the precinct area, as well as considering the desired public amenity outcomes. The drainage strategy heavily influenced the final layout of land uses identified in the PSP.

The drainage strategy recommends the following:

- Five drainage catchment areas based on the existing conditions and constraints
- Drainage of each catchment via a gravity piped system to a retarding basin sized to cater for the appropriate storage requirements
- Stormwater quality treatment requirements for each catchment can be achieved via sediment ponds within each proposed retarding basin
- During a 1 in 500 year flood event a portion of the adjacent public reserve is to be inundated
- Existing G-MW channels and associated irrigation infrastructure within a catchment area should be decommissioned prior to the commencement of development in that area.

Spiire Australia Pty Ltd undertook a peer review of the drainage strategy in March 2016. The peer review found that the five drainage catchments recommended by Reeds Consulting Pty Ltd drainage strategy would adequately satisfy the stormwater drainage requirements of the precinct area.

In addition to preparing the drainage strategy, Reeds Consulting Pty Ltd also designed the functional design and costings for proposed Drainage Basin 1 in the north-west of the precinct. The functional design and costing was used on a pro rata basis to calculate the cost for the other four basins.
3.3. Transport & movement

Trafficworks Pty Ltd was commissioned to undertake a traffic impact assessment report (TIAR) for the precinct in September 2014. In undertaking the assessment, Trafficworks Pty Ltd considered the previous draft traffic impact assessment report prepared by Maunsell Australia Pty Ltd (November 2008), the draft TIAR by AECOM Pty Ltd (December 2009) and the peer review of the AECOM Pty Ltd TIAR undertaken by TraffixGroup Pty Ltd (March 2011).

The TIAR consolidated the findings included in each of the previous TIARs prepared for the precinct. It confirmed the traffic impacts of developing the precinct, commented on the transport network required to support the future residential development of the precinct and produced concept plans for the traffic infrastructure items.

The TIAR considered the following:

- Existing and future road infrastructure and operating conditions surrounding the precinct
- Traffic generation and distribution characteristics of the precinct when fully developed
- Ability of the proposed road network to accommodate the future demands of the precinct
- Intersection type and layout to accommodate these future demands.

The key findings and recommendations of the TIAR:

- External road access points for the precinct should be configured as follows:
  - Access A: Verney Road opposite Ryeland Drive forming a signalised intersection
  - Access B: Ford Road with a T-intersection, operating under give-way control west of Grahamvale Road
  - Access C: Grahamvale Road forming a signalised intersection over the G-MW channel
  - Access D: Verney Road diagonally opposite Pine Road, forming a signalised intersection
- The intersection of Pine Road and the Goulburn Valley Highway is currently signalised and has the capacity to cater for the anticipated small increase in traffic from the precinct.

The TIAR made the following recommendations in relation to the road cross sections within the precinct:

<table>
<thead>
<tr>
<th>Street type</th>
<th>Street</th>
<th>Road Reservation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connector street – Level 2</td>
<td>From accesses A, C and D for a length outlined in the TIAR</td>
<td>34 metres</td>
</tr>
<tr>
<td>Connector street – Level 1</td>
<td>All other connector roads within the precinct</td>
<td>26 metres</td>
</tr>
<tr>
<td>Local access street</td>
<td>Various</td>
<td>16 metres</td>
</tr>
</tbody>
</table>

CDCE Pty Ltd prepared the functional layouts and costings for the intersections, as well as the cost of constructing a G-MW drain pedestrian bridge along Verney Road to the south-west of the precinct.

Two main divergences have been made from the traffic modelling work:
- The first is the intersection layout and cross section concept plans as prepared by CDCE Pty Ltd relating to Access C (Grahamvale Road); VicRoads does not support the signalisation of this intersection and requires the construction of a roundabout.
The second is an additional access point for the precincts proposed employment area. This area will be provided with access via a T-intersection with Gemini Crescent. The intersection design will include an appropriate bridge crossing of G-MW Drain 3.

**Bus Stops**

The connector street network within the precinct has been designed to accommodate a bus route to serve future residents. Bus stops are to be positioned at locations to ensure 95% of all dwellings are located within a 400-metre walking distance of a bus stop. The final location of bus stops can be finalised during subdivision design and will consider the number of bus stops along Verney Road.

3.4. Open space

@Leisure Pty Ltd was commissioned to undertake a recreation and open space assessment for the precinct. The assessment was tasked with ensuring that appropriate open space and recreation infrastructure is provided within the precinct that is of an adequate size and built form.

The assessment determined that the proximity of the Shepparton Sports Precinct to the precinct meant that a full-sized sports reserve is not warranted.

The assessment recommended that the following types and number of open spaces should be provided within the precinct:

- Two district parks (minimum two hectares in size), located adjacent to the Shepparton Christian College / proposed neighbourhood activity centre and the Grahamvale Primary School
- Three one-hectare local parks
- An off-road shared path to facilitate walking, cycling, dog walking, small-wheeled toys and skating (if sealed).

A number of divergences have been made in finalising the open space provision within the precinct, these include:

- The second district park recommended to be located to the south-east of the precinct has been designated as a one-hectare local park. The infrastructure and facilities proposed for the district-level park adjacent to the proposed neighbourhood activity centre has been augmented accordingly.
- The G-MW Drain 3 to the south of the precinct will be redeveloped as adjacent development occurs and it will be re-established as a riparian corridor with vegetation buffers and a sheared path.
3.5. Community infrastructure

A social infrastructure assessment was completed by Greater Shepparton City Council in 2012. The assessment sought to update the social infrastructure assessment prepared by Maunsell Australia Pty Ltd in November 2008.

The assessment prepared by Maunsell Australia Pty Ltd recommended that:

- A community hub measuring 1,680 square metres be built in the precinct providing facilities for maternal and child health sessions, a preschool/kindergarten, occasional day-care service and community services
- Grahamvale Primary School be relocated and expanded to become part of the proposed neighbourhood centre
- The preferred location of the community hub is between the relocated Grahamvale Primary School and the proposed neighbourhood centre
- If the school is not relocated, the community hub should be located north of Shepparton Christian College along Verney Road
- GSCC and the Department of Education and Training (DET) should support existing schools in Shepparton to attract children locally
- Medium density housing should be located in proximity to the community hub and neighbourhood centre.

The review largely supported the initial assessment and considered that:

- Grahamvale Primary School will remain at its current location and that the precinct should facilitate its expansion to include indoor and outdoor space
- Grahamvale Primary School and Shepparton Christian College may have future capacity to cater for residents in the precinct
- Many other schools available within close proximity to the precinct that can cater for population growth
- The activity centre will provide for maternal and child health sessions to be shared with other community groups/community services, as required, and a preschool/kindergarten potentially including occasional day care service
- There are currently sufficient aged care facilities in Shepparton
- Universal housing design will be utilised in private and public buildings, particularly to cater for the elderly and people with disabilities.

Since the review it has been determined that an additional 1,680 square metres of land will be provided for to cater for the potential future expansion of the community facilities and provide additional circulation spaces and landscaping.

3.6. Activity centre analysis

CPG Australia Pty Ltd was commissioned to undertake an activity centre analysis for the precinct in June 2012. The scope of the analysis included:

- Assessing the current and proposed retail services within the precinct
- Commenting on the community and expenditure profile of the area and precinct.

Upon consideration of these factors and making a recommendation on the size and composition of the retail offer for a proposed activity centre within the precinct, the analysis identified a preferred location for an activity centre.
The analysis found that the precinct and the predicted level of expenditure in the surrounding catchment could support a supermarket development of 1,044 square metres with an additional 522 square metres of comparison shops and would generate a minimum parking requirement of 73 spaces. A site of approximately 3,756 square metres is required to support a supermarket, comparison shops and parking areas.

The analysis considered the following four locations for the neighbourhood activity centre within the precinct:

- Along Verney Road, north of the Shepparton Christian College
- Along Grahamvale Road, south of Grahamvale Primary School
- Along Grahamvale Road, north of Grahamvale Primary School
- The centre of the precinct.

The analysis considered that, while there are benefits and constraints to each of the options considered, the Verney Road option was the most appropriate site for the activity centre. It considered that an activity centre along Verney Road would likely be developed within the earlier stages of the precinct, and gain early use from the abutting existing residential areas.

3.7. Employment

Local business and employment opportunities will be provided in the south east corner of the precinct, allowing residents to work and establish businesses close to where they live. This is in line with direction from the Hume Regional Growth Plan.

The employment land will build upon and protect the existing industrial uses south of the precinct within the Shepparton East industrial precinct, Shepparton’s major industrial area. The precinct will provide approximately 460 jobs for the local community.

3.8. Housing

At full development, the precinct will accommodate in excess of 1,500 dwellings based upon an average density of 10 lots per hectare. It is expected that the majority of the lots within the precinct will be 700-800 square metres in size. Despite this, it is encouraged that a greater provision of different lot sizes and a variety of built forms should be provided to cater for different households. The lot mix will also cater for a range of life cycle stages and age groups. Higher density housing will be encouraged around the Neighbourhood Activity Centre and district and local parks.
4. DEVELOPMENT CONTRIBUTIONS

The PSP and DCP have been prepared by the Victorian Planning Authority in collaboration with Greater Shepparton City Council, service authorities and major stakeholders.

The DCP has been developed to support the provision of works, services and facilities that will be used by the future residents and workers of the precinct.

The DCP establishes a framework for development proponents to contribute a fair proportion of the cost of works and services required to support the future development of the precinct. It ensures that the cost of providing new infrastructure and services is shared equitably between developers and the wider community. Fairness requires costs to be apportioned according to the projected share of use, and the required works, services and facilities items.

The key projects that are funded wholly or in part by development are listed in the DCP.
5. REFERENCES

Draft Greater Shepparton Heritage Study Stage IIC (Heritage Concepts Pty Ltd, June 2017)
Shepparton North East PSP Buffer Constraint and odour Impact Assessment (GHD Pty Ltd, June 2017)
Shepparton North East PSP Noise Assessment (Marshall Day Acoustics Pty Ltd, July 2017)
Shepparton East Overland Flow Urban Flood Study (BMT WBM Pty Ltd, December 2016)
Desktop Drainage Strategy Review (Spiire Australia Pty Ltd, March 2016)
Hume Regional Growth Plan (Department of Transport, Planning and Local Infrastructure, 2014)
Drainage Strategy (Reeds Pty Ltd, July 2014)
Traffic Impact Assessment Report (Trafficworks Pty Ltd, September 2014)
Social Infrastructure Assessment (Greater Shepparton City Council, 2012)
Economic Retail Assessment Report (CPG Australia Pty Ltd, June 2012)
Open Space Peer Review Report (@Leisure Pty Ltd, May 2012)
Greater Shepparton Housing Strategy (David Lock Associates, 2011)
Traffic Impact Assessment Peer Review Report (TraffixGroup Pty Ltd, March 2011)
Open Space Peer Review Report (@Leisure Pty Ltd, July 2010)
Traffic Impact Assessment Report (Maunsell Australia Pty Ltd, November 2008)
Environmental Assessment Report (ENSR Australia Pty Ltd, November 2008)
Open Space and Recreation Assessment Report (Maunsell Australia Pty Ltd, November 2008)
Activity Centre Demand Report (Development Research Pty Ltd, December 2008)
Physical Services Assessment Report (Maunsell Australia Pty Ltd, November 2008)
Social Infrastructure Assessment Report (Maunsell Australia Pty Ltd, November 2008)
Land and Supply Analysis Report (Spade Consultants Pty Ltd, December 2009)
Greater Shepparton 2030 Strategy Plan (Greater Shepparton City Council, 2006)