



WELLINGTON

SHIRE COUNCIL

The Heart of Gippsland

Special Council Meeting Agenda

The purpose of the meeting is

Receive and consider submissions relating to the 2018/19 Draft Budget

In accordance with the written Notice from the Mayor and Section 84 of the
Local Government Act 1989, as attached.

Meeting to be held at

Wellington Centre – Wellington Room

Foster Street, Sale

Tuesday 29 May 2018, commencing at 3pm

**or join Wellington on the Web:
www.wellington.vic.gov.au**

SPECIAL COUNCIL MEETING – 29 MAY 2018

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ATTACHMENT

4 May 2018

To the Chief Executive Officer
WELLINGTON SHIRE COUNCIL

CALL OF A SPECIAL MEETING OF COUNCIL ON TUESDAY 29 MAY 2018

By this notice, I call a Special Meeting of the Wellington Shire Council to be held on Tuesday 29 May 2018 at 3:00pm at the Wellington Centre, Wellington Room (Council Chambers), Port of Sale.

The business to be transacted is for the following statutory purpose:

- Receipt and consideration of submissions relating to the 2018/19 Draft Budget



CR CAROLYN CROSSLEY
Mayor
Wellington Shire Council



Council Meeting Information

Members of the Public Gallery should note that the Council records and publishes Council meetings via Youtube to enhance the accessibility of Council meetings to the broader Wellington community. These recordings are also archived and may be published on Council's Website for viewing by the public or used for publicity or information purposes.

Please could gallery visitors and Councillors ensure that mobile phones and other electronic devices are turned off or in silent mode for the duration of the meeting.



A - PROCEDURAL



STATEMENT OF ACKNOWLEDGEMENT

***“We acknowledge the traditional custodians
of this land the Gunaikurnai people,
and pay respects to their elders past and present”***



PRAYER

***“Almighty God, we ask your blessing upon the Wellington
Shire Council, its Councillors, officers, staff and their families.***

***We pray for your guidance in our decisions so that the
true good of the Wellington Shire Council may result to
the benefit of all residents and community groups.”***

Amen

ITEM C2.1**RECEIPT AND CONSIDERATION OF SUBMISSIONS RELATING TO THE 2018/19 DRAFT BUDGET**

DIVISION: CORPORATE SERVICES
 ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES
 DATE: 29 MAY 2018

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
✓		✓			✓			✓	

OBJECTIVE

To receive and consider any verbal and written submissions (as attached) relating to the 2018/19 Draft Budget.

PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY

RECOMMENDATION

That Council receive and consider submissions relating to the 2018/19 Draft Budget.

BACKGROUND

Council resolved at its meeting held on 17 April 2018:

- To advertise its proposed 2018/19 Draft Budget and proposed differential rates under section 129 of the *Local Government Act 1989*.
- To hear verbal submissions on the 2018/19 Draft Budget on Tuesday 29 May 2018 at 3pm.

In accordance with section 223 of the *Local Government Act 1989*, Council invited interested persons to make written submissions in relation to the 2018/19 Draft Budget by 5pm on 15 May 2018 and to also make verbal submissions at the Council meeting on 29 May 2018.

Council received 13 written submissions (as attached) in response to the 2018/19 Draft Budget and will consider these submissions in conjunction with any verbal submissions prior to a Council meeting in June 2018, where it will be recommended that the Budget, including any revisions, be adopted.

OPTIONS

In accordance with section 223 of the *Local Government Act 1989* Council is required to receive and consider all submissions.

PROPOSAL

That Council receive and consider any verbal and written submissions (as attached) relating to the 2018/19 Draft Budget.

CONFLICT OF INTEREST

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

FINANCIAL IMPACT

Consideration of submissions may result in changes to the proposed 2018/19 Draft Budget.

LEGISLATIVE IMPACT

Under section 129(2) of the *Local Government Act 1989* “a person has a right to make a submission under section 223 on any proposal contained in the budget or revised budget.”

COUNCIL PLAN IMPACT

The current Council Plan 2017-21 includes a Strategic Resource Plan which may be impacted by any budget changes.

RESOURCES AND STAFF IMPACT

The consideration of submissions relating to the 2018/19 Draft Budget may have an impact on the level of resources available in 2018/19 financial year and the staffing levels of Council.

ENGAGEMENT IMPACT

Under section 223 of the *Local Government Act 1989* Council advertised its Draft Budget for 2018/19 and sought submissions from the public.

	CORRESPONDENT	SUBMISSION
1.	Wellington Blackberry Taskforce (Alex Arbuthnot, AM)	Request for increase in roadside vegetation budget to cover weed spraying and management
2.	Gippsland Climate Change Network	Request for \$6,000.
3.	Chris Durrant	Request for lighting in Boisdale Street, Maffra
4.	Kaylene Wheeler	Request for installation of walking/cycling track from Seaspray to The Honeysuckles and zebra crossings in Futcher Street and Shoreline Drive, Seaspray
5.	Gippsland Plains Rail Trail Committee of Management (Helen Hoppner)	Request for \$125,000 contribution towards infrastructure projects on the trail
6.	Alex Arbuthnot, AM	Comments on Budget content and suggestions for spending
7.	Boisdale Recreation Reserve Committee (Ryan Evans)	Request for \$28,812.50 towards infrastructure work as recommended in the Boisdale Recreation Reserve Master Plan
8.	Loch Sport Community Representative Group (Trish Garnham)	Request for funding for construction of pathways in Loch Sport
9.	David Woodhouse	General feedback on Budget content
10.	Neil Barraclough	Comment on climate change and the impact on future generations
11.	Manns Beach Improvement Committee (Debbie Webster)	Request for funding for drainage, extension of sea wall and installation of rubbish bins and dog poo bags on foreshore
12.	Port Albert Progress Association (Christopher Cato)	Request that allowance be made within the Budget 2018/19 for the construction of public toilet facilities at Stockyard Point, Wharf Precinct, Port Albert
13.	Gippsland Sports Academy (Jim Vivian)	Request for Council to resume financial support for the Gippsland Sports Academy program

Submission 1 – Request for increase in roadside vegetation budget to cover weed spraying and management (Wellington Blackberry Taskforce):

Councillors & David

I have been asked as a member of the Wellington Blackberry Taskforce to write to Council to formally request in the 2018 budget for an increase in the roadside vegetation budget item to cover weed management and spraying. The Taskforce does work diligently with landowners and linear reserve managers to improve land productivity and appearance with improved weed management.

Thanking you for consideration.

Alex Arbuthnot AM

Submission 2 – Request for \$6,000 (Gippsland Climate Change Network):

Hello Carolyn.

Please find attached letter of request for support for the Gippsland Climate Change Network for 2018/19

We would ask that you consider this request as soon a possible

We would be most welcome to present to council our Annual Report and Future Plan if required and discuss what the Network and Alliances can offer in support to Wellington Shire Council

Please see attached documents

Kind Regards

Ian Southall| Exec Admin



Carolyn Crossley
Mayor
Wellington Shire Council
PO Box 506264
Sale, Vic. 3850.

Dear Carolyn.

The Gippsland Climate Change Network was formed in 2007 and has provided a crucial link to communities and local government on climate-related issues, both from an adaptation and mitigation platform, since its inception.

We have been responsible for many Gippsland-wide climate projects and reports for local councils and our stakeholders, including the development of the street lighting upgrades program from 2007 to 2011. Other projects include:

The Gippsland Low Carbon Growth Plan in 2012 and reports in 2015.
Sustainable Leadership Program in conjunction with the Gippsland Leadership Program in 2014/15.

The development of the Community Power Hub project within the region and in particular Soren Hermansen's Transition to Renewables workshops and forum in 2017, and the Community Power Hub's ongoing development to this date.

The Gippsland Bio Hub project and report on the development of Bio Mass and waste use hubs in 2017 and onwards.

The GCCN is also a member of the Greenhouse Alliances in Victoria who are aligned with over 70 local councils and are financially supported by councils to allow research support and development of adaptation and mitigation work for all local councils.

The GCCN to date has received some support for this work but is looking for greater support in 2018 and onwards and its "Future Plan" which demonstrates the need for on going work as we move to a restrained Carbon Economy.

The GCCN board is committed to this ongoing strategy of 3 pillars of activity:

Informing:

- The development of the GCCN and Sustainability Gippsland website support with local, state and international updates, resources, funding opportunities and climate change information for over 100 local groups and stakeholders so they can feel connected and provide better activities and events.
- Hosting bi-monthly forums for Sustainability and Council Officers from a wide range of guests on various topics in adaptation and mitigation, for example Simon Corbell, the

Renewable Energy Advocate for Victoria

- To provide logistical support for the “Sustainable Schools Expo” and its program workshops in a different municipality each year
- To support the “Renewable Energy Trailer” with practical advice and information at a host of community events in all municipalities.
- To provide independent advice on climate and environmental advice to all councils

Connecting:

- Representing Gippsland at bi monthly Greenhouse Alliance meeting by providing reports and opportunities such as Energy Procurement, Low Income Household programs, annual conference and workshops, funding and grant options.
- Developing a “Sustainable Education Program” with Federation University and Training
- A focal point for Climate Change responses with Sustainability Vic, Latrobe Valley Authority, EPA, DELWP, Gippsland Waste Resource and Recovery Group and Industry in general organisations such as Bank Aust, Ausnet Services, Aust Paper and other stakeholders. GCCN will continue to support local Government with advise on Climate Adaptation and policy on greenhouse action and Take 2 advice.
- Regular meetings with Sustainability Officers and Sustainability Victoria

Acting:

- Developing Gippsland Bio Economy following Eco Waste’s “Building a Biomass in Gippsland” Feasibility Report and exploring opportunities in South Gippsland and the Macalister Irrigation District
- Developing the “Community Power Hub “ project with Sustainability Victoria and the “ Gippsland Bulk Buys” which allows householders access to more affordable power via Tier1 panels and inverters, Battery and Solar Hot water storage, plus the development of micro grids, and solar and wind farms that are locally owned and operated. This is a great opportunity for Local Councils to develop in partnerships with its community.
- Supporting local job creation in renewable energy industry such as Earthworker and Energy Installers and Companies
- Initiating a NFP local entity “Energise Gippsland” for retrofit and housing efficiency upgrades and consumer advice.
- Working with local Government and communities to access



Incorporation No. A0053971G
ABN: 45 791 072 676

funding from State, Federal and Philanthropic funding opportunities. Currently the GCCN has funding applications for 4 projects in Gippsland in its core activities above.

The Gippsland Climate Change Network is a “Not For Profit” organization dedicated to making sure Gippsland and its people have a viable low carbon future and will continue to work closely with local government and its sustainability objectives in “Council Plan” to achieve lasting results.

We refer to our “Future Plan “ and would ask for an allocation of \$6,000 for this support and development.

We would also look forward including your council on marketing and support material for the many activities planned as well as a place for Councils on the GCCN board

We look forward to a productive working relationship with all Gippsland Councils

Kind Regards

Ian Southall EO

On Behalf of Cr Darren McCubbin
Chair
Gippsland Climate Change Network

Ian Southall - Admin/EO

M 0413 590 220 E eo@gccn.org.au
71 Hotham St Traralgon Vic 3844.
| www.gccn.org.au



Gippsland Climate Change Network

2018-2020 Future Plan



Our Plan for the Future

2017 was a defining year for the Gippsland Climate Change Network. It began with a Gippsland tour by international Climate expert Soren Hermansen. Hundreds of people at the Little Theatre in Traralgon listened to his message of a sustainable community built on a commitment to renewable energy.

Four network meetings and a variety of battery workshops around Gippsland, developed a local appetite for the Community Power Hub Pilot program. We were awarded the tender later in the year. This exciting State Government initiative will develop local expertise in renewable energy and at least one landmark project. We have appointed Chris Barfoot, an excellent program officer, and a Roundtable Advisory Group to guide the program over the next two years. We will be working in conjunction with the Bendigo and Ballarat Power Hubs.

GCCN also completed an extensive study on Building a Biomass Industry in Gippsland. The report produced by consultant Mark Glover explores the opportunity to advance the Gippsland region's potential in the emerging Bio Economy. With the support of local stakeholders, the board is currently working on the next steps in commercialising the results of the study.

We have also sponsored a successful sustainability education day in Warragul and several demonstrations and events around Gippsland.

Through extensive conversations with our stakeholders we have developed this 2018 - 2020 plan. I welcome you to be part of our vision for a sustainable Gippsland with a substantial Renewable Energy capability.

Darren McCubbin, Chair
Gippsland Climate Change Network



The Hon. Lily D'Ambrosio MP and Darren McCubbin.

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Who we are

Our Vision

'That Gippsland, as a region, is able to mitigate the effects of climate change where possible and is empowered to adapt to the effects of climate change where necessary.'

Our Mission

'To provide Gippslanders, at an individual and organisational level, with information, consultation and facilitation to enable action on climate change, whilst also providing a voice for Gippsland on climate change matters.'

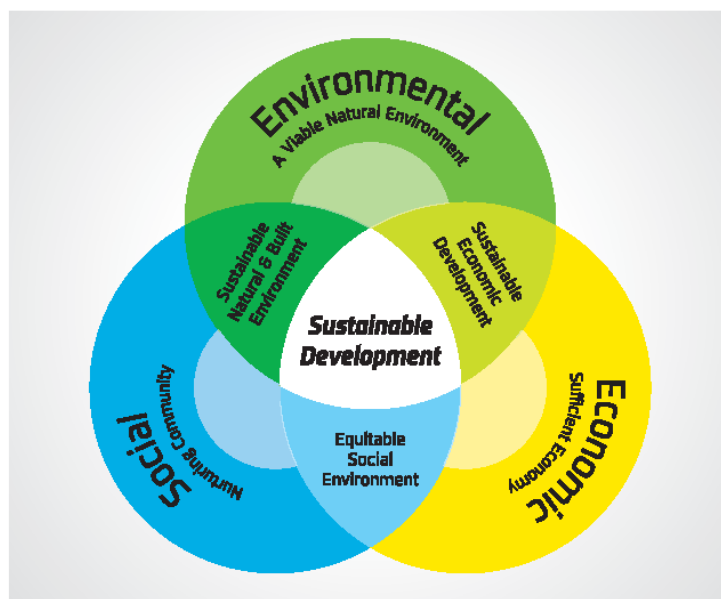
The GCCN is becoming stronger after securing funding to complete significant projects and undertaking extensive consultation with stakeholders during 2017.

With feedback from stakeholders in mind, the board established the following six priority goals:

- › Completing the Community Power Hub Project.
- › Building a sustainability education program for Gippsland.
- › Investigating and initiating key projects.
- › Strengthening governance structures.
- › Delivering an effective communications program.
- › Securing the organisation's financial viability.

Past Projects

- › Street lighting replacement.
- › Low Carbon Growth Plan.
- › Regional Centre for Excellence with Annual Sustainable Schools Expo.
- › Climate Adaption Research.
- › Sustainability website – www.sustainabilitygippsland.com



GCCN Structure



Community Power Hub

The GCCN is hosting one of three pilot community power hubs funded by the State Government of Victoria to support the creation of a renewable, affordable and reliable energy system.

With support from Sustainability Victoria, the hub will engage the local community to increase awareness, understanding and participation in community energy projects. The hub will investigate and demonstrate the feasibility of projects in the Baw Baw, Latrobe and Wellington Shires.

Reporting to the GCCN board, the CPHLV is governed by a project control group. A Roundtable Advisory Group (RAG), made up of diverse local membership, considers and recommends priority projects. Working groups facilitate the progress of selected projects.

Within two years, the CPHLV will have one project ready for implementation and a pipeline of at least three other projects.

The RAG considered proposals for community projects and prioritized the following for action.

- > Yallambee Iraralgon Village for the Aged: connecting 96 units behind the meter to form a microgrid.
- > Solar Farm: Ramalyuk District Aboriginal Corporation.
- > Renewable energy bulk purchasing agreement supporting local councils.
- > Rooftop solar panel installation at Rotary Centenary House.



Priority Goals

1. The Latrobe Valley Community Power Hub Project

2. Building a sustainability education program for Gippsland

The GCCN will provide leadership and work with regional partners to develop a Sustainability Education Framework.

Actions:

- › Evaluate the outcomes and current relevance of the Sustainability Leadership Fellowship Program.
- › Ensure content is adapted for course work and / or online availability.

3. Investigating and initiating key projects

The GCCN will work with partners to develop project proposals and successfully complete funded projects.

Actions:

- › Prepare and submit two applications per annum.
- › Develop “Energise Gippsland” a not for profit entity using local businesses for energy audits and retrofits.

4. Strengthening governance structures

The GCCN will ensure structure and practices are in place for good governance.

Actions:

- › Conduct regular meetings.
- › Prepare annual report, business plan and budget.

5. Delivering an effective communications program

Regarding climate change issues, the GCCN will work to increase community knowledge, connect stakeholders and promote transition to a sustainable future.

Actions:

- › Develop and implement a communications plan.

6. Securing the organisation’s financial viability

The GCCN will work with stakeholders and philanthropic organisations to secure ongoing funding.

Actions:

- › Ensure cost recovery from funded projects.
- › Introduce paid membership.
- › Conduct regular network meetings to engage local people.
- › Provide a support network for sustainability officers in Local Government.



Coastal Erosion at Inverloch Surf Lifesaving Club lookout.



Renewable energy for households.

Budget 2018 – 2020

Priority Goals	Human Resource EFT	\$1,000s	Potential Partners	Funding Program	Completion
1. Community Power Hub	0.6	220	DELWP & SV	SV	Dec 2019
2. Sustainability leadership learning frameworks and training delivery	0.2	96	Federation University Sustainability Networks	NEJF	Aug 2019
3. New projects	0.4	CCEI 169 Microgrids: 470	Gipps Dairy, GWRRG, Frontier Impact	CCI Microgrid	Dec 2020
4. Good governance	0.2	40	Network	GCCN Membership	Ongoing
5. Communications program	0.2	97	Member councils Sustainability Networks	NEJF	Ongoing
6. Ongoing financial viability	0.2	145	Network	Membership & Philanthropic	Ongoing
TOTAL	1.8	1,437			

Notes

- 1 Funds in bold are secured, other funds are dependent upon the success of active grants applications and other fund raising
- 2 In kind support not included.
- 3 Acronyms: CCI Climate Change Innovation, NEJF New Energy Jobs Fund, SV Sustainability Victoria.



More flooding occurs with climate change.



Retrofitting a home gives a better energy rating.

GCCN People

Members of the Board

Cr. Darren McCubbin (Chair) – Former chair of the Gippsland Local Government Network and three times Mayor of Wellington Shire. Local Councillor for 14 years and graduate of the Gippsland Leadership Program. B.Sc (Hons) in Atmospheric Physics and former climate officer with Bureau of Meteorology.

Andrea Klindworth (Vice Chair) – Past work experience: Executive Officer (Gippsland Regional Waste Management Group), Industry Advisor (Sustainability Victoria) and Science Lecturer (Deakin University). During 2013, Australian Volunteer International in Palau. Current member of ATA, Baw Baw Sustainability Network, Environment Voice (BBSC) and the Rotary Club of Warragul.

Ian Southall (Executive Officer) – Project Officer with Mirboo North Community Energy Project with a long history of engagement with various community energy groups.

Inge Mitchell (Treasurer) – Diploma Speech Pathology, former Councillor and owner of Sticcado Café in Yarragon. Member of Baw Baw Sustainability Network.

Ashley Hall (DELWP) – Expertise as a Grant Officer and Executive Officer with several Gippsland Environment Agencies. (SV, SRW, PV, EGMA, WGCMA, DELWP, EPA) Connected to local government sustainability officers and Sustainability Groups with strong knowledge of sustainability projects across the state. Links to High schools and Sustainability education

Lorraine Bull – President of Latrobe Valley Sustainability Group following on from a lifetime of environmental consciousness. Lorraine retired from Latrobe Regional Hospital in 2011, where she had worked as a Health Information Manager for 34 years.

Bernie Rowley – Director, Rose & Fuchsia Farm. Member Trafalgar Community Development Association, member Baw Baw Sustainability Network.

Liz Clay – Former chair of West Gippsland Catchment Management Authority. Liz is a certified organic farmer of mixed vegetables and beef from Noojee in West Gippsland. She served two terms on the World Board of the International Federation of Organic Agriculture Movements (IFOAM). She currently sits on the Gippsland Food Plan Working Group as part of the Gippsland Regional Plan implementation.

Rod Horton – Managing Director of NRGwise, involved in the Renewable Energy Industry for approx. seven years and currently involved in working with mostly small and medium businesses assisting them to reduce their energy consumption, using technologies such as Solar power, LED Lighting and energy efficient solar and Heat pump hot water systems.

Tony Wolfe – Former Councillor Baw Baw Shire, Graduate Australian Rural Leadership Program & Gippsland Community Leadership Program, Chapter Leader Victorian International Dark-Sky Association, recipient of MAV Local Government Fellowship to study streetlight reduction programs worldwide, former Director on various Boards and member of Baw Baw Sustainability Network.

Chris Barfoot (Project officer LVCPh) – Chris hold a Bachelor Degree in Applied Science and a Masters Degree in Engineering Science. He worked in all aspects of power generation and mining in the Latrobe Valley for 33 years. Now retired he brings extensive knowledge of the power industry, project management and business development to the renewable energy sector.

Dr Baher Zaghlool – Former Civil Asset Engineer at Engie Hazelwood, DEDJTR reviewer of seismic stability of LV mine assets, Proof Engineer of the Victorian Desalination Plant, Design Manager of the Adelaide Desalination Plant and Royal Children's Hospital in Melbourne, Research Fellow in Structural Engineering at University of Canterbury. PhD (Structures), ME (Geotech), BE (Hons) Civil.

Alex W. Arbuthnot AM – Awarded an Order of Australia Medal (AM) for services to agriculture & landcare Awarded National Farmers Award of Honour. Director, Agribusiness Gippsland Inc; & Dep. Chair Victorian Agribusiness Council, Director Arbuthnot Sawmills, Bilingual Education Foundation Australia (BEFA) Committee for Wellington (C4W).

Submission 3 – Request for lighting in Boisdale Street, Maffra (Chris Durrant):

Hello John.

In a follow up to our conversation re. lights in Boisdale St. At the moment following the laying of the footpath from Cedarwood Drive to Hillcrest Estate 3 or 4 years ago, there is still no action taken to install lights along the thoroughfare.

I submitted a request several months ago & was notified by email & phone that there was no allowance for such in the current Budget. I must say I was quite bemused to be informed, considering light poles go all the way beside the path.

Surely funds can be found if necessary for such an important need. In parts of that walk on a moonless night it is real security risk as there is very little vision. I would hate to see an assault or accident happen because of this. Many people use the path in day & night. Whilst Council can always be up for criticism on what they do, regardless of the unfairness of that criticism, I find it hard to swallow the logic of the council officer who rang me. I leave it in your hands.

Kind regards, Chris.

Submission 4 – Request for Installation of walking/cycling track from Seaspray to The Honeysuckles and zebra crossings in Futcher Street and Shoreline Drive, Seaspray (Kaylene Wheeler):

Chief Executive Officer
Wellington Shire Council .



On Behalf of the Seaspray Ratepayers, Seaspray Reserve Committee of Management and the Seaspray Community, I formally request that in your Draft Budget 2018/19 that you consider seriously a walking/cycling track from Seaspray to the honeysuckles, and Zebra crossings in Futcher Street and Shoreline Drive.

The Community have been asking for this track for many years, but in 2017 it became apparent that it had to be moved from low priority to **high priority** due to a very serious accident that happened to a local walking group of Ladies who were seriously injured by a vehicle while walking on the road.

There are no footpaths or suitable safe walking paths/tracks in Seaspray.

Letters have been previously sent to the CEO and Council Representatives re. these tracks, but nothing has happened. In an Email from Karen McLennan 12/7/17 Manager Community Well-being it states that 'Council looks forward to improving the footpath networks in Seaspray.'

The Reserve Committee of Management is at present paying for and constructing a pathway from the Caravan Park to the Surfclub, to ensure the safety of the community, rather than using the busy Foreshore Road.

The Community has asked for Paths/tracks to be in keeping with the Environment, eg. crushed rock or granite or similar.

This to me, means in the scheme of Councils Budget, we are not asking for very much to keep our residents and visitors safe.

The demographics of Seaspray has changed so much since the 2012 strategic plan was developed.

Our concern for the increased amount of families and children walking on the roads, especially during holidays and weekends and during the Summer months could be another tragedy waiting to happen.

We need these walking tracks /paths to show that there is a duty of care and diligence shown by the Wellington Shire and that there is a need to separate vehicle traffic and pedestrians.

I would welcome and invite discussion with Council at the next meeting on 29/5/18 at 3pm and hopefully get some assurance that the walking paths at Seaspray are up for

discussion and implementation.

Thank you in anticipation of a good outcome for Seaspray.

Kaylene Wheeler,

Kaylene Wheeler

President Seaspray Ratepayers Ass.

Board member

Seaspray Reserve Committee of Management.

Submission 5 - Request for \$125,000 contribution towards infrastructure projects on the trail (Gippsland Plains Rail Trail Committee of Management):

May 3rd 2018

TO THE CEO AND COUNCILLORS WELLINGTON AND LATROBE COUNCILS,

SUBMISSION TO 2018/19 DRAFT BUDGET

Dear CEO and Councillors,

I am writing to you to add a late Submission to your 2018/19 Budget and to thank you all for your wonderful letters of support for the Gippsland Plains Rail Trail submission to the Latrobe Valley Authority for 3 infrastructure projects on the trail. We have submitted our project proposal to the LVA and they have given us interim support for the works to be undertaken but we will need a partnership with other levels of Government for this to proceed.

A meeting with Federal Member for Gippsland, Darren Chester will be held on May 16th to investigate federal funding opportunities to assist with this request from LVA. We would also like to talk to both Wellington and Latrobe Councils about possible funding opportunities through your budget process.

We understand the LVA would contribute 50% (\$500,000) of the project cost and we would seek a further 25%(\$300,000) from the Federal Government and 25% (\$250,000)shared between both Councils.(\$125,000) each. Total cost of the project is \$1,052,000.

I have emailed the full project proposal to both CEO,S for your perusal and support.

As you will be aware, the Gippsland Plains Rail Trail project is in its 20th year of operations, is run by volunteers and is bringing over 3000 people into the townships along the route. The trail has become a significant tourist asset and delivers an economic boost to small business, a healthy alternative use for locals and seeks to preserve, extend and manage our unique Gippsland natural environment.

To enable us to move forward with our LVA funding application, we will need your interim support and look forward to talking the proposal through at a suitable time for all concerned.

Yours Sincerely

Helen Hoppner OAM

Chairperson Gippsland Plains Rail Trail Committee of Management 51489214.



GIPPSLAND PLAINS RAIL TRAIL INFRASTRUCTURE FUNDING APPLICATION.

March 2018
Karen Cain
CEO Latrobe Valley Authority
Dear Karen.

Please find enclosed the Gippsland Plains Rail Trail Committee of Management (GPRT COM) funding application which has been costed and prepared by consultant Alan Lewis.

The 3 infrastructure projects submitted are important to the connectivity of the trail and the safety of the community using the trail. Also enclosed are letters of support from traders along the 67km trail route who have already benefited from the increased activity on the trail and in particular the businesses which have grown with a steady increase in patronage from Glengarry to Traralgon following the opening of that section almost 5 years ago.

You will note there is no matching monetary support from both Wellington Shire Council and Latrobe City Council with this application. Both Councils provide the GPRT COM with annual maintenance funding to enable us to keep the trail in reasonable repair. These funds are critical to the standard of trail required by the community and we believe it would be problematic for GPRT COM to ask both Councils to fund this current application without impacting on their goodwill and support in the future. Consequently both Councils have supplied letters of support for the GPRT.

As you will be aware, we are a volunteer committee with no immediate stream of funding to either build or service the trail. We rely on all levels of Government, community assistance, funding applications and a few licence agreements to keep the trail open and maintained, and building new infrastructure remains elusive due to our capacity to raise large amounts of funds needed to build any rail trail infrastructure..

As the patronage on this trail grows, it is important that we continue to build and maintain infrastructure to meet community needs and we would welcome any support from the LV Authority in the near future. We look forward to a positive hearing on this matter,

Yours Sincerely,

Helen Hoppner OAM
Chair, Gippsland Plains Rail Trail Committee of Management
51489214 0429924395 helenho@wideband.net.au



GIPPSLAND PLAINS RAIL TRAIL

APPLICATION TO THE LATROBE VALLEY COMMUNITY FACILITY FUND FOR THE FOLLOWING PROJECTS

**COWWARR TO DAWSON INCLUDING THOMSON RIVER
BRIDGE**

UPGRADING OF EAGLEHAWK CREEK CROSSING

**CONSTRUCTION OF TRAIL PRINCES HIGHWAY TO
MARSHALLS ROAD**

**STAGE 1 SEALING OF TRAIL
TRARALGON TO GLENGARRY**

The Gippsland Plains Rail Trail Inc wish to make application to the Latrobe Valley Community Facility Fund for the following projects

P1	Completion of the Cowwarr Dawson Section of the Gippsland Plains Rail Trail Including the construction of the Thomson River Bridge and three kilometres of trail	
	Trail Construction (Gravel)	\$62,000
	Fencing of Trail (allowance)	\$25,000
	New Culvert Flood plain (60m)	\$100,000
	New Bridge Thomson River (82m)	\$420,000
	Native Vegetation Controls	\$30,000
	Project Management Engineering	\$60,000
	Contingency	\$40,000
	Estimated Cost (exclusive of GST)	\$737,000
P2	Upgrading the Eaglehawk Creek Crossing	
	Remove existing structure	\$5,000
	Foundations (piling)	\$12,000
	Fabricate and install truss (23m)	\$38,000
	Decking and handrails	\$11,500
	Restoration and beaching (WGCMA requirement)	\$20,000
	Survey and engineering	\$7,500
	Project Management, Supervision, approvals, Coordination	\$8,000
	Contingency	\$5,000
	Estimated Cost (exclusive of GST)	\$107,000
P3	Completion of the trail from Princess Highway to Marshalls Road including upgrade of car park at	
	Trail construction (gravel) 1km including associated drainage	\$22,000
	Carpark construction (gravel) including drainage, road access	\$15,000
	Engineering, Project Management, permits	\$6,000
	Contingency	\$5,000
	Estimated cost	\$48,000
P4	Track Sealing Programme Stage 1 Princess Highway to Glengarry Township	
	Proof roll and prepare existing track for surfacing	
	Apply two application stone seal (7317m)	
	\$160,000	
	Total Request	\$1,052,000

It is considered that that above projects fit into the categories of supported projects

- Infrastructure that connects communities, links recreation to retail precincts, and attracts visitors;
- Visitor attractions
- Economic stimulus to region (new jobs and business opportunities)

In support of this application the committee submits the following information

1 OVERVIEW

13/03/2018 12:17 PM

The Gippsland Plains Rail Trail Committee of Management was first appointed in 1999 following the closure of the line between 1985 and 1995.

The Gippsland Plains Rail Trail is 65km in length and connects with two operational stations on the main Gippsland rail line, namely Traralgon in the west and Stratford in the east and connects the former station sites of Glengarry, Toongabbie, Cowwarr, Dawson, Heyfield, Tinamba and Maffra.

For the first decade Committee members and volunteers removed ballast, carried out maintenance where practical with the limited funding available to enable public use of a very fragmented trail. Following a strategic overview in 2009¹ and with the early support of the Wellington Shire and later the Latrobe City the committee has completed the following sections of the trail

Stratford to Maffra (DSE & WSC) Formed and Gravelled 2009
 Maffra to Tinamba (WSC) Formed and Gravelled 2011
 Glengarry to Cowwarr (WSC) Formed and gravelled including low level crossing Eaglehawk Creek 2013
 Tinamba to Dawson (WSC) Formed and gravelled 2014
 Dawson to Cowwarr bypass of Thomson River (DSE) 2011
 Glengarry to Traralgon (LC, RDV) Formed and gravelled including refurbishment of bridges on Latrobe River Flood Plain 2014
 Boggy Creek Bridge west of Tinamba (DSE) 2015

The committee also receive annual grants from Latrobe City Council (\$25,000 in 2017) and Wellington Shire Council (\$20,000 in 2017)

2 REVIEW OF ECONOMIC BENEFITS

In the preparation of the Marketing Plan² in 2014 a review of the research undertaken in 2007 to determine the increase in usage of the trail and the economic impact on the towns which are joined by the Trail is updated as follows with the 2016 census data

Location	Latrobe City	Wellington Shire	Region	Traralgon	Glengarry	Toongabbie	Cowwarr	Tinamba	Heyfield	Maffra	Stratford	Local	Metro Metro	Victoria Regional	Totals
Population above 15+	2,304	11,962	115,513	19,640	728	487	210	254	1,188	3,297	1,868	24,498	2,914,827	1,090,493	
Access to Bikes	33,832	19,904	53,136	7,655	335	224	97	131	548	1,517	765	11,269	1,340,727	501,627	
Ride in last month	19,623	11,188	30,819	4,440	194	130	56	76	317	880	444	6,536	777,621	290,944	
Ride regularly	8,628	5,036	13,662	1,987	87	58	25	34	143	396	200	2,946	349,755	130,859	
Concerned about riding on roads	5,751	3,222	9,033	1,301	67	36	16	22	93	255	130	1,916	227,924	85,277	
Bike ownership base on Australia Sales															
MTB	13,697	7,815	21,512	3,099	139	91	39	53	221	614	310	4,542	542,780	203,070	
Road	2,287	1,268	3,544	511	22	15	6	9	36	101	51	752	89,428	33,459	
Comfort / Hybrid	3,889	2,094	5,763	830	36	24	10	14	59	184	83	1,222	145,415	54,400	
Population of regular users															
Local (include regular Comm (Ride))															
Estimated Regular usage Gravel	6,180	3,515	9,675	1,386	61	41	18	24	100	276	139	2,065	244,128	91,340	
Estimated usage Spray Seal	7,811	4,457	12,267	1,767	77	52	22	30	126	350	177	2,602	309,533	115,810	
Estimated usage Bituminous seal	17,750	10,128	27,877	4,018	170	118	51	69	287	796	402	5,919	703,397	263,173	
Daily Use / Population															
Estimated Regular usage Gravel	1,697	588	1,613	222	10	7	3	4	17	46	23	342	40,888	15,223	
Estimated usage Spray Seal	1,302	743	2,045	295	13	8	4	5	21	58	29	434	51,867	19,702	
Estimated usage Bituminous seal	2,956	1,685	4,640	689	29	20	8	11	48	133	67	945	117,233	43,862	
Estimated use Toured Gravel			16,120										5,287	1,837	
Estimated use Toured Seal			20,446										8,879	2,317	
Estimated use B/C			46,482										15,176	5,265	
Estimated direct Expenditure Gravel			\$193,507										\$1,453,725	\$204,252	\$2,151,580
Estimated direct Expenditure Seal			\$245,350										\$1,843,188	\$638,473	\$2,728,000
Estimated direct Expenditure B/C			\$657,544										\$4,188,544	\$1,453,168	\$6,199,256

It was estimated that there was as potential of 9,700 persons within the region (Latrobe City and Wellington Shire) who would use the trail on a regularly basis if the Trail was finished in gravel this equates to 186 trail users a day³ a further estimate was made of trail usage by local residents in the sections connecting towns i.e. the Traralgon to Glengarry section was estimated to attract some 74 trail users per day It was estimated that this use would result in an economic benefit to the connected towns of \$2.2m. That

¹ "Connecting Trails Towns & Trains" Lewis McNaughton Pty Ltd

² Refer attached Marketing Plan Appendix 1

³ This includes any local person who uses the track for short journeys on a bicycle

table also demonstrated that if the Trail was sealed (two application stone) this would increase to \$2.7m

Since the completion of the Traralgon to Glengarry section of the Trail in May 2014 the committee has undertaken user surveys and monitored the economic growth and counted numbers of persons utilising the Trail between Traralgon which average 86 users per day resultant economic benefit to Glengarry can be seen by occupation of once vacant shops and the expansion of existing businesses as outlined in the letter received from the owners of Bushies Bakery Trevor and Jenah Ewart⁴

"In 2013, we re-located our bakery into larger premises from 11 Main Street, to 19 Main Street Glengarry. With the knowledge that the GPRT was close to officially opening, we decided to take on the additional expense of constructing a large sun-deck on the side of the bakery. At that point in time, the very vast majority of our business was take-away in nature, but we saw the opportunity to potentially capitalise on a new market of cyclists and the like who would possibly be utilising the GPRT.

We haven't looked back since. Every day, we are visited by numerous patrons who have both cycled and walked the GPRT from Traralgon with friends, family and dogs alike. It's not an uncommon sight for our side fence along the driveway to be lined with bicycles as customers enjoy a lunch or coffee break. This market has become such a big part of our business that at the end of 2017, we constructed a full weather-proof roof over top of our deck to ensure that it's use can be maximised year-round. We have now got a permanent doggie water bowl that lives by our deck, vastly due to the number of canines being walked by owners along the GPRT."

Trail counts and users surveys undertaken by the committee indicate that trail use and expenditure by local communities is within the range indicated in the table but that regional Victoria and metropolitan users have not increased as anticipated the completion of the Cowwarr to Dawson section of the Trail will have a significant impact on the ability to market a total on trail experience and will encourage Traralgon users to extend there usage of the Trail beyond Glengarry. The Heyfield Traders and Tourism Association Inc. in their letter of support states⁵

"In 2016 the Traders began developing a 5-year tourism strategy for town and we have identified cycle tourism as a major opportunity for our region. There is well documented evidence on the benefits that Rail Trails can bring to rural communities. The upgrades planned by the GPRT Committee of Management play a vital role in ensuring the Trail is well placed to attract visitors to our region in a growing and competitive field.

The completion of the Trail between Cowwarr and Dawson, including a bridge over the Thomson River, will provide a safer path into Heyfield than the current diversion via local roads. We are looking forward to the economic benefits for our town that will flow-on from this upgrade as more visitors choose to cycle this section of the Trail."

The Wellington Shire⁶ in their letter of support have noted that

⁴ Full copy of letter attached as annexure ?

⁵ Full copy of letter attached as annexure ?

⁶ Letter from Wellington Shire 26th February 2018

"Council has prepared some economic modelling data (REMPAN) which highlights the impact of this project represents for the Wellington Shire. Additional day visitors expected once this project is completed will result in an \$405,000 been spent in the shire annually".

Wellington Regional Tourism⁷ noted in their letter of support

"The completion of the Cowwarr to Dawson section including the construction of the Thomson River Bridge, would benefit the Wellington region by increasing regional dispersal to Heyfield due to greater usage of Trail beyond Cowwarr. This would not only create significant economic benefit to Heyfield, but would also have flow on effects for Stratford"

The Latrobe City Business Association noted in their letter of support

"To create return visitation, we need these attractions to not only be of the best standard, but to provide rare and unique experiences. Our Rail Trails easily fit into this category, providing the user with the opportunity to visit places they may not have seen before, as well as experiencing a beautiful country side that we take for granted."

3 REVIEW OF COMMUNITY BENEFITS

The community benefits outcomes of the trail in the connection of communities is demonstrated by the following comments in the letter of support from Latrobe City

"The value of the Rail Trail has been exemplified throughout recent activities undertaken by the Latrobe City Council in partnership with the Glengarry Community Association to develop a Glengarry & District Community Plan. Over a period of approximately six months, residents, community group representatives, primary school students, school and pre-school committee members and business owners have been encouraged to consider the future of their community and identify initiatives and projects that would assist them to achieve this vision. Throughout these conversations, the Gippsland Plains Rail Trail has remained at the forefront by community members of all ages and stages as an important asset that needs to be protected, maintained and extended.

The benefits of the Rail Trail as highlighted by the Glengarry and District community have included:

- Greater connectivity and links between towns, improving access to social activities, services, recreation and education.
- Increase tourism and foot traffic, contributing to economic support for local businesses, employers and employees.
- Stronger attraction of local events that encourage community connectivity and active living, including the Mother's Day Classic and Traralgon Marathon Events.
- Greater opportunity to participate in active/healthy lifestyle activities (running, walking and bike riding) that is coupled with unique and beautiful scenery."

The above letters of support indicate that the Trail well serves the communities that it passes through as a significant recreation and fitness facility. Those communities have a

⁷ Letter From Wellington Regional Tourism 20th February 2018

population of some 31,844⁸ residents of which 14,649 have access to bikes and 9,112 who walk regularly.

4 COMMUNITY SUPPORT

The works proposed to be undertaken have the support of a wide range of organisations, community groups, businesses and users as listed below

Latrobe City Council
Latrobe City Business Tourist Association
Wellington Shire Council
Wellington Regional Tourism

Heyfield Traders and Tourism Association
Stratford Community and Businesses
Maffra Business and Tourism

Bobber Daves Custom Cycles Traralgon
Logo Express Traralgon
Bushies Bakery Glengarry
The Glen Pub Glengarry
Jakes Place Dog Holiday Park Toongabbie
Heyfield Pizza Stoddies Diner
Heyfield Bakery
Gippsland Real Estate
Maffra Motor Inn
Cambrai Hostel Maffra
Café Latitude Maffra
Coffee House Maffra
The Pickle Pot Maffra
Maffra Take Away
Wandelock Cellar Door Stratford
Ticklish Turtle Stratford
Stratford on River Caravan Park
Stratford News Agency
Stratford Pharmacy
Badger and Hare Café
Stratford Bakery
Segue Arts Café
Gippsland Plains Cycling Group

Refer to Annexure 1 for a complete copy of letters of support and community petitions

⁸ Based on 2016 census

5 BRIEF DETAILS OF WORKS PROPOSED

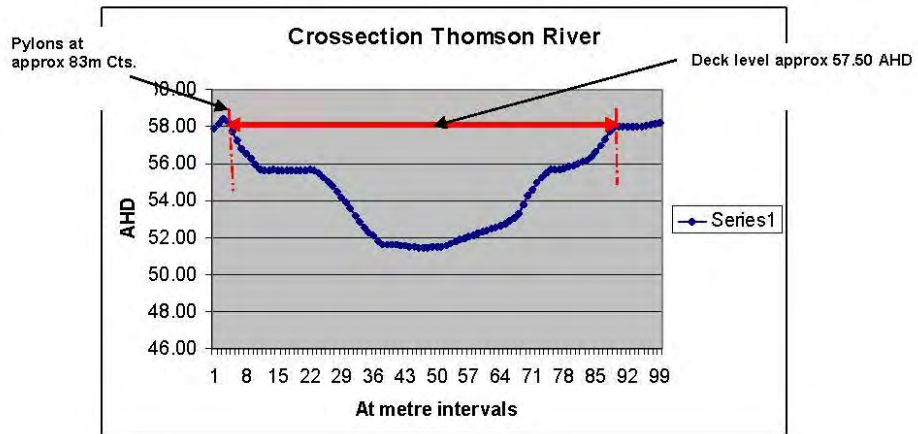
P1 COMPLETE COWWARR TO DAWSON



THOMSON RIVER BRIDGE NORTH OF COWWARR /HEYFIELD RD
location of bridge approximate length 83m in length



13/03/2018 12:17 PM



South Bank



North Bank



Note

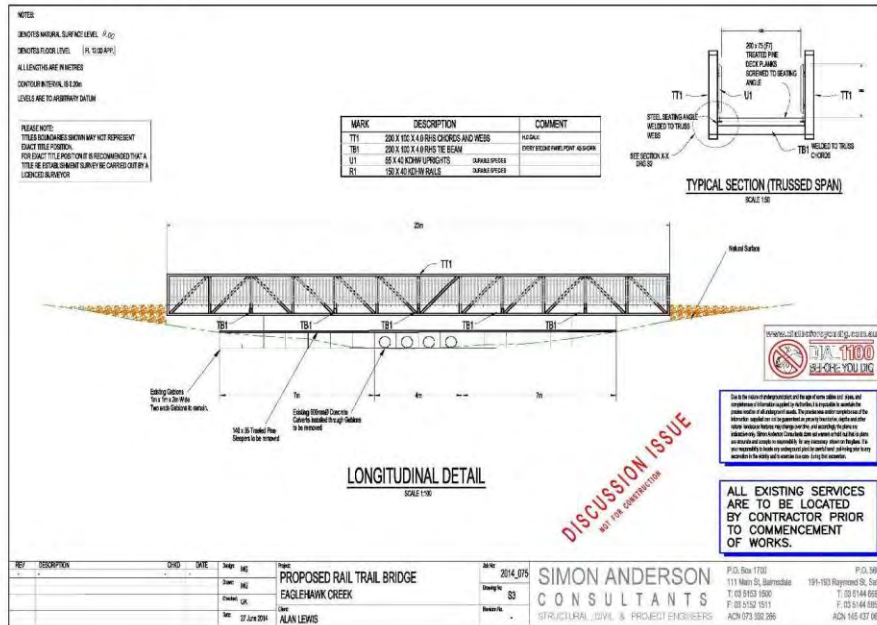
Pylons to be located adjacent to end of embankment i.e. span approximately 73m
 Deck to be at trail level / top of embankment approximately 57.50AHD
 Ground level at pylons 55.70 AHD and 56.20AHD

P2 Upgrading Eaglehawk Creek Crossing

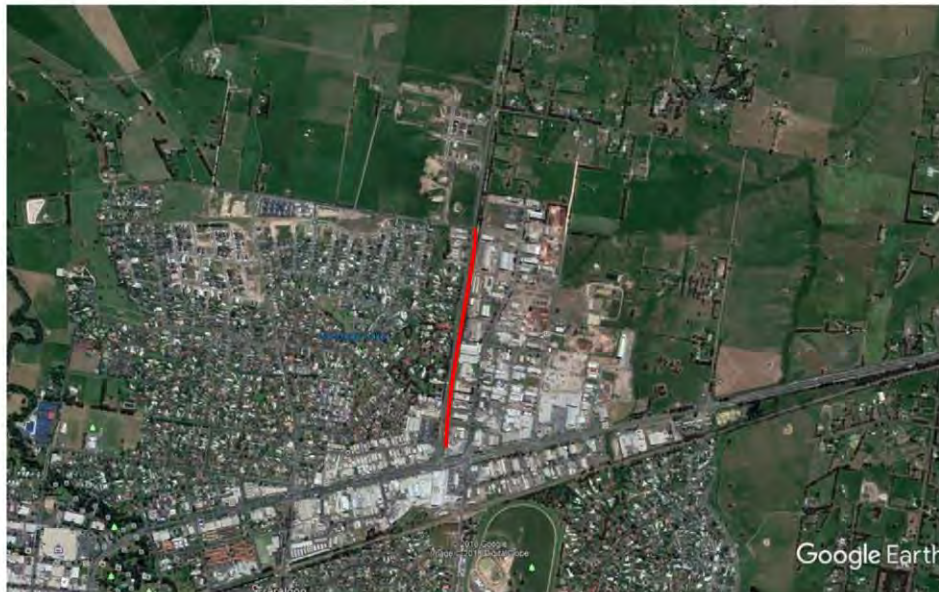


13/03/2018 12:17 PM

Preliminary Design

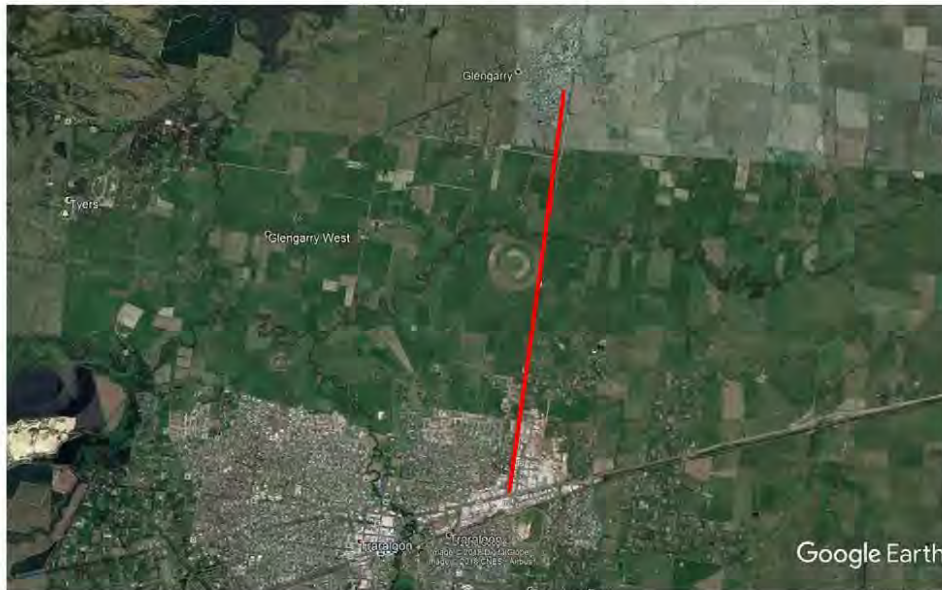


P3 Completion Princess Highway to Marshalls Road



13/03/2018 12:17 PM

P4 Sealing Trail Princess Highway to Glengarry (Including Latrobe River Bridges)



6 IMPLEMENTATION OUTLINE

The Committee have appointed Alan Lewis (Lewis McNaughton Pty Ltd) as project managers they have worked with the committee since 2006 in the planning and implementation of all major works they will undertake on behalf of the committee the securing of the necessary permits and approvals, preparation of tender documentation reporting on tenders and superintending the works it is anticipated that this work will commence immediately on announcement of grant application been successful.

7 CONCLUSION

The committee request your full consideration of this proposal as it is totally reliant on grants and volunteers as it has no source of income except for the annual maintenance grants as indicated in section 1 of this submission. Past projects have been funded by Government Grants and Council contribution as indicated in section 1.

Therefore, the success of this funding application is an important part of our strategy to obtain further funds for the timely upgrade of the trail to attract future tourism and economic benefits to the area. Having spent so much time building the trail and attracting visitors we cannot risk falling behind on our future infrastructure plans because avid trail users will go to other regions to visit and spend their money. Our aim is to attract as many visitations from all over Australia and the overseas market of trail users

Helen Hoppner OAM Chairperson Gippsland Plains Rail Trail Committee of Management

14/03/2018 7:06 AM



Annexure 1 Letters of Support

13/03/2018 12:17 PM



Bobber Daves Custom Cycles

Bobber Daves Custom Cycles
Fact.8/1 Nefertiti Court
Traralgon, Victoria 3844
M: 0412 940070
E: bobberdaves@hotmail.com

Helen Hoppner OAM, Chairsperson
Gippsland Plains Rail Trail
7 Park Avenue
Cowwarr, Victoria 3844

Dear Helen Hoppner,

8th February 2018

I would like to put forward our support to the Gippsland Plains Rail Trail (GPRT) and the prospect of further enhancing this great Rail Trail and providing the locals and tourists an opportunity to be able to easily access and enjoy what it has to offer.

The GPRT is a great asset for the local community as it offers the locals and tourists the benefits of taking in nature, seeing great points of interests along the Rail Trail, and encourages people to lead a healthy lifestyle by getting outside and exercising.

The GPRT has the opportunity to be a wonderful attraction for locals and visitors to the area if the access to certain areas of the GPRT were completed and become available for all abilities. With the large incline in obesity within the world encouraging people to get outside and be active should be a number one priority, and I feel that this GPRT would be very beneficial in this.

The potential business growth to the local communities surrounding the GPRT would be huge with the opportunities for numerous cafes, hiring of either standard or all ability bicycles, as well as with a range of clubs like the photography club, seniors walking club and many more. I also like that fact, that if there is new business opportunities there will also be job opportunities for locals.

As a business owner of Bobber Daves Custom Cycles, within the local community I fully support the GPRT and the added benefits that the prospective funding could provide for everyone that use it and in turn the related businesses.

Yours sincerely,

Julie and David Ryan

Owners, Bobber Daves Custom Cycles



To the Latrobe Valley Economic Facilitation Fund,

RE: LETTER OF SUPPORT FOR FUNDING TO ENHANCE THE GIPPSLAND PLAINS RAIL TRAIL

Our names are Trevor & Jenah Ewert and we own Bushies Bakery Pty Ltd, situated at 19 Main Street Glengarry. We have had regular contact and communication with the Gippsland Plains Rail Trail Committee of Management (GPRT CoM) over the past 7 years in which we have owned the bakery. We have been lucky enough to witness first-hand the fantastic work that Helen Hoppner and the rest of the committee have put in to achieve the goals they have so far in bringing the Gippsland Plains Rail Trail to fruition.

We are writing to you as a show of our strongest support to the application for funding being lodged by the GPRT CoM to further enhance the GPRT.

In 2013, we re-located our bakery into a larger premises from 11 Main Street, to 19 Main Street Glengarry. With the knowledge that the GPRT was close to officially opening, we decided to take on the additional expense of constructing a large sun-deck on the side of the bakery. At that point in time, the very vast majority of our business was take-away in nature, but we saw the opportunity to potentially capitalise on a new market of cyclists and the like who would possibly be utilising the GPRT.

We haven't looked back since. Every day, we are visited by numerous patrons who have both cycled and walked the GPRT from Traralgon with friends, family and dogs alike. It's not an uncommon sight for our side fence along the driveway to be lined with bicycles as customers enjoy a lunch or coffee break. This market has become such a big part of our business that at the end of 2017, we constructed a full weather-proof roof over top of our deck to ensure that it's use can be maximised year-round. We have now got a permanent doggie water bowl that lives by our deck, vastly due to the number of canines being walked by owners along the GPRT.

As Business Owners, we strongly support any idea that will potentially increase the patronage of the GPRT, as thus far the economic impact as a result of this project has been substantial for us. Our coffee sales have tripled within the past 2 years, and we very largely contribute that to the market of GPRT users. We love the idea of increased signage as we do feel that it is quite minimal at the moment, and we are confident that wider awareness of the existence/location of the GPRT will lead to further patronage.

Bushies Bakery, 19 Main Street Glengarry VIC 3854
ph: 03 5192 4999 e: bushies@live.com.au facebook.com/bushies.glengarry



We very strongly believe that the proposal to seal the track from Traralgon-Glengarry to create an 'all-abilities' section will be very-well received by the local community, and will be well-utilised. Our business is quite regularly visited by customers of all-abilities, both in groups and alone. To have facilities that offer the opportunity for anyone at all to be able to utilise the GPRT will not only open doors for our local customers, but will definitely encourage others to travel to the GPRT to utilise this unique feature.

To conclude, we can't convey enough how much that we support the GPRT CoM grant application for funding. In the past 5 years, the growth of this wonderful facility has been a key part in both the growth of our business, and also in shaping to direction that we have chosen to take as we move it forward. The works proposal being made by the GPRT CoM excites us with its potential flow-on effects that will help to further grow and shape our business.

If you wish to further discuss any of the above, please do not hesitate to contact either of us on 03 5192 4999 or via email bushies@live.com.au

We thank you for your time in considering our support for this Grant.

Kindest Regards,

Trevor & Jenah Ewert

Bushies Bakery Glengarry

Bushies Bakery, 19 Main Street Glengarry VIC 3854
ph: 03 5192 4999 e: bushies@live.com.au [facebook.com/bushies.glengarry](https://www.facebook.com/bushies.glengarry)

Heyfield Traders & Tourism Association Inc.

Registered No A0016117G
ABN: 68 753 627 527

PO BOX 89, HEYFIELD VIC. 3858

President

Jamie Riley
0438 206 172

Secretary

Caroline Trevorrow
0428 598 339

11th January, 2018.

To whom it may concern,

The Heyfield Traders and Tourism Association are excited to offer their full support for the upgrading of the Gippsland Plains Rail Trail.

In 2016 the Traders began developing a 5-year tourism strategy for town and we have identified cycle tourism as a major opportunity for our region. There is well documented evidence on the benefits that Rail Trails can bring to rural communities. The upgrades planned by the GPRT Committee of Management play a vital role in ensuring the Trail is well placed to attract visitors to our region in a growing and competitive field.

The completion of the Trail between Cowwarr and Dawson, including a bridge over the Thomson River, will provide a safer path into Heyfield than the current diversion via local roads. We are looking forward to the economic benefits for our town that will flow-on from this upgrade as more visitors choose to cycle this section of the Trail.

The improvement of infrastructure, such as parking and signage, will greatly enhance the accessibility of the Trail and improve its presence to attract riders. The safety of riders will also benefit from upgrading the Eaglehawk Creek Crossing and sealing of the Trail.

Rail Trails create an accessible and safe way for people of all ages to hop on a bike or go for walk. They provide a place for first-time riders to gain confidence and a chance for people to travel through rural communities that they may not normally visit. Our local businesses will be able to capitalise on a greater number of Trail users and, as an organisation, the Traders will be able to use this increase to attract more businesses to Heyfield.

We hope the GPRT application is well received and ultimately successful.

Yours sincerely,



Caroline Trevorrow
Heyfield Traders and Tourism Association.

Jakes Place Dog Holiday Park
Toongabbie 3857

Sunday, 7 January 2018

Helen Hoppner Chairperson
Gippsland Plains Rail Trail
7 Park Avenue
Cowwarr 3857

Dear Chairperson, Gippsland Plains Rail Trail Committee of
Management

I write on behalf of Jakes Place Dog Holiday Park, Toongabbie in support of the Gippsland Plains Rail Trail (GPRT) application for funding to the Latrobe Valley Economic Facilitation Fund to fund the completion of the rail trail.

We believe the completion of the trail will encourage employment, business and tourism opportunities in Gippsland further supporting my business adventure.

We strongly support this funding application with the focus on providing an all abilities safe cycling and walking trail experience.

As a local trader that relies on trade from both within and outside of Gippsland it is essential to support this application to encourage consumer involvement.

Jakes Place Dog Holiday Park has had a significant relationship with the GPRT and we look forward to working with you in completing the 67km of rail trail for people to access within a safe and equitable environment.

Yours Sincerely,

Deborah Brown

Our Ref: 1633552
GVD:AH

5 February 2018

Mrs Helen Hoppner OAM
Chairperson
Gippsland Plains Rail Trail
7 Park Avenue
COWWARR VIC 3857



Latrobe City ABN 92 472 314 133

Telephone 1300 367 700

Facsimile (03) 5128 5672

TTY (NRS) 133 677

Post to PO Box 264 Morwell VIC 3840

Email Address latrobe@latrobe.vic.gov.au

Internet www.latrobe.vic.gov.au

Dear Mrs Hoppner

LETTER OF SUPPORT FOR GIPPSLAND PLAINS RAIL TRAIL UPGRADE AND EXTENSION WORKS

I write in support of the application submitted by the Gippsland Plains Rail Trail Committee of Management to the Latrobe Valley Authority to complete necessary upgrade and extension works to identified sections of the Rail Trail.

This Trail has become a significant asset to many communities within Latrobe City and beyond, providing increased transport links and connections, tourism, economic benefits healthy lifestyle options, activities and events.

The value of the Rail Trail has been exemplified throughout recent activities undertaken by Latrobe City Council in partnership with the Glengarry Community Association to develop a Glengarry & District Community Plan. Over a period of approximately six months, residents, community group representatives, primary school students, school and pre-school committee members and business owners have been encouraged to consider the future of their community and identify initiatives and projects that would assist them to achieve their vision. Throughout these conversations, the Gippsland Plains Rail Trail has remained at the forefront by community members of all ages and stages as an important asset that needs to be protected, maintained and extended.

The benefits of the Rail Trail as highlighted by the Glengarry & District community have included:

- Greater connectivity and links between towns, improving access to social activities, services, recreation and education.
- Increased tourism and foot traffic, contributing to economic support for local businesses, employers and employees.
- Stronger attraction of local events that encourage community connectivity and active living, including the annual Mother's Day Classic and Traralgon Marathon events.
- Greater opportunity to participate in active/healthy lifestyle activities (running, walking and bike riding) that is coupled with unique and beautiful scenery.

Moe 1-29 George Street **Morwell** 141 Commercial Road **Churchill Hub** 9-11 Philip Parade **Traralgon** 34-38 Kay Street

Paper manufactured at Australian Paper, Maryvale

The community has highlighted that the Rail Trail currently experiences high levels of usage and that this is expected to increase with the proposed new housing development in Glengarry of approximately 120 households and greater tourism in the area. In order to build on the many benefits that this Trail currently provides, the following works have been identified as required to enhance and protect this asset:

- Connect the Rail Trail section from Glengarry to Traralgon to provide safer connection and access links, including sealing of the track.
- Ensure All Abilities access, including full wheelchair access from Traralgon to Glengarry with charge points in Traralgon and Glengarry.

These works will enhance the Rail Trail to a standard that will better service the needs of the community, attract more people from other areas to use the Trail and increase potential business opportunities (as imagined by the community itself) like bike hiring and tours, picnic basket services or winery/pub trails.

The draft vision below, developed by Glengarry community members sums up the importance of the Rail Trail to this community and it's complementary fitting with other valued assets.

Draft Glengarry & District Vision

"Iconic buildings, sports facilities, rail trails and playgrounds provide a safe and enjoyable recreation space for locals and visitors to socialise, exercise and participate in what Glengarry has to offer".

Beyond Glengarry and the Latrobe City municipality, the Gippsland Plains Rail Trail is significant for the whole of the Gippsland Region by attracting visitors, connecting communities and encouraging healthy and active living.

On the basis of the above knowledge, Latrobe City Council strongly supports the proposal to upgrade and further develop this important asset.

If you require further information regarding Latrobe City's support for this application, please do not hesitate to contact Steve Tong, Manager Community Development on 0407 862 870 or email Steven.Tong@latrobe.vic.gov.au

Yours sincerely



GARY VAN DRIEL
Chief Executive Officer



Thursday, 22 February 2018

To Whom It May Concern;

We are writing to you in support of the enhancement of the Gippsland Rail Trail.

Latrobe City attracts 80% of its visitors from domestic markets. Their stay is normally for short periods of time. This is a market that we intend to grow using our natural resources and rail trails to cater for Eco tourism, our events to cater for business tourism, our festivals and gallery's to cater for cultural tourism and our attractions for the family visitor.

To create return visitation, we need these attractions to not only be of the best standard, but to provide rare and unique experiences. Our Rail Trails easily fit into this category, providing the user with the opportunity to visit places they may not have seen before, as well as experiencing a beautiful country side that we take for granted.

The Latrobe City Business Association strongly supports this type of investment. Our region is facing a transition away from an energy based employment sector. An increase in tourism attractions will increase our tourism employment which will help to fill some of the employment gap this transition will create.

We applaud the work of the Committee of Management for the Gippsland Rail Trail and would be more than happy to receive requests for further information if required.

Kind Regards

Peter Ceeney - Chair
0408 149 579

LATROBE CITY BUSINESS TOURISM ASSOCIATION INC
PO Box 3485 Morwell BC Morwell Vic 3841 Mobile 0458 148 220
Email: admin@lcbta.org.au Website: www.lcbta.org.au
Whatever Business You're In, You're In Tourism

Dear Helen

We, the undersigned, would like to add our support for the Gippsland Plains Rail Trail (GPRT) application to the Latrobe Valley Economic Facilitation Fund for funding to complete the rail trail.

We believe this will encourage employment, business and tourism opportunities in Gippsland. We believe that the completed trail will have positive impacts on tourism and businesses with in Maffra.

We strongly support this funding application with the focus on providing an all abilities safe cycling and walking trail experience.

As a local community that relies on trade from both within and outside of Gippsland it is essential to support this application to encourage consumer involvement.

The Maffra community and businesses have had a significant relationship with the GPRT and we look forward to working with you to complete the 67km of rail trail for people to access within a safe and equitable environment.

Yours Sincerely,

NAME	BUSINESS/ORGANISATION
William Alexander	Retired cyclist
Rob ANDREWS	Cyclist - SALE.
GARY SMITH	Cyclist - MAFFRA
GARRY COTTEBELL	KELLY POOL ROOM
CRAIG Alexander	CONCRETE
Dan Ruthberg	SBS.
Colin Gellie	
NEVIN NORTHWAY	
SHANE WATTS	Shane Watts
ALF GRADWA	ALF GRADWA
Darren Bennett	Bennett Elec
ROBERT JANS	R+L JANS. CONTRACTORS.

LOGO EXPRESS
FACTORY 3
1-3 NEFERTITI CRT,
TRARALGON, 3844

Helen Hoppner OAM
Gippsland Plains Rail Trail
7 Park Avenue
Cowwarr 3857

Dear Helen I am writing to you to show my support in the hope that the Gippsland Plains Rail Trail, will receive funding to complete the Trail.

My Business is on the East side of Traralgon and I think that the completion of the Rail Trail will greatly enhance the Gippsland/Latrobe Valley area as a whole. It will not only create jobs in the short term whilst being built, but also create opportunities for other businesses already established to flourish with the extra tourism from the usage of the trail. I believe there is also a capacity to create new business opportunities within the town, which will go a long way in helping the local economy bounce back from the closure of some big business in recent years.

I also believe that if the bike trail was to be completed, it would also create some enthusiasm for a healthier lifestyle by more people in the region. I am an avid bike rider and walker of the GPRT, but currently need to drive to the starting point at Burnetts Road, to walk the trail. I think this decreases the use of the trail at its current starting point. If the Trail was to have a link from the main town to a new starting point adjacent to the Highway, it would get a lot more people of all abilities being able to access it without having to use cars etc to get to the start point.

Thankyou for the opportunity to voice my support for a very much needed venture to ensure a happy, healthier and safer Latrobe Valley area.

Yours sincerely

Karen Foley

Business Owner

Logo Express Uniforms and Embroidery

0401 366 834

Dear Helen

We, the undersigned, would like to add our support for the Gippsland Plains Rail Trail (GPRT) application to the Latrobe Valley Economic Facilitation Fund for funding to complete the rail trail.

We believe this will encourage employment, business and tourism opportunities in Gippsland. We believe that the completed trail will have positive impacts on tourism and businesses with in Maffra. & Heyfield

We strongly support this funding application with the focus on providing an all abilities safe cycling and walking trail experience.

As a local community that relies on trade from both within and outside of Gippsland it is essential to support this application to encourage consumer involvement.

The Maffra ^{Heyfield} community and businesses have had a significant relationship with the GPRT and we look forward to working with you to complete the 67km of rail trail for people to access within a safe and equitable environment.

Yours Sincerely,

NAME	BUSINESS/ORGANISATION
LINDSAY WIGG	GIPPSLAND REAL ESTATE PTY LTD.
BILL REDMOND	GIPPSLAND PLAINS CYCLING GROUP
JANET STODDART	HEYFIELD PIZZA / STODDIES DINER .
SUE STEPHENS	HEYFIELD BAKERY

Dear Helen

We, the undersigned, would like to add our support for the Gippsland Plains Rail Trail (GPRT) application to the Latrobe Valley Economic Facilitation Fund for funding to complete the rail trail.

We believe this will encourage employment, business and tourism opportunities in Gippsland. We believe that the completed trail will have positive impacts on tourism and businesses with in Maffra.

We strongly support this funding application with the focus on providing an all abilities safe cycling and walking trail experience.

As a local community that relies on trade from both within and outside of Gippsland it is essential to support this application to encourage consumer involvement.

The Maffra community and businesses have had a significant relationship with the GPRT and we look forward to working with you to complete the 67km of rail trail for people to access within a safe and equitable environment.

Yours Sincerely,

NAME	BUSINESS/ORGANISATION
WAYNE ALEXANDER	SHOP KEEP CYCLER
BILL ALEXANDER	RESTAURANT
MATT SPINGES	SPINGES CONSTRUCTION
ANGELA GAW	MAFFRA MOTOR INN
MEG KNOBEL	Cambrai Hostel
Damian Darby	Chiropractic Massage Clinic.
Cherie Atkinson	CAFE L'ATTITUDE MAFFRA.
Chris & Steve Patten	Coffee House 138 Maffra.
Melisea Kincaid	The Pickle Pot Cafe
PATRICIA WASHBROOK	LOCAL RESIDENT P.W.
DIANNE JOLLY	The Shoe Shop Maffra.
LORRAINE TOOGOOD	MAFFRA TAKEAWAY



Stratford on the River Tourist Park

Resident Owners - Shaun & Louise Perrett
16 McMillan Street, Stratford Victoria 3862
Ph/Fax: (03) 5145 6588
www.stratfordontheriver.com.au
no1tsp@stratfordontheriver.com.au

16/3/18

Helen Hoppner
Chairperson
Gippsland Plains Rail Trail
7 Park Avenue
Cowarr VIC 3857

Dear Helen

We are writing to you in support of the application by the Committee of Management (CoM) of Gippsland Plains Rail Trail (GPRT) to Latrobe Valley Economic Facilitation Fund (LVEFF) for the following works:

Completion of the all abilities Traralgon to Glengarry section of the rail trail including the upgrade of the Burnets Road Car Park and an upgrade of the Eaglehawk Creek Crossing.

Completion of the Cowarr to Dawson section of the rail trail, including the construction of the Thomson River Bridge total estimated value \$937,000. These works will essentially complete the trail from Stratford to Traralgon.

The GPRT is utilised by a significant & growing number of guests, from those that drop in overnight after riding the trail to cycling groups that often come and stay to enjoy riding the trail over a couple of days.

In fact, this very week our accommodation cabins are full due to a visiting cycling group from Philip Island. This is a significant booking for a small business such as ours.

Another example of usage we see is by scout/cub groups, who will ride to Stratford, stay overnight and ride home & in this case attain another badge.

In addition to our own business, our guests also frequent the other Stratford traders & facilities during their stay, which is a further economic boost to our small community.

On a personal note we have personally utilised the GPRT ourselves over the last 12 months with our daughter training to participate in the Great Victorian Bike Ride with her local primary school. What a great way to encourage local kids to get out into the great outdoors.

These additional proposed improvements will make it that much safer for everyone especially with the increased signage & the removal of road diversions.

We would like to put forward our strong support & wish you success with this application & if any further support is required please do not hesitate to contact us.

Yours Sincerely
Shaun & Louise Perrett

Stratford on the River Tourist Park
16 McMillan Street
Stratford
hosts@stratfordontheriver.com.au



Reg: A0060534T
66 Tyers Street
Stratford Vic 3862
Email: stratforward3862@gmail.com

Letter of Support from Stratford Community and Businesses
February 2018

Helen Hoppner Chairperson
Gippsland Plains Rail Trail
7 Park Avenue
Cowwarr 3857
Dear Helen

We the undersigned would like to add our support for the Gippsland Plains Rail Trail (GPRT) application for funding to the Latrobe Valley Economic Facilitation Fund to fund the completion of the rail trail.

We believe the completion of the trail will encourage employment, business and tourism opportunities in Gippsland. We believe that the completed trail will have positive impacts on tourism and businesses with in Stratford.

We strongly support this funding application with the focus on providing an all abilities safe cycling and walking trail experience.

As a local community that relies on trade from both within and outside of Gippsland it is essential to support this application to encourage consumer involvement.

The Stratford community and businesses have had a significant relationship with the GPRT and we look forward to



THE GLEN PUB
25-27 MAIN STREET
GLENGARRY
51924222

TO WHOM IT MAY CONCERN

RE: GIPPSLAND PLAINS RAIL TRAIL

As a resident and business owner in the township of Glengarry we support the Gippsland Plains Rail Trail and any improvements that can be made.

The population of the township of Glengarry is growing every week and to experience and utilise the Rail trail is a great thing for the community and visitors alike.

As business owners we experience visitors using the rail trail on a daily basis, whether they have ridden or walked from Traralgon or further afield. Over the weekend the carpark at the old Railway station has at least a dozen cars with bike racks parked with people of all ages going for a ride or walk.

The improvement of the rail trail would enable a larger group of people of all abilities to be able to experience the trail regularly.

Having used the trail with my family I realize the enjoyment and benefits and to have the ability to be able to experience the river and creek crossing is an added bonus.

With a new housing development in the town going ahead the potential for increased usage will be much enhanced and support for the upkeep, maintenance and improvements will be greatly needed, the more people that are encouraged to use a safe, accessible and beneficial rail trail can only be described as a positive venture for all who wish to experience the great outdoors.

This project can only benefit the communities that it comes in contact with by bringing more people to the areas it touches.

Regards
Dave and Sandi Barnes
Commercial Hotel Glengarry



26 February 2018

Mr Alan Lewis
c/o Gippsland Plains Rail Trail Committee
lewismac@bigpond.com

Dear Alan

LETTER OF SUPPORT - GIPPSLAND PLAINS RAIL TRAIL

Wellington Shire Council provides this letter of support to the Gippsland Plains Rail Trail (GPRT) funding application to extend and upgrade sections of the Gippsland Plains Rail Trail.

Wellington Shire Council recognises the ongoing commitment and passion of the GPRT committee to further improve the trail which benefits tourists, the local community and the local economy. Whilst Council's current rail trail priority is completion of the Great Southern Rail Trail, the Gippsland Plains Rail Trail is central to achieving the unified objective to ultimately provide total connectivity throughout the Gippsland region.

The GPRT's unique feature is that V/Line passenger service supports both end points, providing flexibility and an incentive for local travelers and visitors to the region. The upgrades and extensions planned will benefit the whole region and become another asset that can be used to promote Gippsland as an iconic tourist destination.

Wellington Shire's Council Plan (2017-2021) supports this initiative and identifies the visitor economy as a major focus and within one of the major strategic objectives. In order to grow the visitor economy we are committed to *Working with key stakeholder organisations to increase consumer awareness of Wellington Shire's strengths* (5.3.1) and also to *Enhance visitor experiences through the development of quality facilities and service* (5.3.2).

Council has prepared some economic modelling data (REMPAN) which highlights the impact this project represents for Wellington Shire. Additional day visitors expected once this project is completed will result in an additional \$405,000 being spent within the shire year annually. The attached REMPLAN report provides a comprehensive summary of the overall economic impact.

Wellington Shire Council supports ongoing improvements to the GPRT and wishes the GPRT Committee every success securing the grant from LVA.

Yours sincerely



DAVID MORCOM
Chief Executive Officer

Sale Service Centre
18 Desalloy Street (PO Box 506), Sale Victoria 3850
Telephone 1300 366 244

Yarram Service Centre
156 Grant Street, Yarram Victoria 3971
Telephone 03 5182 5100

Contact Us Online
Web www.wellington.vic.gov.au
Email enquiries@wellington.vic.gov.au  



The Heart of Gippsland



20 February 2018

RE: Gippsland Plains Rail Trail proposed works – funding application to the LVEFF

I am writing to acknowledge the value of the Gippsland Plains Rail Trail to the tourism industries of Wellington Shire Council and Latrobe City Council, and its role as an attraction and marketing asset that directly and indirectly brings visitors to our region.

As such, Wellington Regional Tourism (WRT) supports the works currently proposed by the Gippsland Plains Rail Trail Committee.

The completion of the Cowwarr to Dawson section including the construction of the Thomson River Bridge, would benefit the Wellington region by increasing regional dispersal to Heyfield due to greater usage of the trail beyond Cowarr. This would not only create significant economic benefit for Heyfield, but would also have flow through effects for Stratford.

The proposed upgrade of the Eaglehawk Creek Crossing would improve the safety of the trail by reducing the impacts of flooding at that section; completion of the trail from the Princes Highway to Marshalls Road including car park and gateway signage would create a visible gateway to the trail from the Princes Highway to encourage greater usage; and sealing the trail from Traralgon to Stratford would increase the number of segments of the cycling market able to utilise the trail. This would significantly increase its overall usage and the number of visitors coming to the region specifically to use the Rail Trail, assisting WRT in its mission to increase visitation and visitor yield in the region.

Wellington Shire Council and Latrobe City Council's tourism representatives have worked together over the years to develop, improve and promote the Gippsland Plains Rail Trail, on the basis of the huge value that it provides to the region's locals and visitors, and the significant role it plays in bringing cycling tourists to the region.

Cycling tourism, in its many guises of mountain biking, road biking and touring, is a key part of Wellington Regional Tourism's strategy for bringing new and repeat visitors to the region, and the Gippsland Plains Rail Trail is one of the region's main attractions for this market. It is vital to the area that this asset continues to be improved, and maintains a reputation as a quality cycling experience for people of varying riding abilities and demographics.

The role of Wellington Regional Tourism (WRT) is to increase visitation, and also increase yield (visitor expenditure) by encouraging visitors to stay longer in the area once they are here, thus increasing the economic value of tourism to the Shire.

www.centralgippsland.com.au

0429 329 989

wrt@centralgippsland.com.au



The Gippsland Plains Rail Trail provides an attraction that visitors will specifically come for, and is also a great inclusion on the list of things to do once visitors are here to encourage them to stay longer. The Gippsland Plains Rail Trail is also a great way for people to disperse throughout the Wellington and Latrobe areas and visit various other attractions within easy reach of the trail. Numerous general stores, bakeries, coffee shops, wineries, museums and accommodation providers along the way benefit greatly from users of the Gippsland Plains Rail Trail.

The Gippsland Plains Rail Trail is a key inclusion in WRT's campaigns and promotions across print, broadcast and digital platforms to increase awareness of our region and facilitate visitation to the area.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Nathan Smith', is positioned above the printed name.

Nathan Smith
President
Wellington Regional Tourism

ECONOMIC IMPACT REPORT



* 100% of the \$1.15 million expenditure

23 February 2018

The following data is sourced from REMPLAN economic modelling software which is based on data sourced from the Australia Bureau of Statistics (ABS), most of which relates to the 2016, 2011, 2006 and 2001 Censuses, and data sourced from the National Visitor Survey (NVS) and International Visitor Survey (IVS) published by Tourism Research Australia.

Tourism Scenario

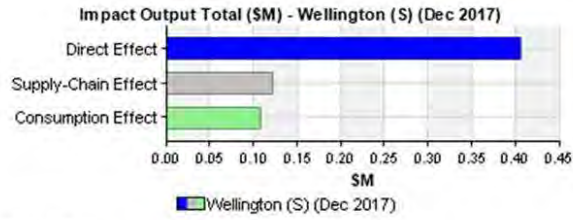
The following data is based on the completion of upgrade and extension works to sections of the Gippsland Plains Rail Trail. The report models the economic impact of an estimated 5,475 additional domestic day visitors (per annum) that this project is forecast to stimulate.

Name: Gippsland Plains Rail Trail Upgrade Project

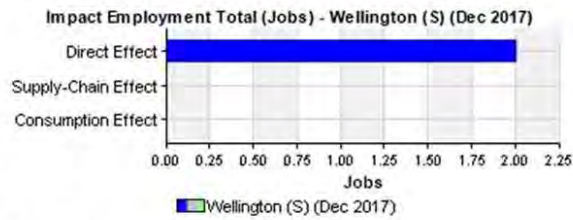
Duration: 365 days

Direct Impact	Domestic Day	Total
Number of Visitors	5,475	5,475
Estimated Expenditure per Visitor (\$)	\$74	
Total Estimated Expenditure (\$)	\$405,150	\$405,150

Tourism Impact



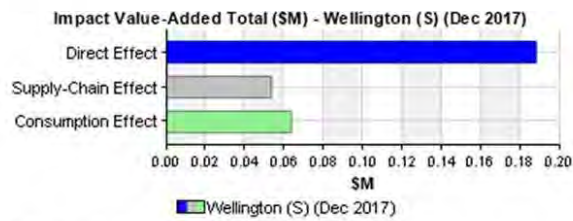
REMPPLAN



REMPPLAN



REMPPLAN



REMPPLAN

Tourism Impact

Under this scenario Gross Region Product is estimated to increase by \$0.305 million (0.01%) to \$3,099.104 million. Contributing to this is a direct increase in output of \$0.405 million, 2 additional jobs, \$0.105 million more in wages and salaries and a boost in value-added of \$0.188 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$0.121 million, 0 more jobs, \$0.028 million more paid in wages and salaries, and a gain of \$0.053 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.299
Employment	1.000
Wages and Salaries	1.264
Value-added	1.283

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by \$0.107 million, employment by 0 jobs, wages and salaries by \$0.025 million, and value-added by \$0.063 million.

Under this scenario, total output is expected to rise by \$0.633 million. Corresponding to this are anticipated increases in employment of 2 jobs, \$0.158 million wages and salaries, and \$0.305 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.563
Employment	1.000
Wages and Salaries	1.497
Value-added	1.621

Tourism Impact Summary (Tourism Activity: 365 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$0.405	\$0.121	\$0.107	\$0.633	1.299	1.563
Long Term Employment (Jobs)	2	0	0	2	1.000	1.000
Wages and Salaries (\$M)	\$0.105	\$0.028	\$0.025	\$0.158	1.264	1.497
Value-added (\$M)	\$0.188	\$0.053	\$0.063	\$0.305	1.283	1.621



GIPPSLAND PLAINS RAIL TRAIL

MARKETING PLAN

Prepared in Conjunction

With

Alan Lewis & Rachel Lewis
Lewis McNaughton Pty Ltd



May 2014

13/03/2018 12:17 PM

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- 2. About this Plan**
- 3. Gippsland Plains Rail Trail: an Overview**
- 4. Strategic Overview Gippsland Plains Rail Trail Committee of Management**
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- 6. Market Overview**
- 7. Marketing Plan**
- 8. Implementation**

Appendices

- Appendix 1 Strategic Overview - The Process**
- Appendix 2 Review of Relevant Stakeholders Relationships and Issues**
- Appendix 3 Review of Strategic Choice Elements**
- Appendix 4 Opportunities Relating to Heritage & History**

1 Executive Summary

The Gippsland Plains Rail Trail is 65km in length and connects with two operational stations on the main Gippsland rail line, namely Traralgon in the west and Stratford in the east. The trail in between connects the former station sites of Glengarry, Toongabbie, Cowwarr, Dawson, Heyfield, Tinamba and Maffra. The Trail has been progressively upgraded and in the past twelve months the Glengarry -Cowwarr section has been completed the Cowwarr – Tinamba section upgraded, except for the replacement structure for the Thomson River Bridge which has been removed and the upgrade of Boggy Creek Bridge. With the completion of the Traralgon – Glengarry section in April 2014 the trail between Traralgon- Stratford will be open.

The Gippsland Plains Rail Trail Committee of Management was first appointed in 1999 following the closure of the line between 1985 and 1995.

The Marketing Plan has been prepared by Lewis McNaughton following a workshop to review the strategic choices that were required to be made in the context of its responsibilities to manage and maintain the rail reserve, stakeholder assessment, the opportunities presented by its unique geographic location, the target markets and the actions required to target those markets.

The Plan identifies the principle markets as Metropolitan Melbourne, Regional Victoria and the local communities, targeted at people who ride and people who walk. Appropriate tourism collateral and track infrastructure required is identified and costed.

As the link to the Traralgon Station is a key element in marketing the Trail to the principle market the committee has focus the initial marketing activities should focus on the development of the Tourism Collateral and Infrastructure component of the plan. With the imminent completion of the trail the committee is developing unique logo and branding strategies.

2 About This Plan

Stage 1 of the Marketing Plan was completed in March 2013. It provided the framework for the committee's projected marketing strategy for the next five years. At the time of preparing stage one, the trail was not complete. This plan is Stage two of GPRT Marketing plan which has been developed based on the framework presented in that plan. The final version will consist of detailed implementation plans for each section of the trail.

These plans will be relevant to issues that are relevant at the time. This Marketing Plan will be viewed as a live document that is adapted and changed in response user interest, community partnerships and economic opportunities as they arise.

3 The Gippsland Plains Rail Trail: An Overview

The Trail is in the reserve that was once a rail line connecting the towns of Traralgon, Glengarry, Toongabbie, Cowwarr, Heyfield, Tinamba, Maffra and Stratford. The Traralgon – Cowwarr section was closed in December 1986, Cowwarr- Maffra August 1987, Maffra- Stratford in February 1995. The reserve was gazetted on the 24th June 1999 as crown land managed by the Department of Sustainability and Environment. By that time Vic Rail had removed the line and other assets, buildings were sold off and structures vandalised or removed illegally.

Public action to secure the reserve for a Trail started in 1994. Public meetings were held in Toongabbie, Cowwarr and Heyfield during 1996 and in September 1996 at the Heyfield meeting a community committee called the Gippsland Plains Rail Trail Group was formed.

The Committee of Management was appointed on 9th June 1999 by the then Minister for Conservation and Land Management⁹ whilst the reservation of the Trail as crown land was gazetted on the 24th June 1999. The committee was provided with a capital grant of \$130,000 by the Department against budget estimates of \$589,000 - \$800,000 dependent on standard of surface finish, gravel or sealed. No estimate of maintenance cost of the finished track was provided. In 2001 the cost was estimated at \$1,490,000 - \$1,624,000. The only source of income to the Committee is from reserve leases, which amounts to \$4,000 per annum and a grant from Latrobe City of \$3,000

⁹ Now Department of Environment and Primary Industries, the Committee is appointed for three year terms

per annum¹⁰. The reserve area of the Maffra Station and adjoining land leased commercially was not vested and therefore this source of income has not been available to the committee.

Since 2008 The Committee has been able, with the support of the Wellington Shire Council and various grants from the Victorian Governments, to complete the following track upgrades to a suitable gravelled surface finished to a standard that will take a bituminous seal when funds become available

Stratford to Maffra -	Completed 2009
Maffra to Tinamba -	Completed 2011
Glengarry to Cowwarr	Completed 2013 (\$200,000 Government Grant \$23,000 Local contribution)
Tinamba to Dawson	Completed March 2014 (Local contribution of \$30,000 raised)
Dawson to Cowwarr	Bypass of Thomson River (Estimated cost >\$ 1,000,000)
Glengarry to Traralgon	Completed May 2014 (\$600,000 government grant \$85,000 Latrobe City)

The Gippsland Plains Rail Trail Committee of Management has worked assiduously to complete the Trail which, when completed, will be a significant community asset and provide a wide range of benefits socially, environmentally (retention of remnant vegetation) and economically as a tourist destination and an essential component of the local, regional, state and national transport networks.

The Trail in the regional context will be a major tourism destination and community asset providing an alternative transport network between towns contributing to community health and wellbeing¹¹ and providing significant economic benefit to the region by the opportunity to showcase the region's rich heritage, agriculture, industry and natural environment as an iconic tourism element. It will showcase the unique role played by this area in the development of Gippsland. The Macalister Irrigation District is the most productive dairy country in Australia with 24% of Australia's dairy produce coming from areas abutting the Gippsland Plains Rail Trail.

4 Strategic Overview Gippsland Plains Rail Trail Committee of Management

Workshops were held with the Committee of Management to review the strategic choices to be made in the development of the Marketing Plan. This process and the outcomes is described in Appendices 1, the key issues emerging from this review

- **Committee's Role**

To manage the Gippsland Plains Rail Trail crown reserve on behalf of the Minister for Environment and Climate Change, i.e. responsibility to manage, improve, maintain and control the reserve in accordance with the provisions of the *Crown Land Reserves Act 1978*.

- **Committee's Vision**

A high standard, well maintained and funded Trail providing a unique tourism experience for visitors to Central Gippsland and fully utilized as the major alternative transport link connecting adjoining communities

- **Key Strategies to Achieve this Vision**

- Generate capital funding to complete a fully sealed trail with a high quality standard of infrastructure celebrating its unique location
- Develop a marketing plan based on the unique geographical and historic location of Trail (Station to Station) to targeted market segments with a unique logo and appropriate tourism collateral fully utilising all media types.
- A cost effective maintenance program implemented that matches the needs of the Trail

¹⁰ This grant has been made available since 2006

¹¹ Refer Wellington Shire Healthy Living Plan Actions 41 Natural Assets Open Space and 26 Integrated Transport Network including development of cycle paths

- Secure long term income stream commensurate with requirements for maintenance and marketing
- Communicate effectively with all stakeholders
- Comprehensive integration of Trail into other trails within region

5 Review of Opportunities

To ensure that the trail experience take into account the attributes of the unique location beginning and ending at the operational stations of Traralgon¹² and Stratford. The following assessment defines those opportunities, expected outcomes and the actions that need to be taken and incorporated into the marketing plan.

5.1 State and Regional

The majority of tourists to Gippsland are from metropolitan Melbourne (48%)¹³ and Regional Victoria (38%). Having regard to the existing market characteristics it is estimated that the target population who ride regularly is 1,213,018 which for a sealed track could attract some 20,500 visitors per annum and generate some \$6m annually¹⁴

The combined population of Latrobe City and the Wellington Shire above aged 15 years is 92,000 of which 34,500 ride regularly. It is estimated that on any given weekend 1,200 cyclists would use a gravel Trail increasing up to 3,600¹⁵ cyclists if the Trail was sealed. This group of regional riders would spend annually \$150,000 if gravel, or \$430,000 on "coffee and cake" if sealed, in the connected towns.

The Trail has the potential to be the tourist icon for the central Gippsland region having regard to the heritage, transport connections and the relationship with the vistas observed from the Trail that provide a virtual showcase of the power Industry, Macalister Irrigation District, timber Industry at Heyfield, High Country and the Alpine National Park as a back drop.

REGIONAL CONTEXT	ASPECT	OPPORTUNITIES	OUTCOMES	ACTIONS	
STATE	Connecting to other States and Regions	<p>Metropolitan Melbourne 505,000 regular riders</p> <p>Regional Victoria 170,000 regular riders</p>	<p>Potential to develop an off road bike experience Melbourne Sydney¹⁶</p> <p>Experience of train to Traralgon; cycle to Stratford and return from Stratford¹⁷ by train.</p> <p>Ensure total trail from Traralgon to Stratford mentioned</p>	<p>Increase in international and intrastate tourism</p> <p>Increase in visitors utilising public transport</p> <p>Estimated income from cyclist based tourism is \$6m</p>	<p>Develop relationship with other Trails (joint marketing initiatives)</p> <p>Market potential of Green, Clean and Sustainable image</p>
	Unique Attributes of Trail compared to other riding tourism experiences	<p>Only Glengarry to Cowwarr is mentioned in current strategies as work is in progress</p> <p>Imminent completion</p>	<p>Partnerships with local tourist attractions</p> <p>Will stimulate development in</p>	<p>Define unique attributes that can be defined in logo or name</p>	

¹² Begin GPRT at Station at Traralgon and use current network of Latrobe City cycle paths via Traralgon Creek to Marshalls Road

¹³ TOURISM VICTORIA Gippsland Market Profile Year Ending December 2011

¹⁴ Research undertaken in Easter 2006 on the Murray to Mountains trail established that 8,300 used the trail over the Easter weekend contributing \$2.1m in direct expenditure

¹⁵ Response to the Advert in the Gippsland Times and Latrobe Valley Express would indicate that residents in towns not connected within the Municipalities (Sale & Morwell) would regularly use the trail if sealed

¹⁶ In response to an advert GPRT was contacted by an International Visitor who was riding from Melbourne to Sydney using the Lonely Planet 2000 Guide book and used sections of the East Gippsland Rail Trail. She indicated that she had passed two groups doing the trip in the opposite direction.

¹⁷ Email from group of cyclists who had read advert in paper. After spending weekend on East Gippsland Trail confirmed that their group would regularly use the Trail if available

5.2 Local Opportunities

The following table list the opportunities for partnerships and sponsorships with local communities with respect to interpretive signs and other track infrastructure that can be installed as a consequence of the unique geographical and historical location of the GPRT.

Category	Traralgon To	Glengarry To	Toongabbie To	Cowwarr To	Dawson To	Heyfield To	Tinamba To	Maffra To	Stratford
Distance Between		11	8	9	4	6	10	7	10
Potential Local Bike User Numbers	2,000	162	115	45		235	59	532	205
Other Trails	Traralgon – Morwell – Moe Boolarra – Mirboo North Rail Trail Traralgon - Loy Yang – Traralgon South Grand Strzelecki Track	Moe – Tyers Junction Rail Trail Moondarra Rail Trail	Great Alpine Trail Consider possibility of opening Archie Campbell's track to Walhalla			Wetlands Walk Consider possibility of opening McEvoy's track to Jordan	Biores Hill Mountain Bike Park	Wetlands Walk Macalister River Walk Connection to Sale	Stratford Arts Trail Avon River Heritage Trail The Knob Reserve Stratford Highway Park East Gippsland Rail Trail Howitt Trail
Heritage/Historical	Strzelecki expedition in Mar 1840 Loyang Squatting Lease established 1844 Traralgon to Heyfield Railway officially opened 1883 Traralgon Station turntable and engine shed	Strzelecki expedition in Mar 1840 Rosedale Squatting Lease Established 1844 Refurbished Historic Rail Station Traralgon to Heyfield Railway officially opened 1883	Strzelecki expedition in Mar 1840 Rosedale Squatting Lease Established 1844 Town established as part of track to deliver supplies from Port Albert on Drays to Gold Fields on stock horses Archie Campbell's	Strzelecki expedition in Mar 1840 Hayfield Squatting Lease Established 1841 Town established as part of track to deliver supplies from Port Albert on Drays to Gold Fields on stock horses Traralgon to Heyfield	Strzelecki expedition in Mar 1840 Hayfield Squatting Lease Established 1841 Town established as part of track to deliver supplies from Port Albert on Drays to Gold Fields on stock horses Traralgon to Heyfield	Strzelecki expedition in Mar 1840 Hayfield Squatting Lease Established 1841 McEvoy's Track to Jordan Established 1862 Traralgon to Heyfield Railway officially opened 1883	Strzelecki expedition in Mar 1840 Mewburn Park Squatting Lease Established 1841 Heyfield to Maffra Railway opened 1887	Strzelecki expedition in Mar 1840 Boisdale Squatting Lease Established 1840 Heyfield to Maffra Railway opened 1887 Maffra to Briagolong Railway opened 1889 Powerscourt Siding	McMillan expedition in Jan 1840 Strzelecki expedition in Mar 1840 Stratford Squatting Lease Established 1848 Heyfield to Maffra Railway opened 1887

Category	Traralgon To	Glengarry To	Toongabbie To	Cowwarr To	Dawson To	Heyfield To	Tinamba To	Maffra To	Stratford
	Loy Yang power station		Track to Walhalla established in 1862 Ned Stringer and party discover gold at Walhalla in Feb 1863 and Ned dies in Toongabbie in September 1863 Traralgon to Heyfield Railway officially opened 1883 Heritage Listed Mechanics Institute Village Green Federation Grandstand Cemetary	Railway officially opened 1883	Railway officially opened 1883 Historical connection to Glenmaggie (original station and post office name)	Heyfield to Maffra Railway opened 1887 Temple St		Briagolong Bush Band has a song called "The Last Train From Briagolong" Was the largest sugar beet producing area in Australia	
Indigenous	The region was occupied by the Brayakoolong Clan of the Gunnai kurnai for 40,000 years. With the recent upgrade of the Bataluk Cultural Trail, the opportunity exists to tell how they managed the region prior to European settlement, some of the plants that they relied for food which are now extinct ¹⁸ and the impact of European settlement.							Native Police Force 1845-1853	Aboriginal Graveyard opposite Stratford Cheese Factory Site ¹⁹
Other	Traralgon Vineyard	Narkoojee Winery General Store	Toongabbie Rail Trail General Store Robotic Dairy	Cowwarr Art Space - Clive Murray-White sculpture studio	Development of Flora Reserve	Heyfield Wetlands Centre	Tinamba Tavern General Store	Macalister Park Macalister Wetlands	Apex Park - trailhead Avon River

¹⁸*The Tragedy of the Disappearance of the Yam-Daisy or Murnong * The Story told in an interpretive sign situated in the Sale Common

¹⁹ Gippsland Times 2nd December 1885

Category	Traalgon To	Glengarry To	Toongabbie To	Cowwarr To	Dawson To	Heyfield To	Tinamba To	Maffra To	Stratford
		Glengarry Hotel Bushies Bakery	At Winnindoo	Cricket Club Hotel Cowwarr Weir General Store Abington Farm B&B		Lakeside Club Antique Machinery Museum Hotels Stores Accommodation	Glenmaggie Weir Glenmaggie Winery Blue Gables Vineyard Bellbird Corner nature reserve Maffra Cheese	Pino Deriu Mineral Collection Pino's Cave Maffra Sugar Beet Historic Museum Gippsland Vehicle Collection Johnson St Hotels Caravan Park Backpackers Hostel Murray Goulburn product showcase Stores	Stores Hotels Caravan Park Memorial Park Avon Ridge Vineyard

6 Market Overview

The Exercise, Recreation and Sport Survey (ERASS) 2010, published by the Australian Sports Commission, uses categories of "walking - other", bike riding and "bushwalking". The survey found that walking was the most common activity participated in at least once in the year prior to the survey by persons aged 15 years and over (participation rate of 36.6% of the population), cycling was the fourth most common activity (participation 7.6%) and bushwalking was the eighth most common activity (participation 4.6%). The number of recreational walkers in Australia then is therefore likely to be somewhere between the number of people who answered that they went walking and those that said they went bushwalking, that is, between about three quarters of a million and six million for walkers and just under one and a half million for bike riders.

On a local level the Trail connects towns with a population of some 27,700²⁰ people above the age of 15. The sections of the Trail adjacent to towns is used by local residents for recreational walking on a daily basis, particularly in the smaller settlements where the Trail is also currently used by small number of local cyclists as a safer option than the main road network, even though the surface is rough²¹. It is also noted that horse riders use the Dawson Section of the Trail²². Of this local population 18,300 have access to bikes and 6,200 ride regularly²³ which means that up to 985 locals could be using a portion of the track, if it was sealed, on any given day, many for commuting to work. Of the people who have access to bikes an estimated 1,900 do not ride as they are concerned about their safety riding on the road network, but would ride on an upgraded, preferably sealed,²⁴ cycle path.

From the perspective of the road management authorities, VicRoads, Latrobe City and Wellington Shire the investment in the sealing of the Trail reduces the number of cyclist on the road network thus improving the safety of the road network. The Trail at the local and regional level should be considered as a legitimate component of the transport system.

For maximum participation it is essential for the Trail to be connected to local networks particularly at Traralgon, Maffra and Stratford.

6.1 Market Review for people who ride bikes

Location	Latrobe City	Wellington Shire	Region	Traralgon	Glengarry	Toongabbie	Cowwarr	Tinamba	Heyfield	Maffra	Stratford	Local	Metropolit an Melbourne	Victoria Regional	Totals
Population above 15+	58,299	33,576	91,875	18,967	1,042	742	287	379	1,515	3,427	1,323	27,682	3,260,801	1,094,444	
Access to Bikes	38,477	22,160	60,638	12,518	688	490	189	250	1,000	2,262	873	18,270	2,152,129	722,333	
Ride in last month	12,967	7,468	20,435	4,219	232	165	64	84	337	762	294	6,157	725,267	243,426	
Ride regularly	9,042	5,208	14,250	2,942	162	115	45	59	235	532	205	4,293	505,750	169,748	
Concerned about riding on roads	6,541	3,767	10,308	2,128	117	83	32	43	170	385	148	3,106	365,862	122,797	
Bike ownership base on Australia Sales															

²⁰ Census 2011.

²¹ In response to advert and discussion with range of residents and businesses - Maffra to Fulton Road is used regularly by cyclists to avoid the Maffra Stratford road that is considered too dangerous for riding - Stratford residents regularly access to Maffra but concerned re having to travel on road to connect with trail. All comments infer greater usage if sealed. For Cowwarr and Tinamba residents it is their only safe walking track.

²² A submission from a regular rider of the Dawson Section note that the catches are set too low on the gates to open from horseback and that high bridge needs side rails.

²³ More than five times per month

²⁴ By far the greatest response to advert is from regular cyclist (more than five times a month) who request that the path be fully sealed and cite the Murray - Mountains Trail as an example usually mentioning that they have travelled on that Trail recently.

Location	Latrobe City	Wellington Shire	Region	Traralgon	Glengarry	Toongabbie	Cowwarr	Tinamba	Heyfield	Maffra	Stratford	Local	Metropolitan Melbourne	Victoria Regional	Totals
MTB	9,051	5,213	14,264	2,945	162	115	45	59	235	532	205	4,298	506,237	169,912	
Road	1,491	859	2,350	485	27	19	7	10	39	88	34	708	83,406	27,994	
Comfort / Hybrid	2,425	1,397	3,821	789	43	31	12	16	63	143	55	1,151	135,625	45,521	
Population of regular users												0			
Local usage regular basis (now)									5	10					
Estimated Regular usage Gravel	6,311	3,635	9,946	2,053	113	80	31	41	164	371	143	2,997	353,014	118,484	
Estimated usage Spray Seal	8,002	4,609	12,611	2,603	143	102	39	52	208	470	182	3,800	447,589	150,227	
Estimated usage Bituminous seal	11,729	6,755	18,484	3,816	210	149	58	76	305	689	266	5,589	656,041	220,191	
Daily Use / Population															
Estimated Regular usage Gravel	1,052	606	1,658	342	19	13	5	7	27	62	24	499	58,836	19,747	
Estimated usage Spray Seal	1,334	788	2,102	434	24	17	7	9	35	78	30	633	74,598	25,038	
Estimated usage Bituminous seal	1,955	1,126	3,081	636	35	25	10	13	51	115	44	928	109,340	36,699	
Estimated use Tourist Gravel			16,577										7,616	2,370	
Estimated use tourist Seal			21,018										9,657	3,005	
Estimated use B/C			30,807										14,154	4,405	
Estimated direct Expenditure Gravel			\$198,927										\$2,102,102	\$654,237	\$2,955,267
Estimated direct Expenditure Seal			\$252,222										\$2,665,272	\$829,513	\$3,747,007
Estimated direct Expenditure B/C			\$369,687										\$3,906,546	\$1,215,836	\$5,492,068

6.2 Market review for People Who Walk

Location	Latrobe City	Wellington Shire	Region	Traralgon	Glengarry	Toongabbie	Cowwarr	Tinamba	Heyfield	Maffra	Stratford	Local	Metro Melb	Victoria Regional	Total Victoria	Total Interstate
Population above 15+	58,299	33,576	91,875	18,967	1,042	742	287	379	1,515	3,427	1,323	27,682	3,260,601	1,094,444	4,355,245	
People Who Walk at Least Weekly				5,235	288	205	79	105	418	946	365	7,640				
People Who Bushwalk at Least Weekly				114	6	4	2	2	9	21	8	166				
People Who Walk at Least Monthly				1,252	69	49	19	25	100	226	87	1,827				
People Who Bushwalk at Least Monthly				247	14	10	4	5	20	45	17	360				
People Who Walk at Least Annually	21,337	12,289	33,626	6,942	381	272	105	139	554	1,254	484	10,132	1,193,463	400,567	1,594,020	
People Who Bushwalk at Least Annually	2,682	1,544	4,226	872	46	34	13	17	70	168	61	1,273	149,997	50,344	200,341	
Intrastate Visitors Who Walk													235,430	99,813	335,243	103,076

7 Marketing Plan

The focus of the marketing plan is on the target market that will have the highest return for the expenditure. Based on the above figures this would be the Melbourne metropolitan area. Local and regional areas could be marketed through the "Destination Gippsland" or similar group.

7.1 Principle Markets

- Metropolitan Melbourne - 3,260,801 People
- Regional Victoria (Excluding Latrobe City and Wellington Shire) - 1,094,444 People
- Local - Latrobe City and Wellington Shire - 91,875 People

7.2 Principle Market Segments

- People who ride - 722,333 People
- People who walk - 1,237,211 People
- Promote clean, green, low carbon footprint (Use of public transport)

7.3 Promotional Activities

- Mother's Day Opening of the Gippsland Plains Rail Trail
 - Official Opening
 - Family Fun day
 - Mother's Day Classic Fun Run
 - Latrobe Valley Express Lift Out Section
 - Outside broadcast by Star FM giving coverage to Melbourne South Eastern Suburbs
 - TV Coverage
- Use the resource of Bicycle Network Victoria (Expo, Magazines, website)
- Rail Trail Australia website
- Develop a newsletter for the local community, businesses and digital release
- Roadshows for local community groups, schools etc.
- Develop Attraction Passport of local businesses

Required Tourism Collateral and Infrastructure

7.4 General Tourism Collateral

- | | Budget |
|-------------------------------------------------|---------------|
| • Develop unique logo and branding | Completed |
| • Develop Tourism Brochure (initial run 10,000) | Completed |
| • Web site | Completed |
| • Facebook Page | Completed |
| • Fold up Banners | -\$500 |

7.5 Signage

- | | |
|--------------------------------------------------------------------------------------|-----------------------------|
| • Railhead Signage (partnering opportunity) 2 required
Annual \$500 per business | -\$2,500 each income |
| • Station Signage (partnering opportunity) 6 required
Annual \$500 per business | -\$2,500 each income |
| • Interpretative Signs(sponsorship opportunity) (refer table 3.2)
one off payment | -\$ 800 each Income \$1,000 |
| • Trail Furniture – Seating, shelters etc. | |
| • General Signage | |
| • Promotional Signage | |

Other Activities

7.6 Relationships

- Partnership with Destination Gippsland (DG)
 - DG has offered \$15,000 in cash and in kind services this will be used for ongoing marketing of the GPRT
 - DG are preparing a marketing plan for their work with the GPRT
- Partnership with Mother's Day Classic fun run to make it an annual event on the rail trail
- Partnerships with bike hirers at Station Heads
- Partnerships with local business (e.g. Cafes B&B's Winery's and producers)

- Initial contact has been made local businesses
- Advertising to be offered on reverse of GPRT Maps
- Develop relationships with local museums, Art Galleries to provide community displays
 - Initial contact has been made local museums

7.7 Major Event/s

- Develop an annual events calendar for the Trail based around
 - Music
 - Sport
 - Mother's Day Classic to become an ongoing event
 - Gourmet food & wine
 - Market days

8 Implementation

The link to the Traralgon Station a key element in marketing the Trail to the principle market is currently under investigation by the City of Latrobe and will form part of their shared pathways plan currently under review

A J Lewis
R A Lewis
5th May 2014

**Submission 6 - Comments on Budget content and suggestions for spending
(Alex Arbuthnot, AM):**

From: Alex Arbuthnot
Sent: Sunday, 6 May 2018 3:59 PM
To: David Morcom; Geoff Hay
Subject: Draft Wellington Shire Budget - comments AA

David & Geoff

Congrats on a VG strategic & Action proposed Budget . Enclosed Summary and some pertinent comments on consideration for inc. spending : eg roadside weed management.

Alex Arbuthnot AM

Wellington Shire Council Draft 2018/19 Budget

Alex Arbuthnot

comment. May 2018

Congrats on a VG strategic budget however on a micro issue I formally raise the need to increase expenditure on roadside weed control. (in fact had difficulty in finding any line expenditure item covering weed control (note last year it was in Roads budget!))

Comment.

Note 5 Budget reports, 47 pages (vg detail)

Mayor's Introduction.

6 key areas, ref to cost savings to meet rate Inc. cap (2.25%) but note \$16m surplus; *a good business outcome, perhaps increase \$ for roadside weed management?*

- New infrastructure initiatives VG esp. Sale Memorial Hall (*which is looking a little tired*)
- Inc. road reseals – (\$7m, VG)
- natural environment - \$2.4m
- Capital works - \$37m (early half funded by external grants VG)
- Inc. \$3.6m to rural areas, roads, vegetation program (weeds?)

Financial Snapshot.

- Revenue- \$102m, up \$10m, exp. \$86m, surplus \$16m
- *For a Vision that aims for a vibrant economy is 'economy' expenditure (4%) too low?*

1. Link to the Council Plan.

- 2030 long term plan. VG & note comment above on Vision.
- Strategic Objectives (excellent, but believe Economy Theme should be reviewed to incl. a global outcome)
- Note under 3rd Theme, Environment – mentions protection *-that includes weeds & pests!*

2. Services & service performance

- Communities.
 - VG objectives & note budget \$4.1m
 - Congrat. Shire on the Leisure services provided by Aqua Energy.
 - . refurbishment & energy reduction target.
 - Note outcome indicators.
- Strategic objectives- services & infrastructure.
 - Assets & Projects.
 - . asset support – Prepare Special Charge Schemes & engineering support for land use plans.
 - Built Environment.
 - . support tourism signage & town entry. *Consider some locations with Mandarin signage AA*
 - Land Planning. Please promote lifting 15m limit for new developments (*go up instead of spreading over farm land !!*)

- Note \$14m budget & 10 major projects – VG *what does acronym GRSC stand for ?*
- Strategic Objectives for ‘Natural Environment’ \$ 14m budget
- 4 initiatives, improved internal planning process (hurrah), new turf types, audit accessibility play spaces, build network with Gipps Councils (*harmonisation of planning a must!*)
- Waste – ensure long term recycling is sustainable (*how lucky Wellington is to have the Dutson facilities & an opportunity for expansion to service other Shires*)
- Strategic Objectives for Learning.
- Arts & Culture – *Congrats Shire on new Art Gallery / Library facility & consider marketing nationally & internationally*
- Strategic Objectives for Economy.
- Support more visitor information (*perhaps some in Mandarin*).
- Applaud progressive design planning for future development at Port of Sale.
- 2 majors; progress West Sale Airport with more tourist opportunities!
- And relocation of Fulham Fed. Training Centre to Sale. (*a must*)
- Strategic Objectives for “Organisational”
- 4 points, covering governance (Exec. Team) & 7 initiatives. \$13m budget.
- Media & PR.- 2 initiatives.
 - . new Shire Council website & look at sharing services with GLGN (VG)
- Information Services; improve microwave tech. & Educloud project rollout.
- Org. Development – OHS, Risks, Corp. planning.
 - . develop a Workforce Management Plan (*what don't have one?*)
- Finance - 2 initiatives; update finance systems, & a central register for contracts (VG)
 - .adopt a bus.model for Gipps. Livestock Exchange.
- Performance statement. (*presume previous budget assessment are done?*)
- 7 Themes reconciled, & with grants expect a \$16 m surplus. (*well done*)

3. Financial Statements

Note 6 pages of comprehensive financial statements, capital works, equity and forward budgeting.

- Welcome surplus & note- staff, 294 (252 permanent)

4. Notes to Financial Statements

21 pages of further comprehensive detail on income; all rates & charges.

- Note lower farm rate & farm land definitions.
- Reserves etc found what GRSC stands for, road works details etc

5. Financial Performance Indicator

11pages of comprehensive details of financial detail & performance indicators

A very interesting read.

Submission 7 - Request for \$28,812.50 towards infrastructure work as recommended in the Boisdale Recreation Reserve Master Plan (Boisdale Recreation Reserve Committee):

Boisdale Recreation Reserve Draft Budget Submission

Chief Executive Officer
Wellington Shire Council

The Boisdale Recreation Reserve Committee requests that it be considered for funding in the Wellington Shire Council 2018/19 budget. In 2010, the Wellington Shire Council initiated the preparation of the Boisdale Recreation Reserve Master Plan to address the need for facility improvements and identify the key infrastructure priorities for the reserve. Through this process, the redevelopment of the existing visitor/umpiring change-rooms, a power supply upgrade and improved lighting at the venue were the main actions which were recommended by the Council.

To date, the Recreation Reserve has not received any significant amount of funding, from the Council, to enable to the Reserve Committee to have any of these capital works completed. Despite the reserve hosting the largest Football Netball Club [Boisdale Briagolong Football Netball Club] in the Wellington Shire, in terms of participation rates, the current facilities remain dated and are no longer appropriate for use by its members, particularly the two female football teams [NB BFFNC is the only club in the Wellington Shire with a youth girls and women's football team].

The Boisdale Recreation Reserve Committee is in the process of preparing a grant application through the *Latrobe Valley Authority Fund* to ensure that the actions recommended by the council, back in 2010, are completed in the near future. The Committee has been given approval by the LVA to submit a full application and aims to have this full application submitted within the next few weeks. Whilst, if successful, the LVA fund will cover the majority of the projects' costs (ie \$345,700), the Reserve still needs to match these costs on a 3:1 ratio (ie \$1 15,300). Half of this amount will be covered by in-kind labour that the football netball club will provide, however the Reserve Committee still needs to come up with an amount equalling the in-kind labour cost (ie \$57,625.00). The Boisdale Recreation Reserve Committee requests that the Wellington Shire consider covering half of this amount (ie \$ 28,812.50).

The Boisdale Recreation Reserve Committee would be extremely appreciative if the Wellington Shire would allow a representative to address the council at its next meeting on the 29th May regarding this matter. We would also request that the Council takes some time to review the attached supporting notes including the proposed change-room plans and Participation Plan for the Reserve which was developed in conjunction with GippSport.

Why is this needed? What community issue will the project address?

The overall aim of the project is to sustain/increase participation rates at the Boisdale Recreation Reserve. Through the adoption of universal design principles, the new change-rooms will have a significant impact on the participation rates, and long-term sustainability, of the Boisdale Briagolong Football Netball Club, in particular, as it will be a much more appropriate facility, for all teams utilising the venue, providing more inclusive access for all users. Better lighting will improve the experience of those using the facility, increase the capability of the ground to host different teams/user groups and assist in preventing the incidence of injury at the venue.

Expected Outcomes and Benefits: What will the project achieve? What will change? Who will benefit?

The existing visitor and umpiring change-rooms, which are located at the Boisdale Recreation Reserve and used regularly by the Boisdale Briagolong Football Netball Club for training and competition, have had minimal updates since they were originally built in 1966 (over 50 years ago). They are extremely outdated and worn, as well as being damaged in places, and they no longer service the needs of the club or other user groups. In recent years, the club has expanded from fielding three football teams to fielding five teams in local competitions, including youth girls and womens' teams. The rooms are particularly inappropriate for use by the two new female teams as the urinal and open showers are actually located within the open plan change-rooms. Also, the existing umpiring rooms, and associated toilet/shower amenities, are very small and do not properly accommodate the rising number of female umpires; the Reserve committee wishes to address this issue, as well, through the construction of this new facility. Essentially, an improvement in the change-rooms is seen as being an essential action in sustaining each of our existing teams, allowing for the growth of female participation in the game (players and umpires) and maximising overall participation at the venue.

In regards to the oval lighting, it currently has an average lux of 30.4, significantly short of the Australian standard to match practice/low level competition of 100 lux. An improvement in lighting is also seen as being an essential component in engaging more people within the sports of football at the Reserve, particularly the involvement of women and girls, and to increase the quality of facilities to support high participation rates. To improve the lighting at the venue, both an upgrade of the mains power supply and a replacement of the existing lighting is required. In reference to who will benefit, the club currently has 198 registered players for the 2018 season. This number has increased (by @ 45 people) from the previous season with the introduction of the two female football teams; each of these participants would benefit from the improvement to facilities, as would the visiting teams, umpires, volunteers, spectators and other users of the facilities. Other user groups who will benefit include the BB Junior Football Club and Boisdale Consolidated School.

Costings

Latrobe Valley Authority Contribution	\$ 345 700.00
Boisdale Recreation Reserve Contribution	\$ 28 812.50
Requested Wellington Shire Council Contribution	\$ 28 812.50
Boisdale Recreation Reserve In-kind labour	\$ 57,625.00
Total Project Cost	\$ 461 000.00



PARTICIPATION PLAN – BOISDALE RECREATION RESERVE

INTRODUCTION

The primary user group of the Boisdale Recreation Reserve, the Boisdale Briagolong Football (Netball) Club, has been providing opportunities for local participation in sport for 34 years. Formed by the merger of Boisdale and Briagolong Football Clubs in 1983, the Boisdale Briagolong FC competed initially in the NGFNL before transferring to the Riviera Football League in 1986. After the dissolution of the RFL, in 2004, the club resumed in the NGFNL, introducing a number of netball teams into the competition in the process, and became known as the Boisdale Briagolong Football Netball Club. In the years following, the club unfortunately struggled to compete with the teams from the bigger towns in the league, and their improving facilities, and eventually voted to join the East Gippsland Football Netball League, in 2015, in which it now still competes.

The Boisdale Briagolong FNC currently has 196 registered players regularly participating in sport (training/playing) at the Boisdale Recreation Reserve and another 42 non-playing members. The vast majority of these are locals, hailing from the nearby towns of Maffra (population @ 4500) and Briagolong (population 537 [ABS 2011]), and the surrounding district. Participation rates at the reserve have actually increased over the past few years; this has been mainly been due to the introduction of an Under 16 football team, into the East Gippsland Football Netball League, and two additional football teams – a women's and youth girls' team – into the newly formed Gippsland female football competitions. The move to establish the two female teams now means that the club is the largest football/netball club in the Wellington Shire, in terms of participating teams, and has significantly boosted numbers utilising the venue's facilities.

With 6 football teams, as well as the 6 netball teams, using the venue as their training and playing base, the club is keen to upgrade the existing oval lighting. Currently, the oval lighting has an average lux of 30.4, significantly short of the Australian Standard for match practice/low level completion of 100 lux. The existing lighting is limiting participation at the venue in that it is not effectively lighting up the whole ground, so all areas cannot be effectively used; which makes it particularly difficult when up to three existing football teams are all on the ground at the one time. Better lighting would assist the clubs to accommodate the increasing number of teams. The existing lighting is also preventing the clubs from hosting night games at the venue and an improvement would ensure that the ground could be better utilised for a number of sporting activities (eg hosting evening games and pre-season tournaments, including the female football teams on a Saturday roster, altering junior games/training to later time slots etc).

The club is also interested in improving its existing visitor and umpiring change-rooms which are extremely outdated and quite dilapidated. The current state of the change rooms are of concern as, in the past, it has meant reduced participation rates at the venue (outside of club activities), particularly from female participants/volunteers. Other user groups have often commented that they do not like playing at Boisdale, due to its poor facilities, which has been a constant source of embarrassment for the club. The structure of the rooms is also inappropriate for use by the new female football teams which will be utilising the venue from next season. The urinal and open showers, for instance, are actually located within the change-rooms themselves meaning that there is no privacy for individuals using these facilities. The club is already considering measures to ensure the rooms are more female friendly before the commencement of the upcoming season, however any arrangements made will only be a short term solution; greater action is required to bring the facilities up to a suitable standard for both male and female participants.



The Boisdale Briagolong FNC has commitment to inclusion, and the committee has put in place both a *Racial Vilification and Discrimination Policy* and *Respect and Responsibility [Gender Equity] Statement of Intent*. The club also has a number of indigenous and CALD participants registered with the club; and, through the club, women and girls have the opportunity to regularly participate in both netball and football. The involvement of female participants has been a high priority, in recent years, with the club having recently self-funded new netball courts/change-rooms/toilet facilities at the venue. Also, although there is no formal association, people with disabilities, particularly those from George Gray Centre in Maffra, are welcome. Furthermore, the club is also involved in a number of annual 'social awareness' campaigns such as the Orange Round (Prevention of Men's Violence Against Women) and Mental Health games.

Although the Boisdale Briagolong FNC, is the primary club using the Boisdale Recreation Reserve, there are a number of other user groups which regularly utilise the venue including the Boisdale Primary School, Boisdale Briagolong Junior Football Club (on occasion), cards club and female fitness group. The site is also used by the CFA as an emergency service staging area and helimed for day and night landing. These groups would also benefit from any improvements which were made at the venue. Other facilities at the Reserve include tennis courts and a children's playground.

GOAL

The Boisdale Recreation Reserve Committee seeks to sustain/increase current participation rates at the Reserve. This will be accomplished, in part, through the continuation/expansion of programs currently offered by the principal user of the venue, the Boisdale Briagolong Football Netball Club, and the strengthening of ties with the Boisdale Briagolong Junior Football Club.

An improvement in facilities is also seen as being an essential component in maximising participation at the venue and the Boisdale Recreation Reserve Committee has identified the upgrading of the venue lighting, and improvement of the visitor change rooms, as strategies imperative to engaging more people within the sports of football and netball at the Reserve, particularly the involvement of women and girls, and to increase the quality of facilities to support high participation rates.

LOCAL CONTEXT & SITUATION ANALYSIS

The Boisdale Briagolong FNC fields 2 senior football teams and 4 netball grades in the North Gippsland Football Netball League. They also have one junior football team (U16s) and two junior netball sides (U15 & U17) competing in this league each weekend. Participation rates, at Boisdale, have also increased over the past 6 months through the introduction of Women's and Youth Girls football teams. Overall, the club currently has 196 registered players (92 males / 104 females), 17 coaches (10 male, 7 female) and 11 team managers (3 male / 8 female), 49 social members, 22 committee members (9 males / 13 females) and approximately 40 other club volunteers assisting in some capacity to keep the club running.

Closer links have also been made with the Boisdale Briagolong Junior Football Club with two junior club representatives having joined the senior club committee this season. The club has also agreed to provide players and coaches to assist at junior trainings and auskick clinics in Briagolong to further strengthen the bond between the clubs. The BBFNC has also supported the junior club to introduce an Under 14 team into the Sale & District Junior Association competition, this season, which now means players can progress directly from the junior club through to the Under 16 team. Finally, the club has recently started running female community fitness sessions which, to date, has attracted 12 participants.

Other user groups at the venue include the Boisdale Primary School, Boisdale Briagolong Junior Football Club, cards club, female fitness group, social tennis players and walking groups. The site is also used by the CFA as an emergency service staging area and helimed for day and night landing.



STRATEGY 1: INCREASE FEMALE PARTICIPATION

Objective: Maintain/increase participation rates for sporting activities conducted by the Club

KEY STRATEGIES:

1. Advertise new female team(s) extensively through various media, as required
2. Host come & try sessions
3. Support females to become accredited coaches
4. Enlist support of AFL Gippsland and GippSport staff
5. Engage local media to promote women's team

POTENTIAL BARRIER	TREATMENT STRATEGY	TIMEFRAME	COST	YEAR 1 TARGET	YEAR 2 TARGET	YEAR 3 TARGET	OUTCOME
Insufficient coaches/volunteers	Target local females for coaching accreditation / pay for cost of courses; provide support as needed	December 2017 onwards	TBC	Sufficient coaches and other volunteers in place to support clubs' female teams	Retain current coaches/volunteers; recruit additional staff as required	Retain current coaches/volunteers; recruit additional staff as required	Sufficient club coaches/volunteers to support female teams at club
	Host women's football evening and target individuals to take on roles within the club						
Attracting players	Engage local media / advertise teams extensively through social media	January 2018 onwards	N/A	Have at least one female team competing for the club (Youth Girls or Womens' team)	Strengthen female team(s), second team competing (if not already) and boost player numbers	20+ registered female players in a competitive women's team and 18+ registered females in a competitive Youth girls team	40+ females participating in the sport of football on a regular basis
	Host Come & Try sessions	February 2018					
	Reduce cost for junior participants	January 2018					
Cost/lack of funds	Secure local sponsorship	February 2018 onwards	N/A	Raise enough funds, in addition to membership fees to support female teams			Financially supported women and youth girls football teams
	Apply for Active Club Grant of \$3,000	February 2018	N/A				



STRATEGY 2: MAINTAIN/INCREASE ACTIVITY BASED PARTICIPATION RATES

Objective: Maintain/increase participation rates for sporting activities conducted by the Club

KEY STRATEGIES:

6. Enlist support of AFL Gippsland and GippSport staff
7. Appoint football/netball directors and establish relevant coaching panels
8. Promotion of females into a variety of participation and governance roles
9. Engage local media / social media to advertise/promote benefits of joining club

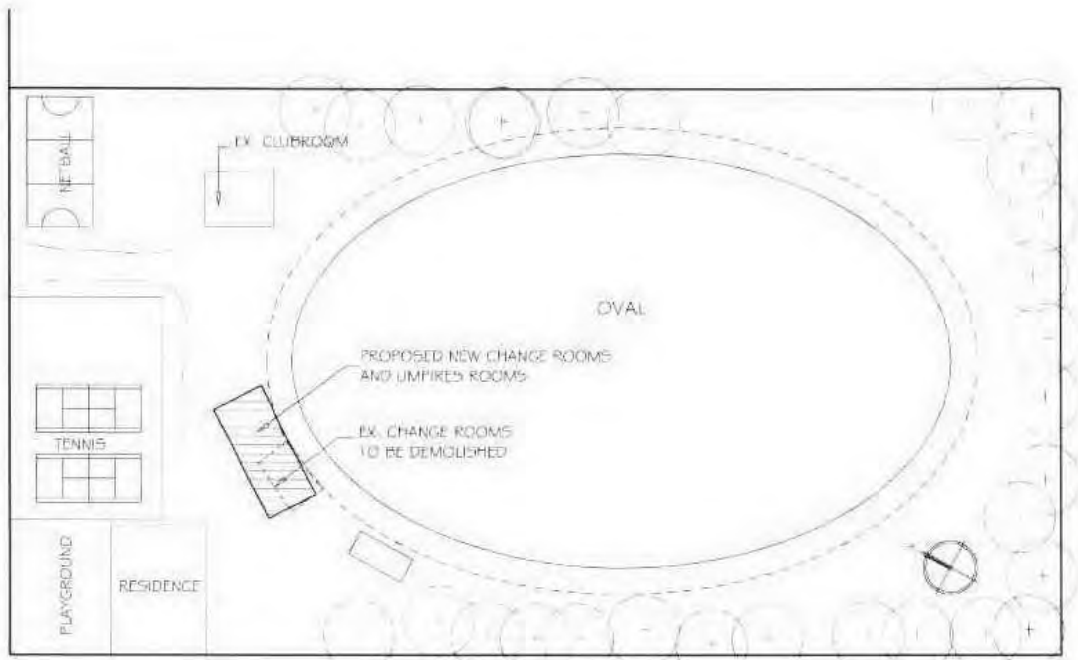
POTENTIAL BARRIER	TREATMENT STRATEGY	TIMEFRAME	COST	YEAR 1 TARGET	YEAR 2 TARGET	YEAR 3 TARGET	OUTCOME
Insufficient coaches/volunteers	Target individuals for coaching/trainer accreditation / pay for cost of courses; provide support as needed.	November 2017 – November 2020	TBC	Replace retiring coaches/volunteers with qualified club members	Retain current coaches/volunteers; recruit additional staff as required	Retain current coaches/volunteers; recruit additional staff as required	Sufficient club coaches/volunteers to conduct proposed programs
Participation costs	Benchmark against other local clubs to ensure relative fees Source local sponsorship / grants Reduce cost for junior participants	October 2017 onwards (ongoing)	N/A	Align participation costs to like clubs	Re-assess participation cost strategies with view to make participation costs as affordable as possible.	Maintain previous year participation costs for all participants	Financially supported participants
Attracting/retaining players	Coaching staff personally call all 2017 participants Coaching panels (football & netball) established to make contact with potential recruits	October 2017 onwards (ongoing)	N/A	Retain 90% of current player base Attract 25 new individuals to the club	Retain 90% of current player base Attract 25 new individuals to the club	Retain 90% of current player base Attract 25 new individuals to the club	Maintenance/growth of club participation rates at the venue



ANNUAL PARTICIPATION IMPLEMENTATION PLAN CALENDAR

OCT 2017	NOV	DEC	JAN 2018	FEB	MAR	APR
<p>AGM – formation of new committee including 2 x junior club members.</p> <p>Recruitment of new coaches / support staff</p> <p>Focus on retaining 90% of current player base</p> <p>Recruitment plan implemented (aim to recruit 10+ new male players to club)</p>	<p>Football Pre-season begins</p> <p>Meeting with AFL Gippsland re: entering Youth Girls and Womens' football teams next season; expressions of interest sought</p> <p>Meet the coaches / family night (male football / netball teams)</p> <p>Commence female community fitness sessions</p>	<p>Pre-season continues</p> <p>Expression of interest (female teams) submitted to AFL Gippsland</p> <p>Female community fitness sessions continue</p>	<p>SUMMER BREAK</p> <p>Football Pre-season training re-commences (senior male teams)</p>	<p>Football training commences (female football & netball teams) / meet the coaches & family night</p> <p>Junior football training commences (U16s/U18s)</p> <p>Application for 2 x female teams submitted to AFL Gippsland</p>	<p>Pre-season continues (including practice games for all teams)</p> <p>Family Cinema Night</p>	<p>Seasons commence</p> <p>Senior club members assist with junior trainings / auskick (2 players each week)</p> <p>Auskick grid game at half time of seniors (Stratford game)</p>
MAY	JUN	JUL	AUG	SEP	OCT	NOV
<p>In-season</p> <p>Senior club members assist with junior trainings / auskick</p>	<p>In-season</p> <p>Senior club members assist with junior trainings / auskick</p> <p>Auskick grid game at half time of seniors (Stratford game)</p>	<p>In-season</p> <p>Senior club members assist with junior trainings / auskick</p> <p>Auskick grid game at half time of seniors (Stratford game)</p>	<p>In-season</p> <p>Senior club members assist with junior trainings / auskick</p>	<p>Football / Netball finals</p>	<p>AGM – formation of new committee</p> <p>Retaining of coaches and 90% of player base</p>	<p>Football Pre-season begins</p> <p>Meet the coaches / family night</p> <p>Participation in Maffra Mixed AFL 9s competition</p>

LAGOON LANE



MAFFRA - BRIAGOLONG ROAD

SITE PLAN
SCALE 1 : 1000

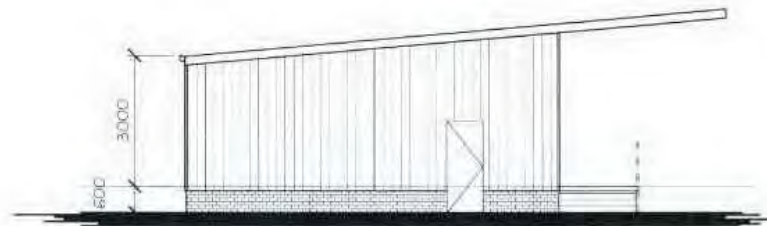


LOCALITY PLAN
NTS

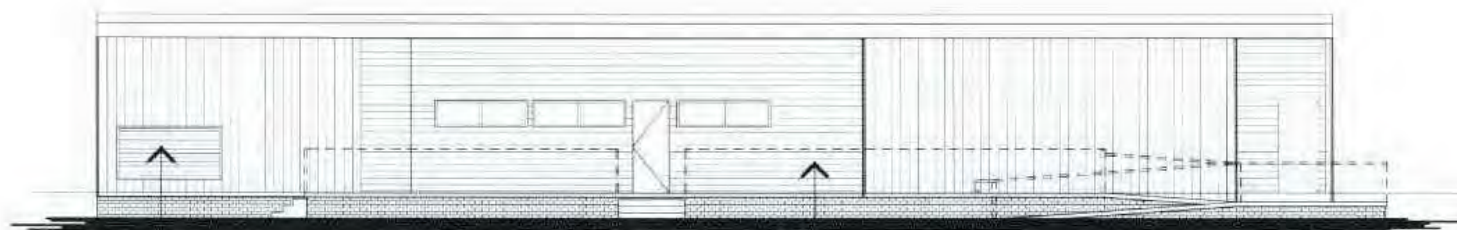
boisdale briagolong football netball club boisdale

3875
design & drafting

dd3 (1 of 2)
14017



SOUTH WEST ELEVATION
SCALE 1 : 100



ROLLER SHUTTER SERVERY WINDOW
COLOUR AS SELECTED

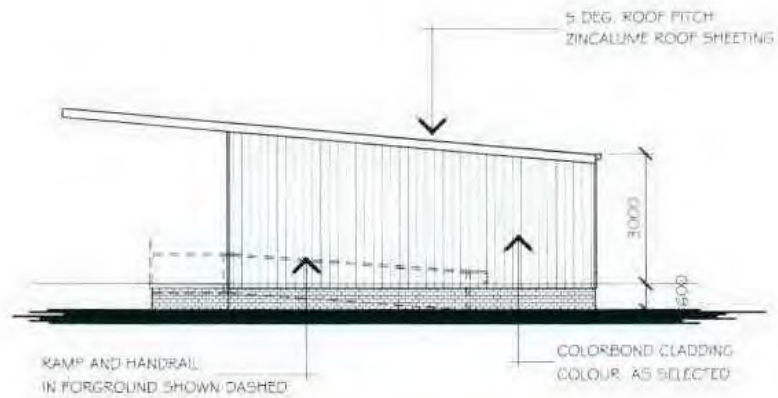
JAMES HARDIE'S LINEA WEATHERBOARDS
PAINT FINISH COLOUR AS SELECTED

SOUTH EAST ELEVATION
SCALE 1 : 100

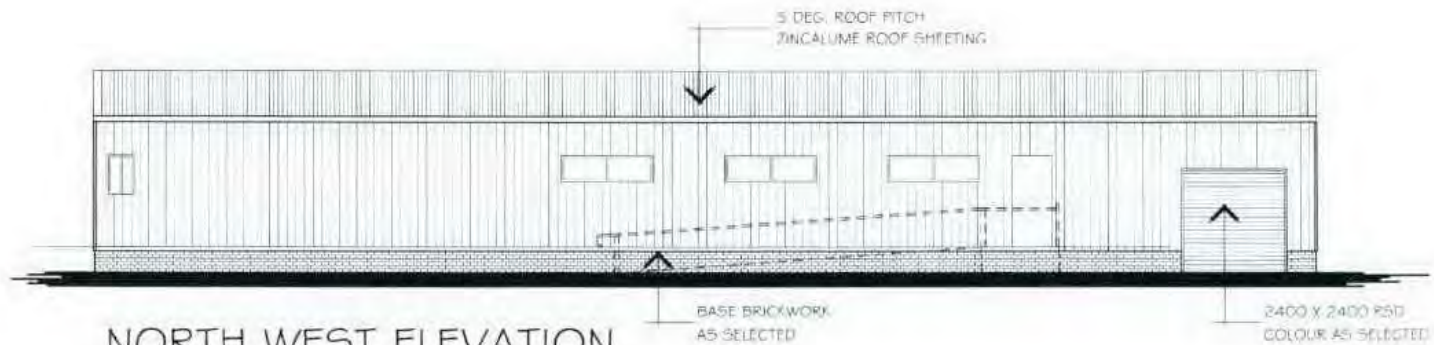
boisdale briagolong football netball club boisdale

3875
design & drafting

dd3 A.M.A.
19013



NORTH EAST ELEVATION
SCALE 1:100



NORTH WEST ELEVATION
SCALE 1:100

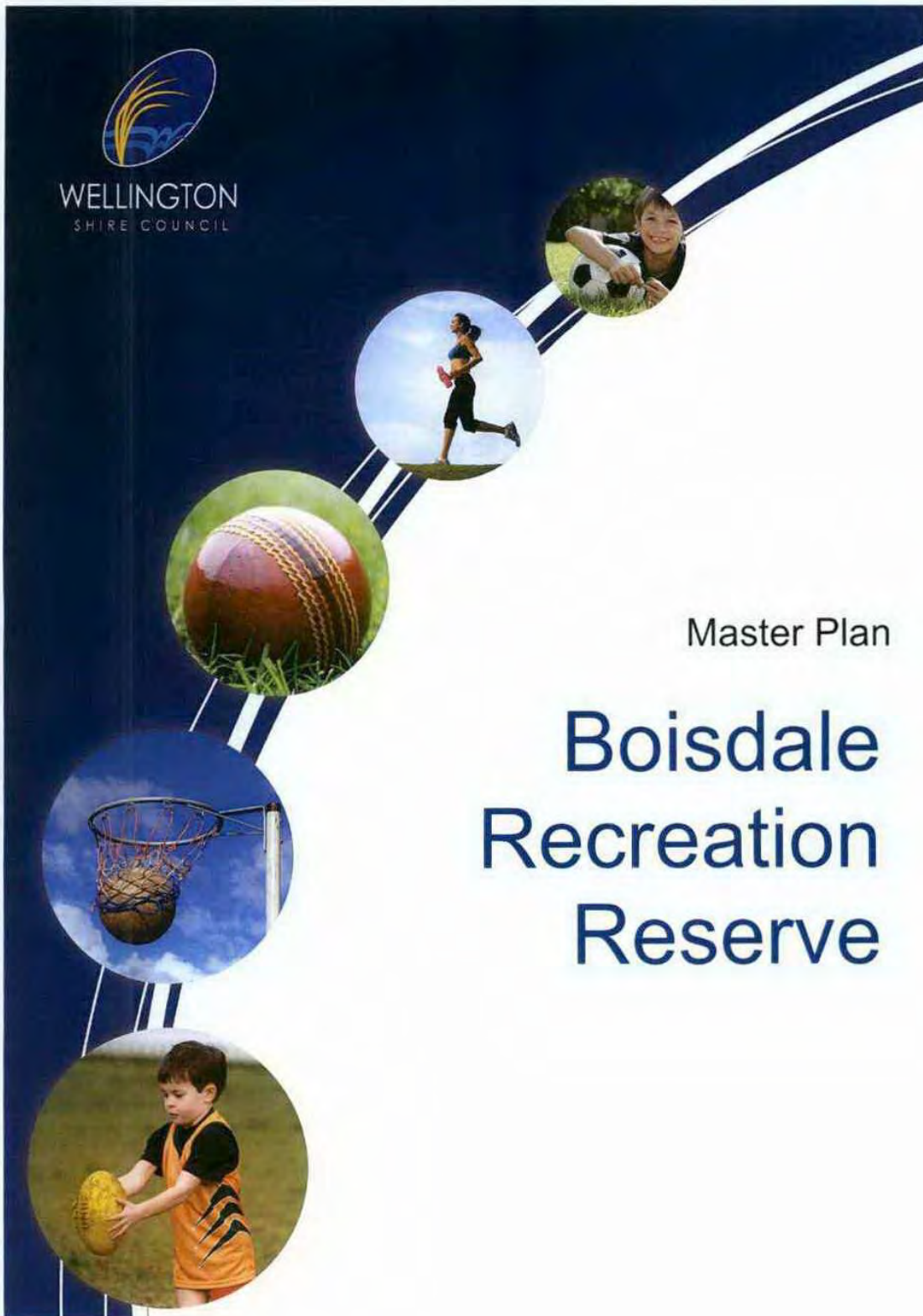
boisdale briagolong football netball club boisdale

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design & drafting

dd3 11/17/17
16/13



WELLINGTON
SHIRE COUNCIL



Master Plan

Boisdale Recreation Reserve

Council's 2030 Vision

In 2008 the Wellington Shire Council was involved in producing a community vision, Wellington 2030, which guides the development of the Shire. A web site and background paper were produced which highlighted the challenges that Wellington faced into the future.

People were invited to respond via a survey attached to the background paper. Over 1,000 responses were received. Surveys were returned from a wide variety of age groups and locations across Wellington. Public meetings were held across the Shire in addition to workshops within schools and forums for stakeholders in the environment, infrastructure, community and economic spheres.

Based on feedback received and through close community consultation, Council developed a written document entitled 'Wellington's 2030 Strategic Vision' - supporting nine themes reflecting the main areas of interest that the community identified through the consultation process. These themes include: Natural Environment, Economy, Transport and Roads, Population, Development, Wellbeing and Safety, Culture, Liveability and Council.

The development of sporting infrastructure throughout Wellington will give consideration to the following aspects as identified in the 2030 plan:

- Market Wellington as a quality lifestyle and tourism destination
- Support communities to attain a sustainable level of local infrastructure reflecting the needs of communities
- Support community initiatives that promote participation and working together
- Work in partnerships to promote and facilitate healthy lifestyles
- Develop our network of walking and cycling paths
- Improve the quality and accessibility of our open space and community facilities
- Develop our sport and recreation infrastructure

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1 Introduction

1.1 Introduction

In 2010 the Wellington Shire Council initiated the preparation of the Boisdale Recreation Reserve Master Plan. This master plan is designed to address the need for facility improvements, and identifies the key infrastructure priorities for the Reserve. The master plan also identifies a wide-range of infrastructure priorities, including aspirational projects and goals of the user groups that will require future investigation to ensure that these projects are feasible. This strategic approach to facility planning will assist all stakeholders to guide the long term planning and development of the Boisdale Recreation Reserve.

1.2 Demographics

The town of Boisdale is situated within the Wellington Shire municipal borders in Gippsland, Southern Victoria. According to the 2011 census, the town has a population of 480 people.

Boisdale has a SEIFA Disadvantage Index of 973, which ranks it number 172 in level of disadvantage among the 644 substantially populated postcode areas of Victoria – placing it among the most disadvantaged 27% of postcode areas in the state.

1.3 Study Purpose

This report presents the Wellington Shire Council's master development and management plans for the Reserve, and therefore will be used to guide decision making and strategic development for the period 2010 – 2020. The master development and management plans will provide a number of benefits, including -

- Complete facility management/development plans for the next 10 years, in line with Council's policy framework and Recreation facility management & development.
- Establishing a set of recommended actions and infrastructure priorities, based on identifying where resources should be allocated in order to improve the Reserve's facilities.
- Reflecting the current and future community needs and which provide a long term integrated direction and strategy for the Reserves to guide all decision making processes by the committee of management.
- Providing a guide for growth in participation and increased involvement by the wider community
- Providing a clear and useful resource for venue managers seeking potential partnering arrangements and funding sources such as Council and corporate sponsors.

2 Facility Hierarchy Overview

The concept of facility hierarchy is based on the acknowledgment that there needs to be a level of strategic compromise between infrastructure demand and supply within Wellington. All sport and recreation facilities throughout the Shire have been categorised accordingly based upon a mix of the following components:

- Capacity and quality of the facility's infrastructure
- Surrounding population levels
- Level of primary use of the facility

There are four levels within the facility hierarchy schedule, these are outlined below.

2.1 – Level 1 Regional Facilities

Level 1 facilities are of a Regional significance and capable of hosting state and/or national events. These facilities will be professionally managed, with Council contributing to all maintenance costs to ensure high standard of service. Council will determine appropriate user group fees to ensure sufficient cost recuperation.

2.2 – Level 2 District Facilities

Level 2 facilities are of important district or shire significance. These facilities may be managed directly by council or by committee of management, with Council contributing towards all maintenance costs to ensure an appropriate standard of service.

2.3 – Level 3 Significant Local Facilities

Level 3 facilities are local venues that have multiple users which compete in district or regional competitions. These facilities are managed via a committee of management with Council contributing towards ongoing maintenance costs.

2.4 – Level 4 Local Facilities

Level 4 facilities provide for casual recreation and lower level or junior competition with limited number of user groups and usage. These facilities are locally managed via a committee of management, with cost of management and maintenance responsibility of the local management, funded by way of local managers charging fees to users.

* The Boisdale Recreation Reserve is considered to be a Level 3 – Significant Local Facility.

3. Boisdale Recreation Reserve Existing Infrastructure Overview



Boisdale Recreation Reserve Master Plan

- 5 -

4. Management Structures

4.1 Management

The Boisdale Recreation Reserve is owned by the Local Government through the Wellington Shire Council and zoned for recreational use.

The Reserve is managed by a Committee of Management which is monitored by Council. The Wellington Shire Council provides annual maintenance allocations to the Reserve which are designed to meet the scope of the works involved in maintaining the site and its facilities, and the Committee of Management is responsible for the maintenance and upkeep of the venue.

4.2 Regular User Groups

The main users of the Reserve are outlined below.

- Boisdale-Briargolong Football Netball Club: 200 members
- Boisdale Junior Football Club: 35 members
- Manday Night Euchre Club

4.3 Alternate User Groups

In addition to the Reserve's regular user groups, the venue also plays host to a number of other users whom use the Reserve on an infrequent basis.

- Various local schools and local residents also use the Reserve to participate in physical activity and casual recreation. This includes people walking their pets, playing non-competitive sport, use of the venue for school sports and the school fete in November each year.

5. Strengths, Weaknesses, Opportunities, Threats

Strengths	Weaknesses
<ul style="list-style-type: none"> - Well-planned layout of Reserve. all user groups function well - General set-up enables the smooth flow of users currently at the Reserve - Recently redeveloped and resurfaced netball court is of a particularly high standard. Good lighting and multi-lined to cater for tennis should demand increase - Recently redeveloped home-side change rooms and amenities are of a very high standard for a level 3 Reserve - Adequate oval lighting to cater for night match-practice and training. 	<ul style="list-style-type: none"> - Existing away side change rooms and umpires change and amenities are outdated and malfunctioned. There are no cubical toilets in these rooms and only a single urinal. There is no provision of amenities for female umpires, who have to use the public toilets located at the clubrooms. - Perimeter fencing is inadequate. The fence has old netting which has detached in several areas, wooden posts have rotted and the fence is overgrown in some places. - Kitchen in the clubrooms is outdated and requires renovation. A refit of the existing kitchen is all this is required.
Opportunities	Threats
<ul style="list-style-type: none"> - Redevelop away-side change rooms and umpire rooms - Funding support and grants from local, state and federal authorities available to upgrade facilities - The provision of clearly defined car parking areas will enhance the traffic management for future events that are held at the Reserve - Community events and uses compatible with a good quality sports ground 	<ul style="list-style-type: none"> - Loss of members due to deterioration of facilities - Lack of financial assistance to upgrade deteriorating facilities - Tennis club inactive due to lack of numbers

6 Infrastructure Priorities

6.1 The Plans

The charts and plans on the following pages illustrate the venue's priority actions and record the recommended works for the Boisdale Recreation Reserve and, where appropriate, the indicative cost associated with such works. The table on pages 9-11 presents strategic, long term masterplans to guide the future development of the Reserve and the allocation of Council and other funding resources. The detailed design and positioning of many of these items will require consultations with external agencies, user groups and Council and, in some instances, approval from external agencies or Council. In other instances, the extent of works undertaken will be determined by the budgets available and as such, staged initiatives may need to be investigated. The masterplans are not designed to include operational and minor maintenance issues which are part of the annual or day-to-day responsibilities of the Committees of Management. These include items such as internal air conditioning and lighting, building maintenance, painting etc. Council provides the Reserve's Committee of Management with annual operational subsidies which are designed to address minor maintenance issues and assist with the general upkeep of facilities.

6.2 Planning Principles

The **key principles** which have been used to guide the development of the master plans are:

- Retention of existing amenities and enhancement of existing uses
- Improved participation/usage
- Improved accessibility
- Improved safety and traffic management
- Improved environmental management and sustainability, and
- Improved amenity so that more casual use is attracted
- Upgraded or provide disability access to all buildings and structures, in accordance with the Disability Discrimination Act (1992).

6.3 Recommended Actions (High Priorities)

Priority	Recommended Actions	Discussion & Recommended Works	Indicative Cost Estimates	Possible Funding Stream
6.3.1	Change Room Redevelopment	<p>Upgrading the Reserve's Away-Side and Umpire change rooms and amenities serves as a high priority for the Boisdale venue. Redevelopment works include:</p> <ul style="list-style-type: none"> - Providing appropriate change room facilities to cater for female users, i.e. netballer and female umpires. - Refitting interior and replace existing outdated and malfunctioned amenities such as showers and toilets in both the away-side and umpire change rooms. - Power supply upgrade may be required prior to construction. 	To Be Determined	Sport and Recreation Victoria, Country Football & Netball Program
6.3.1	Upgrade Perimeter Fencing	<p>Current perimeter fencing around the ground is inadequate and needs replacement. According to the Committee, the fence is damaged and beyond repair, and this project would involve a complete fence replacement.</p>	To Be Determined	Wellington Shire Council Community Assistance Grants

Priority	Recommended Actions	Discussion & Recommended Works	Indicative Cost Estimates	Possible Funding Stream
4.4.3	Power Supply Upgrade	New facilities such as the proposed change rooms or additional lighting may result in electricity demand exceeding supply, therefore work on the mains supply may be required before works for any other project can commence. Possible actions include upgrading the cabling and metre box as well as installing a transformer. <i>These works would need to be completed prior to the action in 4.1.3</i>	To be Determined	Sport and Recreation Victoria: Country Football & Netball Program

6.4 Recommended Actions (Medium Priorities)

Priority	Recommended Actions	Discussion & Recommended Works	Indicative Cost Estimates	Possible Funding Stream
6.4.1	Car Park Upgrade	Establish clear vehicle and pedestrian management plans for all user groups at the reserve. At present, majority of car-parking areas are unsealed and undefined. This project would involve designing and constructing designated car parking areas. Action on this is essential to reduce inappropriate environmental runoff and to define vehicular and pedestrian areas. New car parking includes defined boundary-parking around the main oval, and a designated car park behind the clubrooms with disabled-provision.	To be Determined	Sport and Recreation Victoria; Country Football & Netball Program
6.4.2	Lighting Upgrade- Netball Training Court	The old netball court has a single pole for lighting which illuminates approximately half of the court. A second light would improve visibility and therefore the safety of players during night time training sessions.	To be Determined	Wellington Shire Council Community Assistance Grants Scheme

Priority	Recommended Actions	Discussion & Recommended Works	Indicative Cost Estimates	Possible Funding Stream
6.4.3	Lighting Upgrade - Football Oval	The Committee of Management have identified that these lights are inefficient and do not meet the required specifications for night time games and practice matches. Extending the height of the poles and installing a more efficient light globe would increase the visibility for players and spectators. According to the Australian Standard 2560 2.3-2002 for Sports Lighting – Football, a significant-local level reserve requires lighting commensurate for training purposes.	To be Determined	To Be Determined
6.4.4	Resurfacing of Training Court	The old Netball court playing surface is inadequate for competition and has become unsafe for training. Due to large numbers of Netball players training at the same time, junior players are required to train on the old courts. The surface is uneven, rough and cracked; there is no runoff allowance with the edge of the playing court meeting the gravel surrounds. Resurfacing the court and improving the run off would increase participation for multiple users. Funding for a training surface will be difficult to obtain through State funding sources.	To be Determined	Wellington Shire Council Community Assistance Grants Scheme

6.5 Recommended Actions (Low Priorities)

Priority	Recommended Actions	Discussion & Recommended Works	Indicative Cost Estimates	Possible Funding Stream
6.5.1	Netball Court Shelter	Presently, there is a storage shed, however no provision for an undercover shelter for netballers and spectators. Construct a shelter along the western end of the courts to act as a wind break and a shade/shelter for netball users.	Approx \$5,000	Boisdale-Bragolong Football Netball Club
6.5.2	New Electronic Scoreboard	The Reserve has recently installed a new manually operated scoreboard, however the committee has identified the need to consider an electronic scoreboard in the future. Electronic scoreboards can be operated via the timekeeper's designated area and eliminate the human resources required to operate a manual structure. Control is from a robust, ergonomically designed panel, which can be wired or wireless as preferred.	Approx. \$20,000	AFL Victoria Country's Football Infrastructure Program

Priority	Recommended Actions	Discussion & Recommended Works	Indicative Cost Estimates	Possible Funding Stream
6.5.3	New ground maintenance equipment	Maintenance of the grounds is currently performed by the Committee of Management; however, both pieces of equipment will require replacement.	To be Determined	To be Determined
6.5.4	Purchase additional property	The Committee has strategically identified the need to expand the size of the reserve. Consideration has been given to the purchase of surrounding property; however, the acquisition of any adjacent land must be re-zoned for public recreation use prior to any Reserve development/redevelopment.	To be Determined	Boisdale Recreation Reserve Committee of Management
6.5.5	Tree maintenance	The trees planted along the east side of the facility are causing increasingly high maintenance costs, as leaves regularly fill the gutters of the social rooms. The Committee has flagged the desire to remove the existing trees, and replant new one to a location unoccupied by buildings in order to prevent further costs or risks.	To be Determined	To be Determined

All infrastructure priorities and projects identified in this section have arisen from consultation with the Boisdale Recreation Reserve Committee of Management.

7 Capital Funding

7.1 Funding Ratios

Council is committed to the development of sporting infrastructure and endeavours to improve the planning and support for proposed developments at a community level. Funding is a critical component of all infrastructure planning and development. Funding is normally a combination of the following:

Venue / User Group Funding – Venue/User Groups are normally required to contribute to project funding. Contribution rates can vary depending on project and conditions of grant/s being sourced.

Other Government (i.e. Federal, State) – The primary source of support funding for Sporting Infrastructure Development is from the Department of Planning and Community Development (DPCD).

The following funding mix is proposed for DPCD or other government funded projects:

- 20% Venue/User Groups
- 40% Council
- 40% other government or funding sources

Projects that attract no state government funding would attract a 60% Council and 40% Venue/User Groups funding ratio. These local contributions would not be relevant to the venue or user group's level of income.

7.2 Project Prioritisation

The Scoring Assessment Matrix is a quantified assessment tool which has been developed to assess and rate individual infrastructure priorities to determine a project's overall ranking within Council's Sporting Infrastructure Capital Program.

This process has been developed to enable Council to rate a specific project with consideration given to a variety of factors and variables, such as:

- Project Validation
- Venue Usage, and
- Planning Principles used to support the project (i.e. master plan)

The Scoring Assessment Matrix enables projects of a similar nature to be objectively compared with one another, thus forming the basis of Council's Sporting Infrastructure Capital Program. Used in an effective and consistent manner, the S.A.M process will benefit both Council and facility users/managers in the management of sporting infrastructure through the objective and consistent prioritisation of sport infrastructure.

Submission 8 – Request for funding for construction of pathways in Loch Sport (Loch Sport Community Representative Group):



**LOCH SPORT COMMUNITY
REPRESENTATIVE GROUP INC**
ENGAGING THE COMMUNITY IN TOWN PLANNING

All correspondence to:
The Secretary
Loch Sport CRG
PO Box 129
LOCH SPORT VIC 3851
Email:

secretary@lochsportcrg.org.au

Web site

www.lochsportcrg.org.au

A0052889P • ABN 79910982432

Loch Sport – A Great Place to Visit an even Better Place to Live – Tranquillity by the water

The committee and members of the Loch Sport CRG as well as the general community of Loch Sport are very grateful for the pathways that have been constructed in our town as they have added greatly to the safety of our residents and visitors.

However, the CRG would like to draw your attention to another area of Loch Sport that is desperately in need of pathways and ask that Council includes funding for these pathways in the upcoming budget.

There are 3 considerations for this request: safety for Residents and Tourists, disability improvement and encouraging physical activity as opposed to the driving of vehicles.

Victoria Street from the Camerons Road roundabout to Marina Drive, Marina Drive and Basin Boulevard are all extremely dangerous roads.

In the past **Basin Boulevard and Marina Drive** have rightly been identified as extremely dangerous for pedestrians, cyclists and people on mobility scooters as there is two-way traffic on a relatively narrow road and almost no shoulders i.e. nature strips to access. In fact, in some areas vegetation from private properties extends to or beyond the kerbing.

The addition of part of **Victoria Street** is a must if we are to keep our residents and also the many visitors to this part of Loch Sport safe from traffic. There are often family groups with young children in prams and on bikes and scooters, and other groups of people out for a walk or to go to the shops, the skate ramp etc.

Some of the children would ride bikes to school but it is too dangerous to allow them to do so unaccompanied.

Even in the area of Marina Drive where there is grass to walk on, there are drainage pits that are extremely difficult to see during daylight hours and are especially dangerous in dim light or at night as the lighting in the area is very poor. It could be suggested that there is a serious **Public Liability** issue involved in this area.

The part of Victoria Street between Camerons Road and Marina Drive has exactly the same conditions and is equally if not more dangerous. It has been overlooked in the previous planning because of the perception that everyone could use the Lake Victoria track which is patently not the case. This assumption has probably been made by individuals who are unfamiliar with this area of Loch Sport.

In a report by Alan Lewis in 2009 commissioned by the Loch Sport CRG there was an Infrastructure recommendation re **Basin Boulevard – Marina Drive** to connect to the Lake Victoria track, in fact, a section of Victoria Street should have been included so that the connection to the pathway occurs at Camerons Road.

The Lake Victoria walking track has no lighting and is extremely dark and overgrown. The track is quite rough with many overhanging branches, as well as fallen branches on and beside the track. In fact, in some places there is room only for single file, agile pedestrians. It is entirely unsuitable for mobility scooters and prams, bikes or scooters.

Additionally, there is an area at the junction of this track and the beginning of Marina Drive that is washing away and unusable for any wheeled vehicle.

Photos are attached that clearly demonstrate these points.

Accessibility and safety are the keys to what we are requesting.

This roadway is a major conduit to the Neighbourhood Safer Place (NSP) if a bushfire occurs.

In the Walking & Cycling Strategic Plan 2012-2016 Page 43

Loch Sport “footpath” (should have read pathway) was given a **low** priority and yet this could be life saving given the dangerous nature of the roads involved. In the same document paths in Sale, Wurruk and Yarram were **high** priority – were they potentially life-saving or cosmetic.

There were many other paths at medium priority.

In the **2008 Loch Sport Urban Design Framework (last updated May 2013)** there are several references to pedestrian safety and improving access to all levels of mobility.

Page 13 4.1.1 Coastal Access

“encourage alternative to car circulation around township”

“improve access for all levels of mobility”

Page 22 6. Urban Design Framework Principles

Stage 1. Key Issues

“Road Safety”

“Pedestrian access”

Stage 2. Major Issues

Objectives “include strong support for improved pedestrian circulation and safety”

Page 23 General Design Principles Improve Access

“Accessibility should be inclusive of all and walkable settlements that allow safe and enjoyable pedestrian movement are desirable”

Page 33 Table 1 Master Plan

No 7. Pedestrian Connection Project Priority **Early**

Submission 9 – General feedback on Budget content (David Woodhouse):

The Chief Executive Officer
Wellington Shire Council
18 Desailly Street
PO Box 506, Sale, 3850

By email: enquiries@wellington.vic.gov.au

Wellington Shire Council – 2018/19 Budget Draft

Having an interest in the workings of the Council, I make the following submission in respect of my views on the content of, and changes I'd like to see in, the document identified as the **Wellington Shire Council – 2018/19 Budget Draft 17 April 2018** that has been available on the Council's website*. My contact details are at the conclusion of my submission, which I request be redacted from publication.

*I note that when I tried to access it on 15 May 2018, the link to the Draft document and submission criteria from the Home page announcement and the Projects Seeking Feedback section were not available on the Council website.

Please acknowledge receipt of my submission.

I have presented my submission in accordance with the requirements for submissions, via a table that follows.

Should you wish to discuss any of my submission, please contact me.

David Woodhouse, 15 May 2018

Submission - Wellington Shire Council - 2018/19 Budget Draft		
Item	View	Changes
Section 2.3, at Major Initiatives, item 11	<p>For Natural Environment there's a Service Performance Outcome Indicator "<i>Kerbside collection waste diverted from landfill (Percentage of garbage, recyclable and green organics collected from kerbside bins that is diverted from landfill)</i>".</p> <p>In the 13 June 107 response to my 2017/18 Draft Budget submission in which I wrote "I understand it, there is no specific "green organics" kerbside collection. ... ", I was advised "The reference to kerbside green waste collection should be removed."</p>	The spurious reference needs to be removed as it is otherwise misleading.
Section 3 Financial Statements	<p>The introduction reads "This section presents information in regard to the Financial Statements. The budget information for the years 2018/19 to 2021/22 has been extracted from the Strategic Resource Plan."</p> <p>Unless I have misunderstood the intention, the reference to 2018/19 seems to be a drafting error and should read 2019/20. If I am correct, proper proof reading would have identified this.</p> <p>Not being an accountant, I do not understand the intricacies of updating the comparative 2017-21 Strategic Resource Plan for "known knowns" that depart from the published Plan.</p>	The corrected year's reference must be used as applicable.
Section 4.1.1 Rates and Charges	<p>Under the Table 4.1.1(a) there is a Comment "(1) The increase in the garbage charge is due to the impact of developments in the recycling industry resulting from China's ban on the importation of certain materials in their present form, which will significantly increase Council's cost of recycling and handling."</p> <p>Item 4.1.1(g) illustrates the magnitude of the increase.</p> <p>To what extent has the State Government's assistance in this matter mitigated the cost to Council?</p> <p>What alternative expense saving measures were explored – and when – by the Council to ameliorate having to increase the garbage charge?</p> <p>There have been media reports that the matter had been known for a while as a real issue, yet it seems that some local Councils were tardy in addressing the matter and simply increased ratepayer charges as an easy solution. One council has been reported as actually abolishing its separate garbage charge notwithstanding the matter.</p> <p>What consideration has been given to the inability of ratepayers to pay increased amounts? It is likely that those on fixed incomes can ill afford increased charges. This comment would apply to the general rates payable. I note that it is not mandatory to apply the maximum of the Government's Fair Go Rates System cap to rates that it is applicable: a lesser increase is permitted.</p>	

Submission - Wellington Shire Council - 2018/19 Budget Draft		
Item	View	Changes
Section 4.1.4 Grants	Its Comment (4) refers to “20181/9”.	Correction is required.
Section 4.1.7 Other Income	What is the nature (in general terms, not specifics) of the item “Insurance recovery”? Are these known claims advised to the insurer, not yet settled?	
4.1.11 Depreciation and amortisation	Intangibles have increased by 131.7%. What is the nature (in general terms) of this increase? (My question is probably answered below by my last row comment for 4.5.2.)	
4.3.1 Other Reserves	<p>Comment 3 reads “(3) Recreational Land Reserve is to fund future open space facilities as per Section 18 of Subdivision Act. During 2018/19 it is anticipated to transfer funds from this reserve to purchase land for future open space developments in Maffra and Yarram.”.</p> <p>With respect to the Maffra proposal:</p> <ul style="list-style-type: none"> • Item 4.5.2 supports Asset Expenditure of \$150,000 for the Maffra purchase. The 2017/18 Budget had a comparable entry which obviously was not expended. • What location in Maffra is this intended to occur? Am I correct in surmising that no suitable opportunity arose in 2017/18 to effect this? Otherwise, is this simply a standard year-to-year recurring item (ambit claim)? 	
4.5.2 (Capital Works)	The Wedge has Asset Expenditure of \$95,000 for 5 specified items. Given the newness of the facility, why are these individual expenditure items necessary?	
	The Roads item “Boisdale Newry Road Safety Upgrades (Blackspot Program)” has an Asset Expenditure of \$84,000. Does this include – or is it exclusively for - the intersection that was the scene of the fatal car collision in late 2017?	
	<p>Is the Asset Expenditure for the “Maffra CBD Streetscape Renewal - Year 2” solely related to Footpaths (as intimated by the heading for the items)?</p> <p>What Asset Expenditure is there - or when will there be Asset Expenditure:</p> <ul style="list-style-type: none"> • Redressing inadequacy of the median strip slope/ level and kerb/channel drainage in Johnson Street Maffra (strictly including the Traralgon-Maffra Road), particularly at (but not necessarily limited to) the eastern section of the southern side service lane between Foster Street and the Cambrai lodge? 	

Submission - Wellington Shire Council - 2018/19 Budget Draft

Item	View	Changes
	<p>These (such) areas are dangerous to pedestrians, non-draining puddles are a nuisance underfoot and present a hazard generally. There may be other sections of Johnson Street/Traralgon-Maffra Road that are similarly inadequate.</p> <p>The roadway must be consistently level and drained. The median strip must not have its current awkward slope to the road pavement: those alighting from vehicles and pedestrian generally can be confronted by steep sections, which can be challenging to those who are with stable legs and those less stable.</p> <ul style="list-style-type: none"> • So that at the two roundabouts, there's pedestrian access from any of the intersecting streets' corners to cross the street? <p>Currently paths start and do not continue: people do need continuous paved access irrespective of it being dry or wet underfoot, be they able pedestrians, those with prams/trolley baskets, cyclists pushing their bikes, or those using walking aides or mobility scooters.</p>	
	<p>There is an Asset Expenditure of \$50,000 for the "Maffra Landfill Entrance Road Construct and Seal."</p> <p>How is this amount determined? It seems excessive if the existing gravel entry and immediate apron are simply to be sealed.</p>	
	<p>Intangibles are indicated as "Business Systems Upgrades" with Asset Expenditure of \$582,000. How can a "known" item with such a large amount be "intangible"? Or is it an accounting standard principle? If the standard dictionary meaning is applied, much of the Draft Budget is arguably "intangible".</p>	
<p>Proposed Schedule of Fees and Charges as at 1 July 2018 (GST inclusive)</p>	<p>This items is not labelled Appendix A as indicated at the Contents page and subsequently referenced in the document.</p> <p>I note that a number of fees have not increased, which is pleasing, particularly in respect of green waste disposal at the landfill stations.</p>	<p>Inclusion of the Heading.</p>

Submission 10 - Information on climate change and the impact on future generations (Neil Barraclough):

I have re-submitted my submission from 2014

1. Future climate-

To give a local perspective of what I have said about past megadroughts, I have been given two anecdotal accounts locally, one is a swamp on the South Gippsland Highway out of Longford, originally quoted as 12-15' deep and never dried up till 1914-15 to reveal dead trees had been growing in the bottom and had achieved an estimated age of 50 years. The catchment of the swamp is now predominately pines and rarely fills but it indicates megadroughts similar to what have occurred in other parts of S.E. Australia have also occurred locally in the not too distant past. The other account I have been given is a pool on Carr's Creek near Seaspray that had a pool quoted to be 100' long, 30' wide and 30' deep, there is only one time it has been known to have stopped running and dropped some 2m, it was around 1945. The amazing thing was that it revealed the branches of a dead tree growing from under the water line and this indicates a prolonged and extremely severe drought.

The causes of these droughts are almost certainly prolonged periods of low solar activity such as the coldest of the Little Ice Age from 1645-1815 and such periods relate to the alignment of the planets. We are being told that the planets are starting to align in a similar manner to that period so we could well be facing similar periods of rainfall as were experienced during the period that left the swamp dry at Longford dry for 50+ years and when it appears that there was no flow in Carr's Ck for 50+ years also.

The present management of Wellington Shire should not leave future generations with debt to be repaid in that situation.

2. Cooling and other issues facing the Northern Hemisphere I quote from my previous submission of 2014-

"Last year I submitted some of my research into climate to the Wellington Shire for consideration in formulating their budget as an analysis of the available research on past climate suggests that southeastern Australia is headed for extremes in drought to the point that it will significantly impact on the shires ability to raise rates from the rural sector. In that submission I also suggested that cooling in the northern hemisphere could significantly impact the world economy and in the 12 months since I made that submission this has clearly happened. I am resubmitting that submission to this years budget consideration along with an "

We are starting to see significant cooling and indications of a return of Maunder Minimum conditions in many parts of the Northern Hemisphere and this caused massive famine in a world with a 1 billion population, the world economy will be unsustainable with the present population. There are some things that we can do to help the coming generation survive and one of those is reduce the debt they inherit.

4. World economics and the dairy industry.

Dairy farmers probably have the highest debt levels ever and significant market uncertainty, next generations money can't simply be spent on the assumption that local dairy farms can provide the same rate revenue that they have in the past.

5. State government mismanagement.

We have seen a reduction in allocation of sawlogs to the Heyfield, I believe as a clear result

of bipartisan absolute mismanagement of the forest, some has been lost to fire, much to provide for legislative commitments to pulp wood supply and some because of political responses to such things as the Ledbeagters possum. These issues can affect house and land values around Heyfield so affect the shires ability to raise rates. The Wellington shire shouldn't be spending money as if the state and Federal governments are acting correctly when they are not.

Thanks for whatever consideration is given to what I have said-
Neil Barraclough

Subject:Budget submission

Date:Tue, 14 May 2013 15:30:03 +1000

From:Neil Barraclough

The sixty years from 1940 to 2000 has been said to be the highest solar activity for the last 8,000 years and high solar activity appears to closely relate to high rainfall in S.E. Australia and higher world temperatures, particularly many parts of the Northern Hemisphere. <http://cc oulu.fi/~usoskin/personal/nature02995.pdf> These are the ideal conditions for the local and world economies and in what is likely a very brief one in 8,000 year optimum governments at all levels have been lulled into a false sense of security and put the people into vast debt. The attachment Mechanisms of megadroughts attempts to give a very brief explanation of the relationship between solar activity, volcanic activity and rainfall in our part of Australia and also provides links to research detailing the probable decline in solar activity in the coming decades. The attachment Water Inquiry is something I wrote previously and attached as an overview. Since 2005 I have been warning about the prospect of declining solar activity and the drought related consequences locally and the consequences of the cooling globally. Below are a few links to the situation in the northern hemisphere this winter and spring, it would appear that it is only a matter of time before the debt ridden world has a climate and debt driven massive financial crash. The present cold conditions are threatening food production in many areas of the northern hemisphere-
<http://notrickszone.com/2013/04/03/east-german-march-2013-coldest-in-130-years-dramatic-temperature-deviations-all-the-way-to-siberia/>
<http://sunshinehours.files.wordpress.com/2013/04/hadcet-since-1659-monthly-mean-mar.png> <http://www.thegwpf.org/antarctic-sea-ice-extent-2013-approaching-record/>
<http://www.thegwpf.org/headed-coldest-spring-record/> So, government at every level has to stop spending next generations money in the manner that they are as they will have immense difficulty paying it off under much harsher conditions than our present lot are spending it. This is particularly so for a shire such as Wellington who has a major part of its rate base dependant on farmers who are most probably going to be in extreme difficulties through an extended drought over the coming decades. The Wellington Shire shouldn't be increasing the rate burden at all. The cooling of the planet and its crippling effect on the economy won't be prevented by unscientific predictions of warming, as is becoming evidenced already. <http://www.drroyspencer.com/2013/04/global-warming-slowdown-the-view-from-space/> I am sorry time constraints have prevented me explaining it in greater detail. I have CC'd local state polities as everyone in every level of government has to sit down and work through what we are likely facing but I'm not confident they will. Neil Barraclough

Subject:Budget submission

Date:Tue, 27 May 2014 08:26:34 +1000

From:Neil Barraclough

I have resubmitted last years budget submission with a quickly put together addition, the attachment LIA-Gulf Stream. In the Mechanics... attachment last year I gave an analysis of Sales rainfall in relation to changes associated with changes in solar and volcanic activity as a means of assessing likely changes with the predictions of low solar activity for the coming decades, at that time I wasn't aware that Sales rainfall was the combination of two data sets. Rainfall was recorded in Sale from August 1870 until July 1945 and recorded at the East Sale Airport from April 1943 until the present. During the 28 months of overlap the East Sale Airport received around 7% less rainfall than the recording station in Sale. Therefore predictions for future rainfall during periods of low solar activity and high volcanic activity based on a study of Sales rainfall during the period of low solar high volcanic early in the 20th century compared with high solar, low volcanic activity in the middle of the century at a different recording station that may have a negative bias would mean that the reality could be worse than the predictions.

Anyway, pessimists get more pleasant surprises.

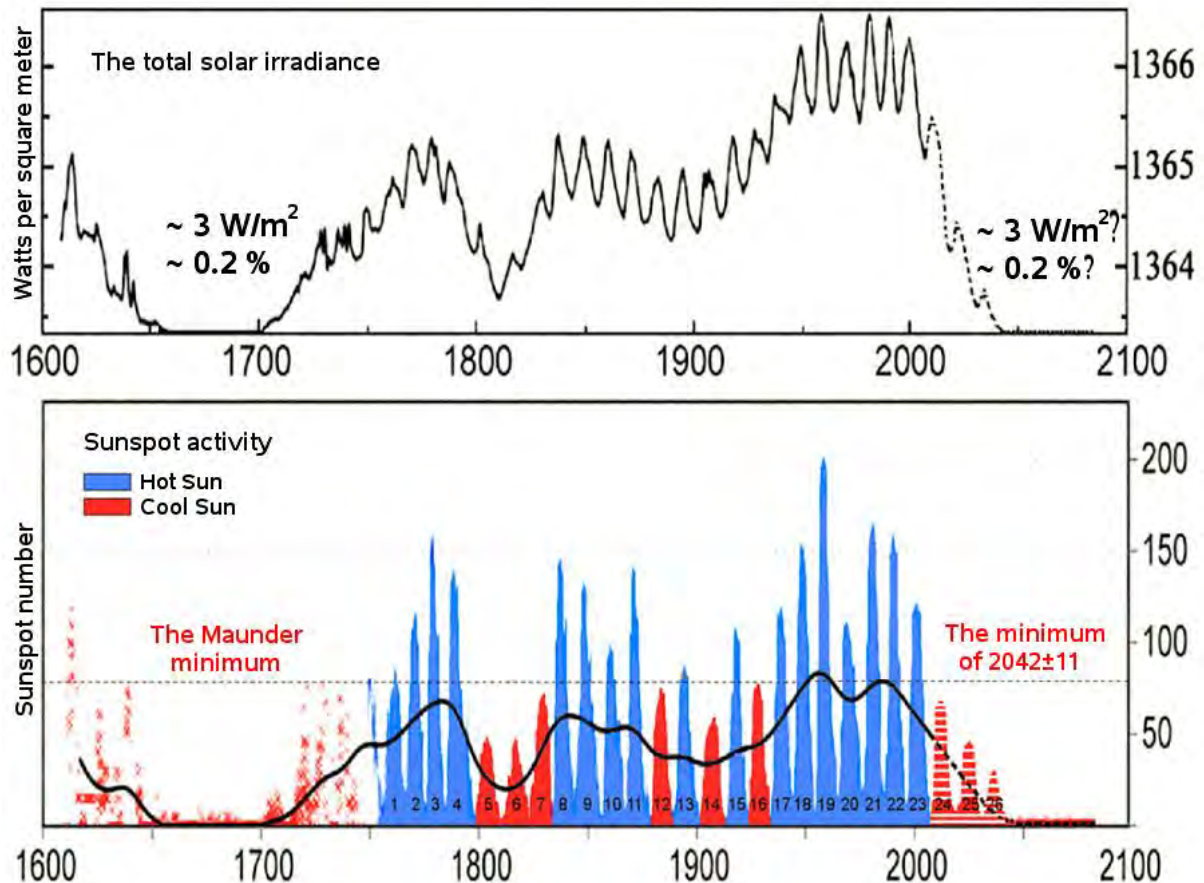
Neil

The energy output of our sun is continually changing as is the strength of its magnetic field and other factors as well, the best known part of this is the variation in sunspots on a cycle averaging 11 years but ranging from 9 to 13 years. Usually the longer the cycle the less active the sun, the shorter the cycle the more active, also the greater the number of sunspots in the cycle the more active the solar cycle.

The graphs 1&2 below have been taken from-

<http://www.thelongview.com.au/documents/Sun-Defines-the-Climate-Abdussamatov-2009.pdf> and they show the relationship between sunspot numbers and solar energy output (total solar irradiance)

Graphs 1&2

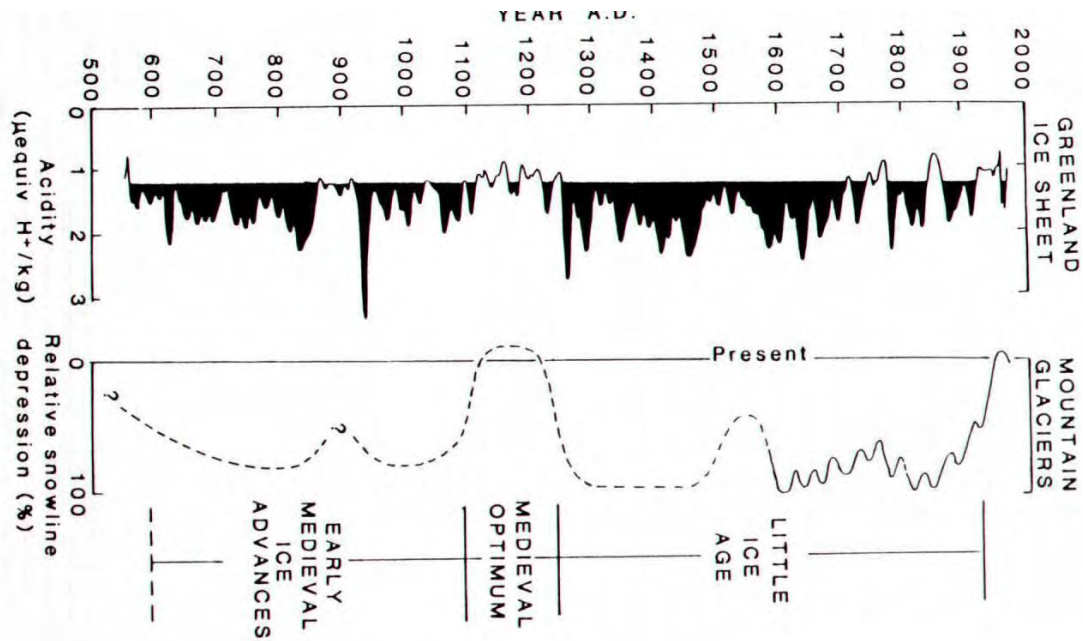


It also gives the predicted solar activity to 2100 showing conditions similar to the Maunder Minimum, a period of very low solar activity that occurred during the coldest period of the Little Ice Age. The predictions are based on studies of how solar activity in the past has been influenced by the alignment of the planets and how the planets will align between now and 2100, it is very good science.

There is also a clear relationship between volcanic activity on earth and solar activity, the more active the sun the less volcanic activity. The graph of the pH of the Greenland Ice sheet below came from-

<http://earth.usc.edu/classes/geol150/stott/evolution/lastmillenia.html> Volcano's put large amounts of sulphates and other chemicals into the atmosphere that make rain and snow falling back to earth acidic, the lower the pH the greater the volcanic activity.

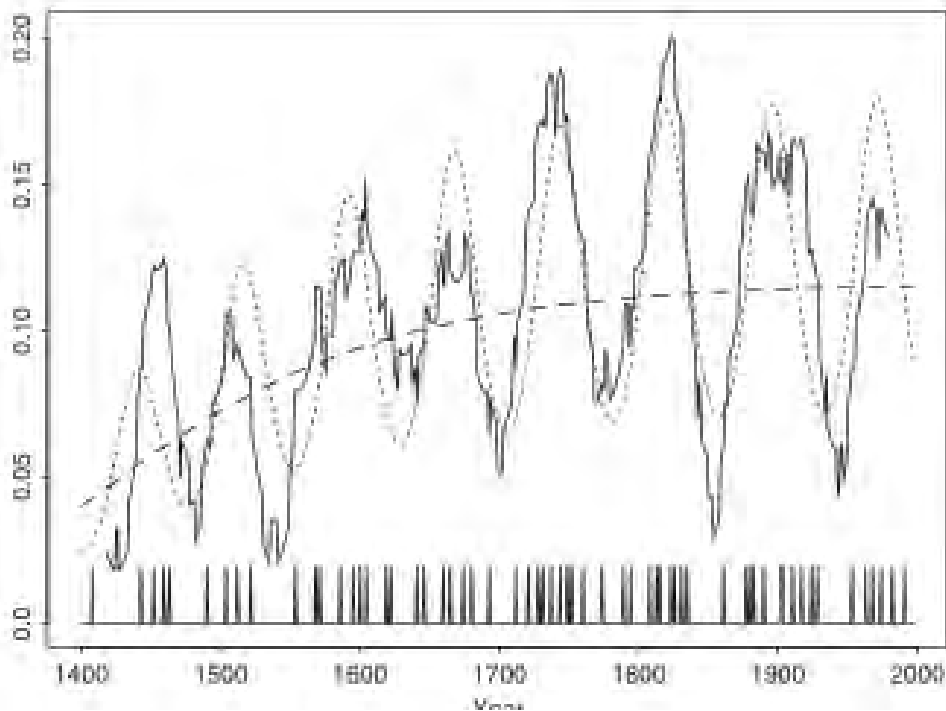
Graph 3



What we think of as normal for volcanic activity is one of the three periods of low volcanic activity since 600 A.D. and we are likely headed for the opposite end of the range in volcanic activity over the coming decades. Note the peaks in volcanic activity at the end of each period of low volcanic activity, that is likely what we can expect in the coming couple of decades.

For shorter term variations and greater detail we can look at the graph of volcanic activity derived from a study of sulphate deposits in the ice at the two poles-

<http://www.ep.sci.hokudai.ac.jp/~yokohata/work/review/pdf/20051214/AN03.GRL.pdf>
 Graph 4



Let's look at five periods on the graph

Period 1 Early 19th century, peak in volcanic activity associated with the Dalton Minimum, a period of low solar activity. First fleters suffered very badly from the ravages of drought.

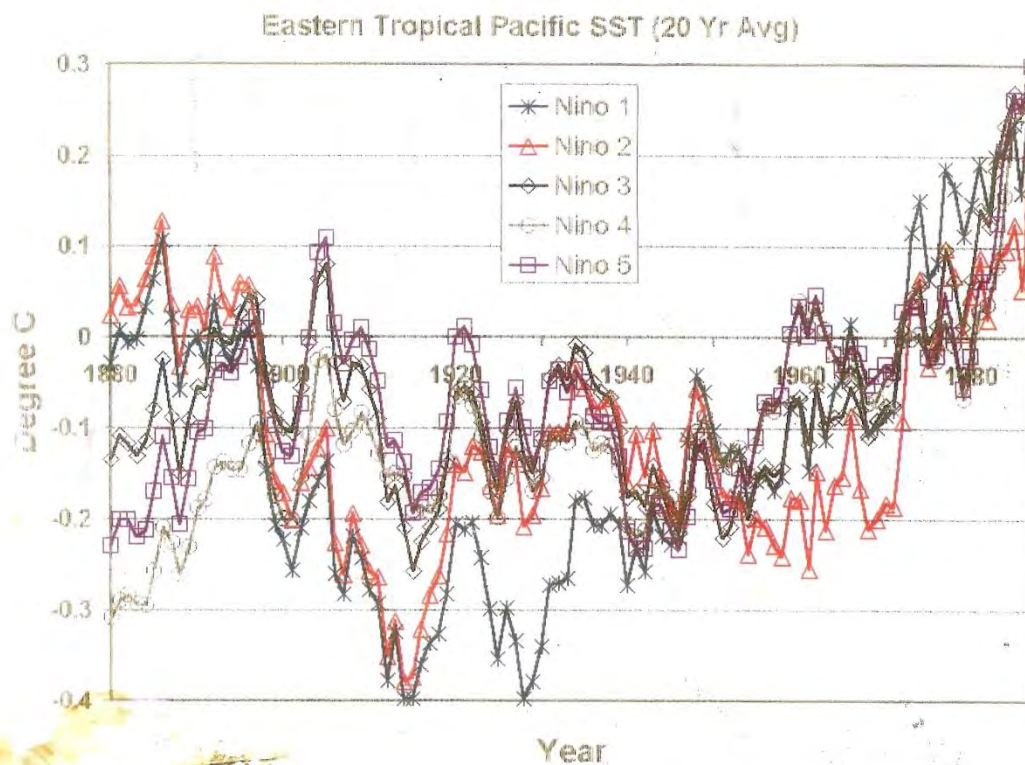
mid 19th Century. Low in volcanic activity. In the 1850's and 1860's it was a low period of volcanic activity in the cycle and high point in solar activity. South Australia was growing half of Australia's wheat, much of it north of the Gwyder Line, a line drawn on the map to show the expected northern boundary of land suitable for cultivation. North of the Gwyder Line was previously considered, and later proved, too dry for cultivation and pursuits such as growing wheat. Written accounts suggest much of inland Australia received more rain during this period. Accounts I have been given say Bushy Park near Boisdale had a 32" annual average rainfall, now probably around or slightly below 26".

Period 3. Late 1880's-1920ish. Volcanic activity peaked and solar activity declined, drought gripped much of Australia. Sale's rainfall which averages around 620mm (calculated mid 80's) dropped to around 450mm on a 5 year average.

Period 4 Late 1940's to early 60's. low period of volcanic activity, resurgence of agriculture in inland S.A.. Sale's rainfall got up 780mm on a 5 year average (1952) (ref 13). This indicates a 330mm (13.2") difference in the annual average rainfall for Sale, varying with the 70-90 year volcanic and solar cycles.

Period 5. Late 80's onwards, heading towards another peak in volcanic activity, decades of below average rainfall.

The graph of Eastern Tropical Pacific (ETP) sea surface temperatures from 1880 until recent obtained from www.sepp.org/scirsrch/elnino.html shows a relationship between sea surface temperatures in the region of the ETP where the warming of the sea surface is associated with el Nino's and the volcanic activity shown in graph 4.

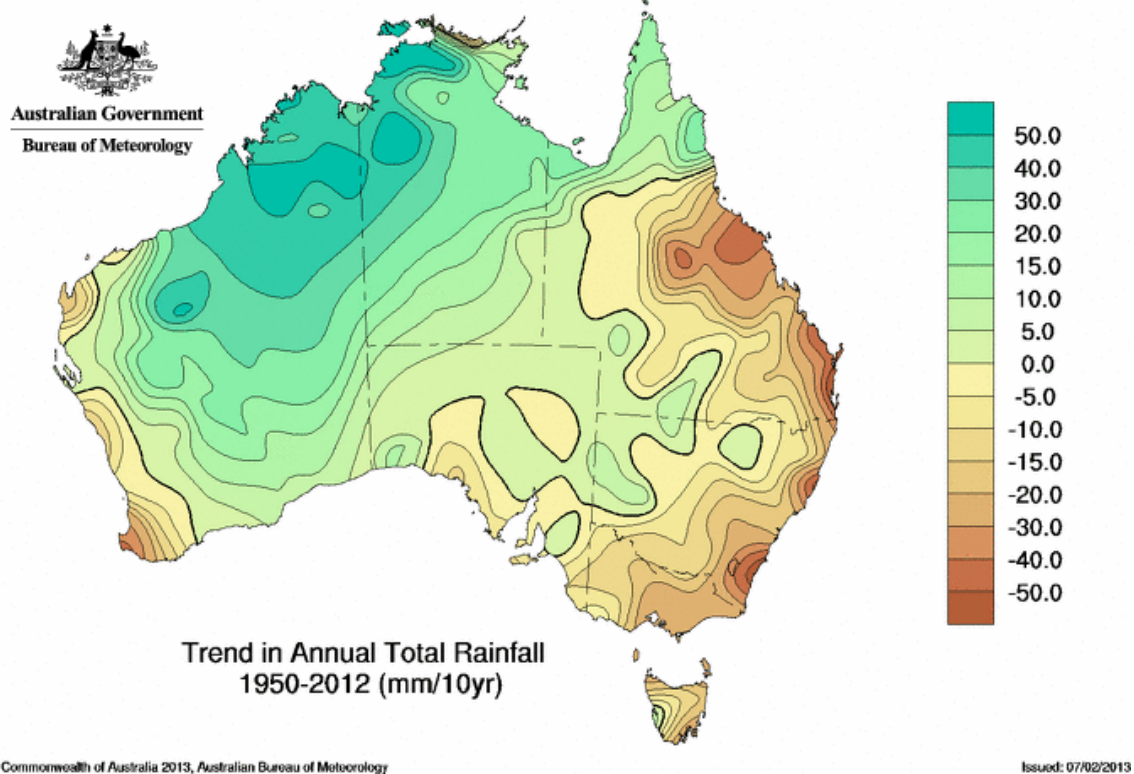


Two thirds of the earth's volcanos are undersea in the Eastern Tropical Pacific, likely varying in numbers and intensity, influenced by the same solar influences that are affecting the terrestrial volcano's. The most probable explanation for the apparent relationship between volcanos on land and the sea surface temperatures in the is that variations in the number of undersea volcanos in the ETP cause the variations in sea surface temperatures.

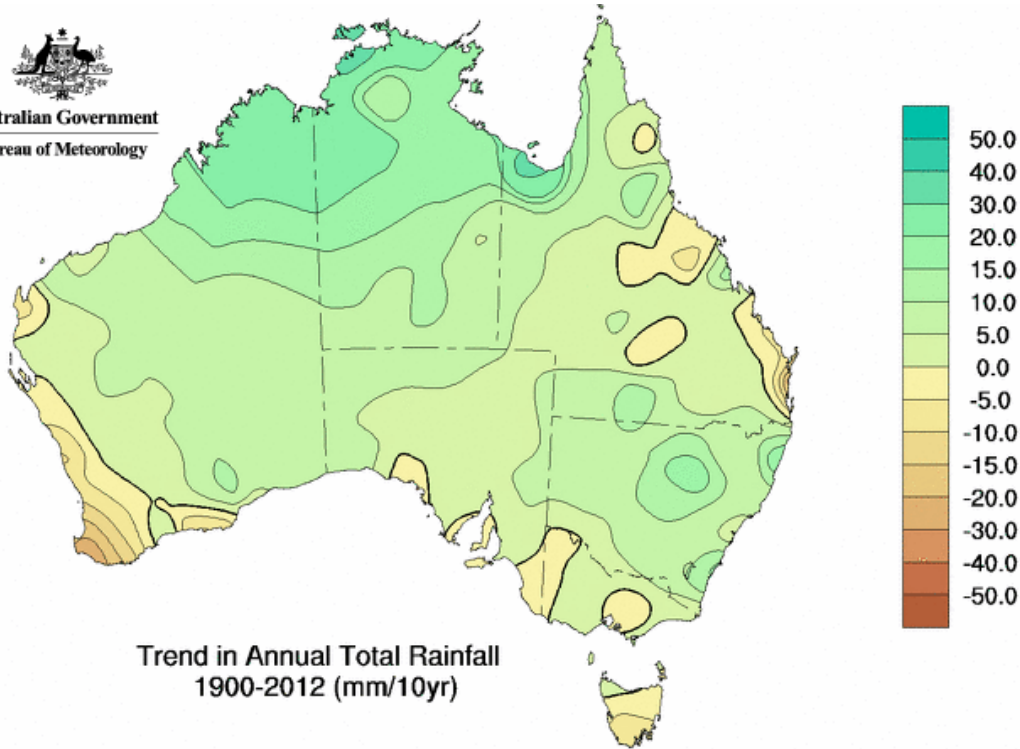
On a long term S.E. Australia's rainfall is closely related to the sea surface temperatures shown in graph 5 and we are very likely headed to from a 3 in 1,500 year low to a 3 in 1,500 year high.

Another perspective on rainfall variation over the last century and the start of this century and its relationship to volcanic and solar variation is the trend is changes from the decade up to 2012. As shown in the Bureau of Meteorology maps of rainfall trend changes from- <http://www.bom.gov.au/cgi-bin/climate/change/trendmaps.cgi?map=rain&area=aus&season=0112&period=1900>

The 1950's had the solar cycle with the highest sunspot numbers since 1600 and the highest rainfall for S.E. Australia during the period from 1900 to the present.



The first decade of last century was the lowest solar activity with the last decade being the most similar, these two decades of low solar activity were the lowest rainfall.

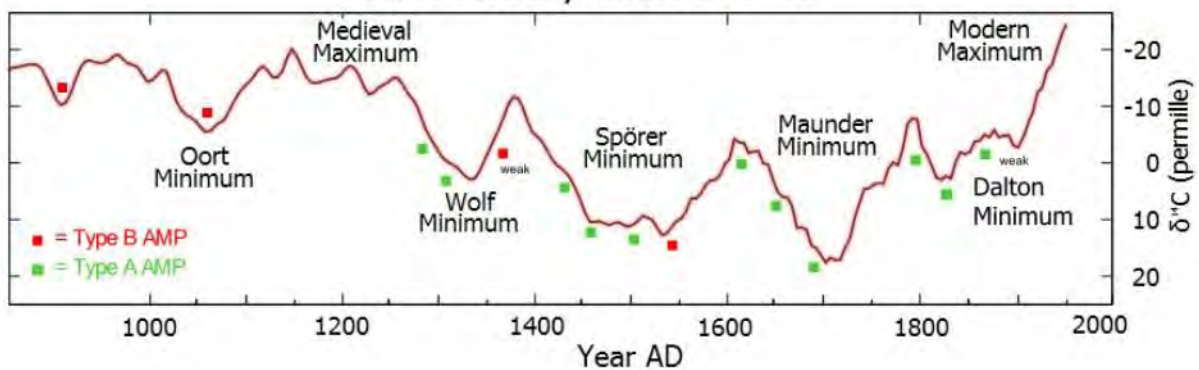


If we go to the following link we get an explanation of the planetary influences on solar activity-

<http://www.landscheidt.info/images/sharp2010.pdf>

The more active the sun the stronger its magnetic field and there are charged particles travelling through space called Galactic Cosmic Rays (GCR's) and the stronger the magnetic field of the sun the more GCR's drawn into it and less enter the earth's atmosphere. GCR's react with atmospheric Nitrogen to form the Carbon 14, an isotope of carbon which most commonly occurs in the form of Carbon 12. From the ration of C14 to C12 preserved in tree rings it is possible to determine past solar activity, however the C14 to C12 ratio in modern growth rings has been altered by the burning of fossil fuels with the carbon being virtually all C12. The graph below, taken from the website above, is a very good indication of past solar activity with questions around perhaps the last 75 years only.

Solar Activity Events in ^{14}C



Rainfall could be thought of as following the pink line and the pink line being determined by the alignment of the planets. From now to 2050 the planets will be aligned similarly to how they were from 1645 to 1715, the lowest point on the graph.

What we think of as normal rainfall is likely perhaps a one in a thousand year high caused by a solar influence resulting from the alignment of the planets. We appear to be heading towards the opposite extreme.

From now to 2100, and in particular from now to 2050 we can expect much lower solar activity than what gave us the two decades of low rainfall at the start of last century and this century. We can expect the conditions that has caused local creeks and swamps that have only briefly been dry since the 1840's to be dry for several decades as they have been in the past as shown by perhaps 50+ year old dead trees normally under water.

There is ample evidence of such megadroughts around Australia and the world, one good example is quoted in "Recipe for Disaster" by Max Leitch describing dead trees in a lagoon on his property on the Murrumbidgee River-

"There is ample evidence to suggest that dry cycles can last half a century or more. On my property there is a large lagoon about one hundred acres in area and some 30-odd feet deep. It has been the main river channel at some bygone age, set in the middle of a flood plain that fills from the river when the river reaches 23 feet. It has been suggested that the mouth silted up but this is not possible because the water from the river runs in from both sides and both ends at once. This lagoon has been dry twice since white men took up the country in 1840- once in 1914 when it was dry for a few months, and in 1945 to 1950. It has a local catchment that puts some water in it every year and it normally takes ten years to go dry if it is not filled by the river. The amazing thing about this lagoon is that right in the bottom there were quite large dead trees that must have taken at least 50 years to grow, so it must have been bone dry for that length of time."

I would like to thank Kevin Long for his help in putting this together.

For more reading on the likely megadrought go to-
<http://www.thelongview.com.au/documents/MEGA-DROUGHT-DEVELOPING-Kevin-Long.pdf>

The Standing Committee
Finance and Public Administration,
Inquiry into the Business Case
for Water Infrastructure
Parliament of Victoria
Spring St,
East Melbourne 3002

RMB 1477
Stratford 3862
neilbarra@yahoo.com
04 2988 8706
27/1/2009

Dear Parliamentarians

It is likely that few, if any of us have any real idea of what this country is facing in relation future our future climate and rainfall, what idea we may be able to get is from studying the past. Unfortunately weather records don't go back very far in this country recently colonized by Europeans and the knowledge of the indigenous people was never appreciated or respected to any degree.

What do we know?

A publication called "Drought in Australia a natural phenonemem" tells us-

"Australia is prone to drought because of its geographic location. Much of Australia lies in a latitude belt that is under the influence of an atmospheric phenonemem known as the subtropical high. Just outside the tropics lies a swath of globe where air frequently sinks toward the Earth's surface from higher in the atmosphere. The air warms and dries as it sinks, creating semi-permanent zones of high air pressure at the surface.

These subtropical highs are areas of stable, warm, and dry air that favour clear skies and little rainfall. (in the Northern Hemisphere, several large deserts, including the Sahara, reside in the latitudes of the subtropical high.) Many drought episodes in the eastern and northern part of Australia are linked to El Nino episodes."

The same publication also tells that politicians were eager to deny the image of Australia as drought-prone as this would deter immigrants, it quotes H. S. Gullett, the Commonwealth Superintendent of Immigration as saying in the Sydney Morning Herald, 6 June 1921-

"Many thousands of Australians go abroad every year on business or pleasure. The Commonwealth Immigration Office appeals of every one of them to embark with a resolve that he will on all possible occasions speak well of Australia. Let none of them speak evil. Such words as 'drought' should be thrown overboard as the vessel puts out to sea."

While it is unclear what he thought the women should say, or if he thought they even had an opinion, it gives an insight into the state of denial amongst politicians and beuracrats of the time, has this state of denial ever changed?

A CSIRO media release June 27, 2001 titled "Giant rain gauges reveal record on past climate" (Ref 2.) tells the of the water levels in western Victoria's crater lakes. This gives an indication of past climate in western Victoria and likely S.E. Australia.

Further research on the crater lakes is available in an article Vegetation and climate history near Lake Keilabbete, Western Victoria, (Ref 3).

These publications should give us reason for very great concern as they show the rainfall/evaporation ratio's significantly changed with the coming of Europeans and the disposition of the indigenous people.

The publication "Giant rain gauges reveal record of past climate" says in 1841 Lake Bullenmerri, Victoria's deepest natural lake was recorded as overflowing into its twin crater,

Lake Gnotuk. This is the last time it did and since then the crater lakes have continued to fall. It said the lakes had been at high levels for almost 2,000 years. It also said that local Aboriginal people are recorded as saying "drought came with the white man".

The second publication, Vegetation and climatic history near Lake Keilambete, western Victoria says the climate gradually became wetter after 9,700 B.P.. The wettest period in the last 10,000 years occurred between 6,500 B.P. and 5,000 B.P. with the lowest water levels around 3,500 years ago and about 770 B.P..

A Science Daily article titled "Colorado River Stream flow Reveals Megadroughts Before 1490" available (Ref 4) details tree ring studies showing a massive drought in America during the mid 1,100's with a six decade drought remarkable for the absence of very wet years. This likely matches up with the second low period in Lake Keilambete.

The low period in Lake Keilambete around 3,500 years ago may match up with the collapse of the Eight Dynasty as proposed by the short publication titled Sunspots and the rise and fall of Civilizations Attachment 1 (Ref 5). available from www.mauricecoterell.com/images/synopsispage05.gif

A publication by Stefan Kropelin titled "Shift From Savannah to Sahara Was Gradual, Research Suggests" (Ref 6), may give us some more insights. Studies of pollen in sediments in Lake Yoa in northeastern Chad tell us the Sahara changed from a place of trees, grasslands and people six thousand years ago to a desolate area larger than Australia.

The pollen record showed a shift from trees to shrubs to grass's to sand where "today you don't find a single piece of grass". The data showed water filled underground aquifers around 14,800 years ago and quotes ocean core data indicating significant rises in dust levels in cores drilled in ocean sediment around 5,500 years ago, marking the end of the African humid period.

If it can be expected that there are some inaccuracies in dating (more on this later) then the end of the African humid period may well have been related in part to the end of the wet period shown by water levels in Lake Keilambete. Water levels in the lake indicated the climate gradually became wetter after 9,700 B.P.. The wettest period in the last 10,000 years occurred between 6,500 B.P. and 5,000 B.P. with the lowest water levels around 3,500 years ago and about 770 B.P.. It was likely that the desertification of the Sahara happened during the period when Lake Keilambete went from its wettest period from 6,500 to 5,000 years ago to the dry period of 3,500 years ago.

Why didn't southeastern Australia follow the same changes from trees to shrubs to grass to sand?

Masanobu Fukuoka, in his book "The road back to Nature, Regaining the Paradise Lost" gives moving accounts of his observations on how mans past and present agricultural practices and tree clearing has led to a major loss of soil fertility and also negative changes in climate, often leading to the formation of deserts. He said- "Wild primitive wheat arose on the Mesopotamian plains in the Middle East. Wild rice is said to have originated in southern China, Burma, and remote parts of Assam. Rice also existed since antiquity in the Saharan region of Africa. Ancient man who settled in these three great birth places of grain began cultivating the wild rice and wheat that grew there, in this way coming by an abundance of food. It was here that the Mesopotamian, Chinese, and Egyptian civilizations were built up. But today, each of these regions has been totally transformed to desert. All that remains are vast, desolate ruins. Why should this be?"

Fukuoka addresses the question himself-

"I strongly suspect that this was the result of changes in climate and desertification that created food shortages, scattered people and destroyed civilizations. What actually happened was that trees were cut down in the name of civilization. Advances were made in farming methods and slash-and-burn agriculture adopted. All this depleted the soil, causing a decline in vegetation and setting the process of desertification in motion."

What Masanobu Fukuoka may not have known is the effect of soil bacteria in precipitating rainfall. The Spring 1985 edition of the magazine *Ecos* had an article on cloud seeding (Ref 7), it had an interesting note on how one of the natural causes of rain formation was the spores of soil bacteria, apparently over the milleniums they have evolved to be the right shape to initiate rain to create the moist soil the bacteria needed.

Overgrazing by goats kept by nomadic tribes is also said to be a significant contribution to the desertification of the Sahara for the same reasons as discussed above, however it is likely that it isn't as simple as that.

In part, the farming civilizations of the Sahara denuded their soil and the soil microlife was no longer there to precipitate rainfall and this caused a compounding chain reaction. In addition, the amount of reflectivity (known as "albedo") from the land influences rainfall with the greater the heat reflected, the less the rainfall. This can also be a self perpetuating desert forming mechanism, forest has the least albedo, desert the greatest.

However it is likely that they attained unsustainable populations during an unusually wet period centered around 6,000 years ago when Lake Keilambete was showing very high levels. According to "Principles of Physical Geology" by Arthur Holmes (Ref 8), during this period sea levels were from 2-3m above present levels and this was most likely solar related to a large degree.

So, the Saharans unknowingly trashed their land and the indigenous Australians showed the land more respect.

Where are we in Australia now, can we just expect life to go on with just a bit less rainfall and the crater lakes to keep slowly falling because we've only harmed the land and soil that little bit?

Our soil probably started loosing its microbial life soon after European occupation. Alfred Howitt, in notes presented to the Royal Society of Victoria in 1890 titled "The Influence of settlement of the Eucalyptus forests of Gippsland" (Ref 9) details changes in the soil as a result of compaction from grazing animals, the soil becoming very hard and rain that normally soaked in ran off.

Large areas of Australia have been affected by salinity which also would have impacted greatly on soil life and modern synthetic fertilizers also inhibit the soil microlife and their probable rain forming spores.

In addition to the effects of grazing, rabbits caused a lot of devastation in inland Australia, first denuding the vegetation, then dust storms took away much of inland Australia's thin layer of microbially active topsoil.

Farm and Garden Digest, Sept 1952 says- "we now discover at this late and critical moment, that 100 years of ruthless exploitation of our soils has reduced the fertility of our country."

"The stock carried in some previously rich pastoral areas like that of the Western District of New South Wales is to-day less than half what it was 60 years ago."

Back to Masanobu Fukuoka. On a tour of America he asks a tribal Indian chief for reasons why desert exists side by side with forests in California. The response was that things must have become "screwed up when the Spaniards arrived and began raising cattle."

Changes with the introduction of introduced grasses will also likely compound other changes. the following is taken from an article I wrote for Seedbed, the newsletter of the East Gippsland Organic Agriculture Association some 20 years ago, in part further quoting Masanobu Fukuoka giving reasons for the loss of rainfall in America and the onset of desertification.

"Fukuoka took this further- "After investigating for myself and later talking with some experts, I came to the personal conclusion that the pasture grasses the Spaniards had brought over with them contained foxtail seeds, and it was this that dominates the vegetation throughout California."

Fukuoka added that yellowing of the foxtail in summer increased the heat reflected from the land leading to desertification."

I added a local side to the article-

"Superphosphate has aided the introduced grass species to thrive and where it has been used these introduced species have generally out-competed the native grasses. This autumn, while attending a grass fire that occurred before the rain that ended a very dry spell I was very surprised at the amount of grass cover provided by native grasses in a paddock that had a history of little or no super use and little recent grazing. The reflectivity from the soil would have been considerably less than the paddock on the other side of the road where native species had been replaced with introduced grasses, these being less drought tolerant (but having a higher nutritional value). The use of superphosphate and a stocking to capacity policy can perhaps affect our climate."

Other changes were happening while our agricultural practices have been taking their course, we dispossessed the indigenous people and their management of the land with fire ended, what has the likely effects been?

If you read Howitt's notes thick forests of eucalypts have sprung up where previously there had been thinly spread trees with a grassy understory, what's the likely consequences?

The first observation an astute bushmen will make is that frequent cooler fires such as we understand the indigenous people used leads to an open grassy understory and infrequent hot fires lead to a loss of the grass and profusion of fire promoting scrub and eucalypts. It seems that grass has evolved to burn frequently and mildly as these fires significantly reduce their taller competition that has a longer time span in years between germination and seed set. Our fire promoting scrub has evolved to burn hot enough to reduce the competing grass, provided it gets a long enough time period between burns.

In the evolutionary process, grass's, combined with fire are favoured over our understory scrub species in more fertile soil and scrubby species favored in less fertile soil. From observation, eucalypts, and our scrubby understory species have evolved an ability to reduce soil fertility and soil microbial life. I give these observations from the perspective of a person who has been a plantation tree planter for 31 years and an organic gardener with a very keen interest in soils for over 20 years.

I also suggest that there are evolutionary process's with competition between rainforest species, eucalypts and eucalypt understory scrub species. Eucalypts and their scrubby companions are favored in poorer soils and reduced rainfall and rainforest species the reverse.

Another aspect of the evolutionary mechanism of eucalypts and the change in fire regimes is that eucalypts have evolved to have phenyls in the litter that they drop, this significantly reduces their decomposition by bacteria and fungi and helps create conditions where fire reduce their less fire tolerant competition. Eucalypts are described as fire tolerant when they should be thought of as fire promoting. If, as it appears, they have evolutionary mechanisms that reduce soil microbial life then this likely reduces rainfall.

With the pre-European fires which may have varied from a fire frequency of anything from virtually annual fires through perhaps 2-3 fires per decade to maybe a fire every 6-10 years for most of our dryer forests a balance evolved. Then us "smarter" folks came along a couple of hundred years ago and caused the cessation of the burning of the indigenous people, then started putting out lightning strikes as well.

Fires went from quite regular with light fuel loads and low intensity to infrequent extremely intense fires caused by high fuel loads. We now have probably well over 3 million hectares of S.E. Australia recently burnt, much of it likely much hotter than it had been in the 10,000 years before European settlement. Not only has much of this land had its soil bacteria totally incinerated, it has lost organic matter from the soil that may take hundreds of years to replenish before rain forming soil bacteria can repopulate.

In northern NSW rainforests I have noted tree species that have evolved incredible flat surface roots that grow along the contours of the steep hills. These surface roots are up to 300mm high above the soil on the bottom side of the hill and greatly reduce the loss of fertile, microbially active soil from erosion. Opposed to this you have eucalypts which are essentially soil destroyers, particularly when growing in the un-naturally high densities we see with today's fire exclusion.

So, we dispossessed the indigenous people, their burning no longer kept the eucalypts and understory scrub in check and we lost the grassy understory in many instances. These changes likely contributed to loss of rainfall as did the effects of over grazing and rabbits.

It surprises me that as eucalypts clearly outcompete rainforest under dryer conditions there appears to be no scientific inquiry as to the possible effects of the eucalyptus gas they give off. This is likely an evolutionary mechanism that could inhibit the rain forming mechanisms of the spores of the soil bacteria or inhibit rainfall in the manner as proposed by the pollution from power stations referred to as Global Dimming. If eucalypts do have an evolutionary mechanism that allows them to reduce rainfall away from the area they are growing then it goes some of the way to explaining the drop in the crater lakes which seems to have started happening too soon after European colonisation for it to have just from an agricultural causes.

What happened in the isolated areas that had the changes described by Howitt? In an article on our changing climate published in Voice of the Mountains, 1989, I said-

"There may be changes in the in rainfall in the mountains as well, but it is much harder to find conclusive evidence of this as records are few. In 1884 Angus McMillan was engaged by the Government to cut a mining track from Omeo to Woods Point. In his diary, on Saturday 26th March he records; "3p.m. heavy rain, the road cutters had to stop work, 20

past 5 Mr Jones returned like a drowned rat, encountered fearful scrub, even his forehead is bleeding with the bites of leeches which are always numerous in this altitude in thick damp underwood".

Mr Jones had been working between the Crooked River and upper Dargo River. McMillan's statement would not be made today as it is now too dry in the area for leeches to cause this much concern."

The area under discussion wasn't subject to grazing or logging with the most probable change one of increased density of eucalypts and understory scrub species with the loss of much of the grassy understory.

So, we've likely trashed the land more than we realize but haven't seen effects like what happened in the Sahara. Let's look a bit further. From my analysis of climate data for south eastern Australia it would appear that rainfall is partly influenced by solar activity. An article from the Journal of Coastal Research, Special Issue 50, 2007 titled "Rhodes Fairbridge and the idea that the solar system regulates the Earth's climate" (Ref 10) Attachment 3, helps explain why.

Solar activity varies over long time frames and to a large degree it's likely the greater the intensity of the sun the greater the expectation of higher rainfall in south eastern Australia. Let's have a look at what the sun has been doing while we've been unknowingly sowing the seeds of our future grief.

These are the solar cycle lengths prior to, and since European colonisation of Australia.

Solar Cycle Number	2 cycles		Length (years)
	Start	Finish	
1	Mar 1755	Jun 1766	11.25
2	Jun 1766	Jun 1775	9.0 20.25
3	Jun 1775	Sep 1784	9.25 18.25
4	Sep 1784	May 1798	13.66- 22.91
5	May 1798	Dec 1810	12.9166- 26.58
6	Dec 1810	May 1823	12.4166- 25.33
7	May 1823	Nov 1833	10.5 22.91
8	Nov 1833	Jul 1843	9.66- 20.16
9	Jul 1843	Dec 1855	12.4166- 22.08
10	Dec 1855	Mar 1867	11.25 23.66
11	Mar 1867	Dec 1878	11.75 23
12	Dec 1878	Mar 1890	11.25 23
13	Mar 1890	Feb 1902	11.9199- 23.16
14	Feb 1902	Aug 1913	11.5 23.41
15	Aug 1913	Aug 1923	10 21.5
16	Aug 1923	Sep 1933	10.0833- 20.08
17	Sep 1933	Feb 1944	10.5833- 20.66
18	Feb 1944	Apr 1954	10.166- 20.74
19	Apr 1954	Oct 1964	10.25 20.42
20	Oct 1964	Jun 1976	11.833- 22.08
21	Jun 1976	Sep 1986	10.25 22.08
22	Sep 1986	May 1996	9.66- 19.91
23	May 1996	Sep 2008->	12.33->

Reference 11- Sunspots www.spacetoday.org/SolSys/Sun/Sunspots.html

The shorter the solar cycle the more intense and the greater the expectation of increased global temperatures.

Solar cycles average 11 years over the period in question
>From 1784 to 1843 solar cycles averaged 11.76 years
>From 1843 to 1913 solar cycles averaged 11.68 years
>From 1913 to 1996 solar cycles averaged 10.34375 years

The two solar cycles (21 & 22) were the only two consecutive cycles to total less than 20 years in the last 200 years. The previous two cycles to do this were cycles 2 & 3 which preceded the Dalton Minimum, a period of extended low solar activity that caused a severe cold period that significantly impacted on food production in Europe.

When Europeans first colonized southeastern Australia solar activity was at a low and it has been slowly increasing over the near two centuries until the last solar cycle (# 23) which is turning out to be a very long one. According to the publication "Sunspots reaching a 1,000 year high (Ref 12) the recent period has been one of very high solar activity, the highest for a thousand years. Our crater lakes likely should have been overflowing, not dropping.

The internet article Fickle Sun Brought Down Ancient Emperors from Canada Free Press (Ref 13), attachment 6 supports the solar- rainfall relationship also.

So, as we've been progressively creating our environmental havoc the sun has been progressively getting more intense to mask the effects of our misdeeds on rainfall. Are we poised for the onset of a number of chain reactions that could cause changes like the desertification of the Sahara? I doubt if anyone would or could know but a quote from "Discovering Monaro" by W K Hancock on the writings of Plato indicate changes in the Sahara may be a common cause for civilization collapses-

"Two thousand years before Colbert, the same concern had expression in Plato's strange dialogue, Critias. Why, Plato asks, are the Athenians unable nowadays to keep all their fighting men in the field, as they had been able to do in time long ago, when they were at war with Atlantis? In answering this question, Plato paints a vivid picture of the ruin the Athenians have inflicted on their soil, and on themselves, by destroying their mountain forests. The Attica of our ancestors, he says, was the richest land in all the world; but our Attica is no more than the 'the bones of a wasted body'."

Perhaps it is a good perspective to give is to compare European colonisation of Australia with the Viking colonisation of Greenland.

When the Vikings colonized Greenland it was at the start of the Medieval Warm Period and their colonies flourished while the warm cycle continued. When global temperatures dropped the civilization collapsed. In addition Jarred Diamond in his book "Collapse" details how their trashing of the land significantly contributed to their downfall, as did their inability to make correct decisions.

Australia was likely colonized by Europeans at the start of a wet cycle, we've trashed the land and reached possibly unsustainable populations, and the wet cycle is probably about to end with a crash.

The internet publication, New Little Ice Age Instead of Global Warming by Theodor Landscheidt (Ref 14) gives what appears to be an excellent predictive analysis of future decades where we appear to be heading for period similar to the Maunder Minimum which

coincided with the Little Ice Age. Theodor Landscheidt and gives a very detailed account of how solar activity affects every aspect of our climate and totally supports Rhodes Fairbridge (ref 8).

Also from the website www.lavoisier.com.au we can obtain David Archibald's paper on solar cycle 24 and the implications for the U.S. (Ref 15) which supports both Rhodes Fairbridge and Theodor Landscheidt as well as detailing predicted global temperature drops and further supports the Journal of Coastal Research article on the link between solar activity and the galactic cosmic ray link to global temperatures.

To give another perspective on the link between solar activity and the galactic cosmic ray influence I have included the following graph from the Paper titled Cosmic Rays, Clouds and Climate by Nigel Marsh and Henrik Svensmark, Danish Research Institute, 2000 (Ref 16), attachment 5. The Graph is anomalies in the ratio's of Carbon 12 and Carbon 14. Higher levels of Galactic Cosmic Rays hit the earth during periods of low solar activity and this causes increases in the formation of C14 isotopes. The graph has an exceptionally close fit to global temperatures over the period in question however the release of C14 depleted CO2 from burning fossil fuels has affected the last 150 years results.

Another significant aspect of the graph is the drop in the ratio of C12 to C14 during the period from around 1000 a.d. to 1300 a.d. during the period of the last time Western Victoria's Crater Lakes drooped in pre-European times and the megadroughts on the Colorado. This was the last time there was a significant period of low solar activity following a period of high solar activity, which is exactly where solar scientists are saying we are headed now.

To get an understanding of what might have been happening during periods such as those 3,500 and 770 years ago when the crater lakes were dropping mightn't be easy, what do we know?

Max Leitch, in his book "A Recipe for Disaster" gives an observation from his property on the Murrumbidgee that suggests that eastern Australia may have had some very long dry periods in the recent past.

"There is ample evidence to suggest that dry cycles can last half a century or more. On my property there is a large lagoon about one hundred acres in area and some 30-odd feet deep. It has been the main river channel at some bygone age, set in the middle of a flood plain that fills from the river when the river reaches 23 feet. It has been suggested that the mouth silted up but this is not possible because the water from the river runs in from both sides and both ends at once. This lagoon has been dry twice since white men took up the country in 1840- once in 1914 when it was dry for a few months, and in 1945 to 1950. It has a local catchment that puts some water in it every year and it normally takes ten years to go dry if it is not filled by the river. The amazing thing about this lagoon is that right in the bottom there were quite large dead trees that must have taken at least 50 years to grow, so it must have been bone dry for that length of time."

It is likely that the massive drought that caused the Lagoon to be dry for this extended period was solar related and the available science indicates we are likely headed into the cycle that caused it to happen.

I am aware of two similar instances in Gippsland and in addition, when the first European settlers went into the Seaspray- Giffard area they found forests of dead yellow box trees

which they believed had likely been killed by an extreme drought (both accounts of dead trees in a creek and a swamp in Gippsland are in this area).

When the Koo Wee Rup swamp was drained it left what was described as a 6' layer of peat on a clay base. The early locals who had lived by the swamp for many years were astounded to find that when holes were dug through the peat it revealed ash layers indicating the swamp had in the past dried up and burnt. It astounded the locals that the catchment could have been subject to such severe drought and the swamps catchment would have been representative of Melbourne's adjacent catchments.

If we are about to have a return of the conditions that put the dead trees in the lagoon on the Murrumbidgee, the two similar situations in Gippsland and caused the Koo Wee Rup swamp to dry up and burn then Melbourne and S.E. Australia is in big trouble.

If changes of land management since European settlement have compounded the situation significantly then we are in bigger trouble.

What of global human induced changes that may affect our climate?

There seems to be a lot of government and other funding for what is termed either climate change or global warming and an assumed relationship with rainfall. In 1861 John Tyndall pointed out that the carbon dioxide (CO₂) in the air must have a critical influence on temperature because of its "greenhouse effect". Most of the radiation entering the earth's atmosphere is of a wavelength that easily passes through CO₂ however most of the radiation reflected back into space is in the infra-red wave length which CO₂ traps. So, the more the CO₂ the greater the warming effect. Methane and some other gas's have similar properties.

David Archibald's paper on solar cycle 24 and the implications for the U.S. (Ref 15) gives an explanation of how small the heating effect of CO₂ emissions are. The relationship between solar activity and global temperatures is well understood and largely explains temperature changes we have seen in the last couple of centuries.

What is the effect on rainfall? The simple answer is that as what is being put across as science is so substandard we don't know. CSIRO modeling is based on too short time periods and the same methodology used on the rainfall data from the first half of last century would be expected to give a ridiculously inaccurate prediction of the known data of the second half of last century. It is unclear why people go along with it unless a religious perspective is considered.

Can we reject it totally simply because of the flawed science being put across? Let's put it in perspective. Does a religious fanatic predicting the end of the world tomorrow saying God told him so disprove the presence of God if the world doesn't end? Of course not.

All of the genuine science today seems to be related to the cyclic nature of our climate and particularly the solar connection, however the predominance of the media attention is focused on the alarmist aspects of the supposed heating effects of global emissions. In the absence of any readily identifiable (genuine) science on global emissions and Australian rainfall I will try to outline areas where future research could be beneficial.

Earlier I quoted from Drought in Australia a natural phenomenon (Ref 1) as to why continents such as Australia are so dry as a result of the phenomenon known as the subtropical high.

Let's look at the polar vortex. Attachment 4 is an article from the Weekly Times 28/1/2004 describing some of the effects of the polar vortex and its effect in reducing rainfall in S.E. Australia with an increase in strength. This article simply says as it increases in strength it draws the rain bearing systems further south whereby systems previously giving Victoria good rains are now passing south of Tasmania.

I assume the polar vortex's take the air up that comes down in the sub-tropical high weather system described earlier that is responsible for continents with latitudes such as much of Australia being dry. If so it may be a reasonable assumption that as the polar vortex increases in strength then the drying effects of the subtropical high are increased in both intensity and the area of coverage. That is, areas of that would normally be only minimally affected are affected far more as the effects of the Sub Tropical High increase and spread.

The article from the Journal of Coastal Research, Special Issue 50, 2007 (Ref 10) indicates the link between solar activity and the polar vortex's which helps us understand the link between periods of low solar activity and prolonged extreme drought in areas affected by the Sub Tropical high.

The earth's atmosphere is divided into a troposphere and stratosphere, the troposphere reaches to around 12km above the earth's surface and the stratosphere from around 12-50km above the earth's surface. Broadly speaking the troposphere cools with increasing altitude because of the effects of reducing air pressure and the stratosphere increases in temperature with increased altitude because of interaction between solar energy and ozone. Changes in the tropospheric and stratospheric temperatures of recent times are described in the following Internet publications- Cooling trend in the upper troposphere and lower stratosphere over China (Ref 17)

Real Climate: Why does the stratosphere cool when the troposphere warms? (Ref 18)

A cooling trend of .62 degree C per decade in the upper troposphere and lower stratosphere has been noted by 109 radiosonde stations in China from 1980 to 2004. During this period there has been a warming trend of .17 degree C. per decade in the mid and lower troposphere. While the insulating effects of greenhouse gasses might be minimal in relation to global warming their effects in trapping heat in the mid and lower troposphere could be causing a significant increase in the temperature difference between the lower atmosphere and mid to upper atmosphere when combined with any ozone depletion. This may add significantly to any cyclic changes to the polar vortex and related effects of the Sub Tropical High.

The degradation of soils isn't restricted to Australia and is a global issue, as would be the loss of the rain forming spores of the soil bacteria. The global loss of soil bacteria and their rain forming spores could significantly compound the effects of the increased Galactic Cosmic Rays and their inhibiting cloud condensation nuclei. Thus the cooling effect of the link between GCR's and low level reflective clouds could be significantly increased and the planet cool to a greater extent than it has in similar past cycles of low solar activity. (Note: to understand what I am saying here requires reading Rhodes Fairbridge and the idea that the solar system regulates the Earth's climate (Ref 10) and David Archibald's paper on solar cycle 24 and the implications for the U.S. (Ref 15).

As I understand it, a 1 degree Celsius drop in global temperatures equates to a 7% drop in evaporation from the oceans. Predictions of a 2 degree Celsius drop in global temperatures based solely on solar science may turn out to be a 3 degree drop with the compounding effects of the depletion of the world's soil bacteria. If so, the megadroughts of past periods of

low solar activity might have occurred with a 14% drop in evaporation from the sea when we could be looking at a 21% drop.

Whether it is a 14% drop or a 21% drop it will likely occur with a greater negative effect from both the polar vortex and the sub-tropical high combined with significantly reduced rain formation from soil bacterial spores.

QUESTION. Can any of the parliamentarians involved in this Inquiry dispute anything I have raised in this submission?

If not can any of you justify ignoring any of the probable catastrophic consequences?

Let's have a brief look at management of water. Australian Bureau of Statistics gave the following figures for farm use of water in 2004-5. The most extensive use for irrigation water nationally was for the irrigation of pasture for grazing with 28% of water being used for this purpose. This is a very wasteful means of producing food and I recently heard on the radio that 43% of Australia's veggies were imported but have not verified this.

In Victoria 68% of our irrigation water is used to water pasture for grazing.

In 2006 I was given figures of between 10 and 15% of the Murray Darling's irrigation water being tied up in Managed Investment Schemes as Federal Government trade policies were forcing family owned farms broke and the MIS's were the ones with the money to buy up the water licenses. The understanding that I was given was that entitlements were traded from high up on the catchments of the Murray to far lower down without any allowance made for evaporation losses which are considerable.

So, the government now buys up more irrigation entitlements to compensate for environmental flows lost to evaporation and this means less still Australian grown food on the supermarket shelf.

Recent State government controls of farmer access to water from their own dams has made it very hard for small operators who can use water efficiently and sell outside of the supermarket chains.

Can any of the parliamentarians on this Inquiry show that the combination of all of the above isn't likely cause catastrophic economic, social and environmental consequences?

There are many areas that urgently need to be addressed, perhaps starting with the management of our water catchments which are either severely degraded by recent hot wild fires resulting from extremely high fuel loads because of an absence of proper management or severely choked with moisture sapping vegetation for the same reason.

I would like to ask the Inquiry's permission to present a separate submission on this subject as it is a matter of great urgency.

I would also like to be advised of any regional sittings that I can attend, thanking you in anticipation-

Neil Barraclough

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- 10 Journal of Coastal Research, Special Issue 50, 2007 titled "Rhodes Fairbridge and the idea that the solar system regulates the Earth's climate" obtained from www.lavoisier.com.au
- 11- Sunspots www.spacetoday.org/SolSys/Sun/Sunspots.html
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- 14 New Little Ice Age Instead of Global Warming by Theodor Landscheidt
www.bourabai.narod.ru/landscheidt/new-e.htm
- 15 Solar cycle 24, Implications for the United States. David Archibald
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- 17 Cooling trend in the upper troposphere and lower stratosphere over China
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- 18 Real Climate: Why does the stratosphere cool when the troposphere warms?
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Attachments

- 1 Sunspots and the rise and fall of Civilizations available from www.mauricecotterell.com/images/synopsispage05.gif
- 2 Journal of Coastal Research, Special Issue 50, 2007 titled "Rhodes Fairbridge and the idea that the solar system regulates the Earth's climate" obtained from www.lavoisier.com.au
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Submission to Wellington Shire Budget 2014

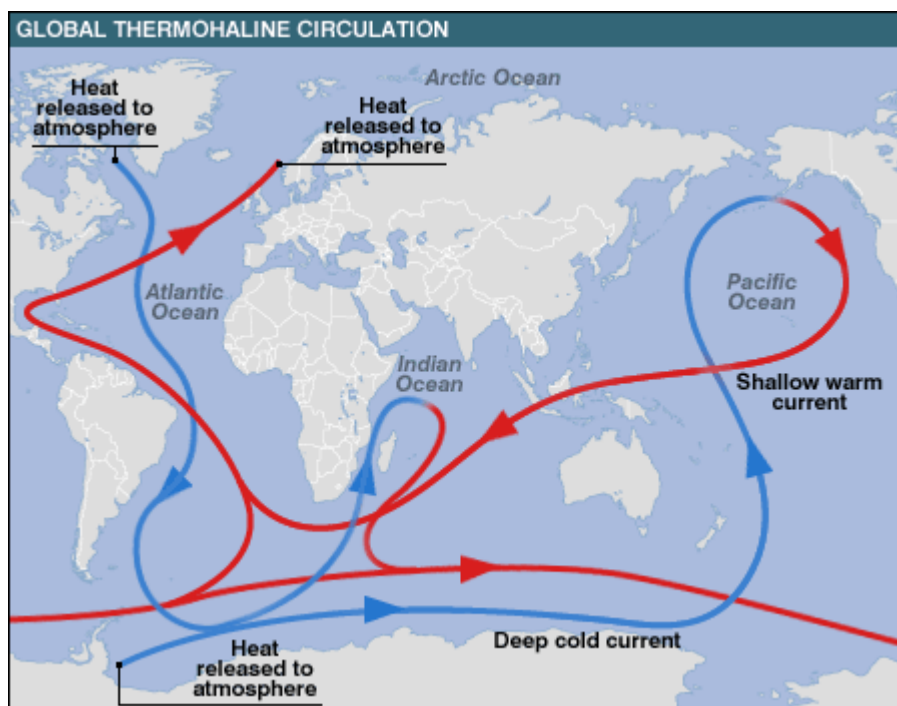
Last year I submitted some of my research into climate to the Wellington Shire for consideration in formulating their budget as an analysis of the available research on past climate suggests that southeastern Australia is headed for extremes in drought to the point that it will significantly impact on the shires ability to raise rates from the rural sector. In that submission I also suggested that cooling in the northern hemisphere could significantly impact the world economy and in the 12 months since I made that submission this has clearly happened. I am resubmitting that submission to this years budget consideration along with an update.

Research that has come out in the last 12 months supports what I said about low solar activity causing significant cooling in parts of the northern hemisphere-

<http://www.sciencedaily.com/releases/2014/03/140309150437.htm>

Unfortunately most climate research today appears to be influenced by the need to get funding by stating a belief that humans have caused the warming in recent decades that clearly appears to be associated with a period of very high solar activity from 1940 to 1996 and this usually prevents the proper analysis of the findings as well as further research.

Let's look further at the ocean current often referred to as the Gulf Stream-



It also appears to shift heat from the areas of the Eastern Tropical Pacific Ocean where warming of the sea surface is related to atmospheric changes associated with el Nino's. A study of south eastern Australia's weather has indicated to me that hot dry weather was far more common prior to the period of high solar activity from 1940 to 1996 than during that period and our climate generally the least suitable to agriculture during the lowest periods of solar activity. This is particularly evident with a study of the climate during the period of low solar activity at the end of the 19th century and start of the 20th century. Predictions of future solar activity for several decades to come are far more extreme than this period and the ostrich's approach of the past will most likely have drastic consequences for the future.

The next few years could see a halt to the cooling of the planet with a temporary el Nino warming first associated with changes in solar winds and has been predicted to start later this year-

<http://wattsupwiththat.com/2014/05/17/sailing-on-the-solar-wind/> followed by a continuation of the el Nino associated with an 18.6 year lunar cycles which could start around 2016-17. This will mean drought for our region and also we will be entering the trough of the 11 year solar cycle in a few years, following the weakest solar cycle for likely over 150 years. During the trough of the previous lowest solar cycle (around 1912-15) that occurred during rainfall records Sale had extremely dry years.

So, the droughts of the past that have caused trees to grow for many decades in swamps and creeks that would normally be filled with water are very likely to start very soon and have to be allowed for in just about every decision we make in regards to the future economy.

Submission 11 - Request for funding for drainage, extension of sea wall and installation of rubbish bins and dog poo bags on foreshore at Manns Beach (Manns Beach Improvement Committee):

MANNS BEACH IMPROVEMENT COMMITTEE INC
ABN 44 037 894 797

15 David Street, Manns Beach, Vic 3971
Email: mannsbeachic@gmail.com PH: 0449699668



10th May 2018

Attn: Wellington Shire

Re: Manns Beach 2018 / 2019 Budget Proposal



To whom it may concern,

As the newly appointed Manns Beach Improvement Committee, the main items we need to work on and would require Shire funding are as follows:

1. We need to improve the entire town's drainage system as it is currently not suffice.
2. Another project we need to attend to is extending the sea wall along the back of the properties in Fisher Street (backing onto Shoal Inlet) as it is causing erosion in some properties and flooding in high tides.
3. We would also like to install rubbish bins and dog poo bags on the foreshore, including in the BBQ area as it will reduce pollution of the inlet.

If you would like to sit with us and discuss the above items please advise, we would love to organize a meeting with you. We are a hands on committee and are deeply passionate about our town and its environment.

Looking forward to working with you to build a better future for both the Shire of Wellington and the Manns Beach Community.

Thank you for your time,

Debbie Webster
Secretary
Manns Beach Improvement Committee
PH: 0449699668

Submission 12 - Request that allowance be made within the Budget 2018/19 for the construction of public toilet facilities at Stockyard Point, Wharf Precinct, Port Albert (Port Albert Progress Association):



16.05.2018
Christopher J Cato
39 Wharf Street
PORT ALBERT VIC 3971

Mb:0413708666

Chief Executive Officer
Wellington Shire Council
18 Desailly Street
SALE VIC 3850

Dear Sir,

RE: DRAFT BUDGET SUBMISSION

I respectfully request that allowance be made within the Budget 2018 / 2019 for the construction of public toilet facilities at "Stockyard Point ", Wharf Precinct, Port Albert.

History

The issue for the need of these public toilet facilities has been well documented in the past and is certainly not news to Council.

The issue first raised its head soon after the closure of the existing public / private facilities within the Wharf Precinct at the wharf in June 2016. Until then the facility was available to the public for some nine (9) years.

Prior to the toilets closure, it was extremely evident of its need to the community after several complaints from myself (Customs House Inn) and community members to Council whenever the facility was accidentally or deliberately locked. The facilities at Customs House Inn were inundated with non-patron usage during these times. Council was first made aware in writing as far back as 12.05.2015 !

Numerous discussions and complaints were issued to Council after the closure, culminating with the presentation of a community petition (with over 400 signatures) to Council and Councillors, at its general meeting dated 07.02.2017.

Prior to Councils discussion of the petition at a further meeting dated 07.03.2017, a detailed proposal for new Public Toilet Facilities put together by the Port Albert Community and submitted via the then Port Albert Progress Association in support of the proposed facilities was obviously not enough to persuade Council to either re-open the existing facilities or commit to new facilities.

Current

The issue has now progressed to one of an unacceptable community health risk.

Tourists and visitors to our lovely town are being "caught short" and are embarrassingly forced to urinate in public!

This would be funny if it weren't so serious. The "rocket shed" and surrounding grass area at Stockyard point are being used as an outdoor toilet and urinal!

On a daily basis, and even an hourly basis during busy times, people are urinating either on or around the "rocket shed" as a One (1) km round trip to the nearest public facility catches them short! What is more distressing is that unsuspecting tourists and visitors are then having their picnics on the same area!

The people forced to urinate on and around the "rocket shed" are not limited to what one may assume to be males and or toddlers. We have personally witnessed many females embarrassingly relieving themselves, some elderly people easily in their 80's. This is not the Port Albert that Council promotes at all their information booths within the Shire!

The situation is now having a negative effect on visitor numbers to Port Albert. How do we know this? Well simply, we have been told by proposed visitors organising day trips on behalf of various clubs etc and even bus and tour companies, that many a time now Port Albert is by-passed due to poor toilet facilities.

Recently, a large contingent of elderly visitors (30) all utilised the meagre facilities at Customs House Inn. They were not turned away as we would never do that however, they had set-up their picnic near the "rocket shed" and again were caught short. As the bus driver / carer commented, "how the hell can I pack everything up, help them all back on the bus, drive to the water tower toilets, help them off and into the toilets and then all get back on the bus again?!" he went on, "and on top of all that they all don't want the toilet at the same time!!" He also confirmed that next time he would by-pass Port Albert.

Customs House Inn is now collecting donations from mostly non-patrons using our facilities to go towards what we hope will be new toilet facilities at Stockyard Point. We have signage in our toilets advising all about the situation in Port Albert. (a copy of our signage is attached).

Also attached is a copy of the proposed toilets submitted to Council back in March 2017.

The costing's set out in that proposal we believe are still valid.

We have also received commitments from suppliers and tradespeople alike for donations of goods and or labour.

We don't expect Council to foot the entire bill for this project (that would be nice though!) We are seeking joint funding be it in the form of donated labour, project management and small financial at this end and financial help from Council.

So, from the areas of Services & Infrastructure, Economy, Natural Environment, Business Development etc within the Draft Budget, we are confident that Council could come up with an allocation of some \$65k.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'CHRISTOPHER J CATO', written over a diagonal line that extends from the top right towards the signature.

CHRISTOPHER J CATO

CC: Hon. Darren Chester MP Member for Gippsland
CC: Danny O'brien Member for Gippsland South

IF YOU CAN READ THIS

You are availing yourself of our modest facilities,
enjoy!

If you are a non-patron (*someone that finds relief at our expense and doesn't purchase anything*) again,
enjoy!

We would however, ask that you consider a small donation to go towards a proposed new toilet facility to replace the existing public facility recently closed by Council and Wildfish restaurant fish & chips, in one of the most stupid and selfish decisions ever made in Port Albert (and there have been a few!)

A number of progressive locals which include tradespeople have pledged their support to help build the new facility which we hope will be along side the "Rocket Shed" at Stockyard Point.

So, back to the modest donation! This can be deposited in cash in the

"Jar at the Bar"

and have a chat to our staff if you like, to get the full story behind the closing of the existing public facilities that were in place for over eight years, with the closest public toilet now a one kilometre round trip! Makes perfect sense!

Maybe even consider buying something!



Port Albert Progress Association
PO Box 7
Port Albert Vic 3971

Councillors and CEO
Wellington Shire Council
18 Desailly Street
Sale Vic 3850

17th March 2017

Re: Public Toilet facilities Stockyard Point Port Albert

Dear Councillors and Mr Morcom,

Please refer to our letter on this topic dated 27th February.

As mentioned in that letter our community believes the best solution to the problem is the building of stand-alone toilet facilities at Stockyard Point, on council land, West of the Rocket Shed, away for the North Street road reserve. Each member of the subcommittee independently determined the ready availability of adequate space in this location and the necessary services; water, power and sewerage close to this location.

Attached to this correspondence is a conceptual design drawn to scale for stand-alone toilet facilities at Stockyard Point. Photographs of the location are also attached for the benefit of anybody who is no deeply familiar with Stockyard Point.

Following is the results of our investigation into the costs of establishing and maintaining these facilities:

- The pick-up point for connection to the sewer is approximately 3 meters to the south-east of the Rock Shed, on Wharf Street. Power and water are available at the Rocket Shed. The advice we have is an estimate of \$10,000 would sufficient to connect these three services.

We are aware of South Gippsland Water's requirements for connecting into the sewerage system.

- The cost estimate we have for construction of the building represented in our conceptual plan is 60 to 65 thousand dollars. This estimate is based on using concrete for paths and flooring, weather boards for cladding and galvanised iron for roofing and accounts for wages for tradesmen. We have strong indications that local tradesmen will volunteer labour to help reduce the cost of construction.
- These cost estimates do not include any allowance for drawings or permits required by council.
- For cleaning and supplies, we have an informal quote which is less than \$5,000 per year, calculated as 20 minutes, 7 days per week at an hourly rate of \$40.

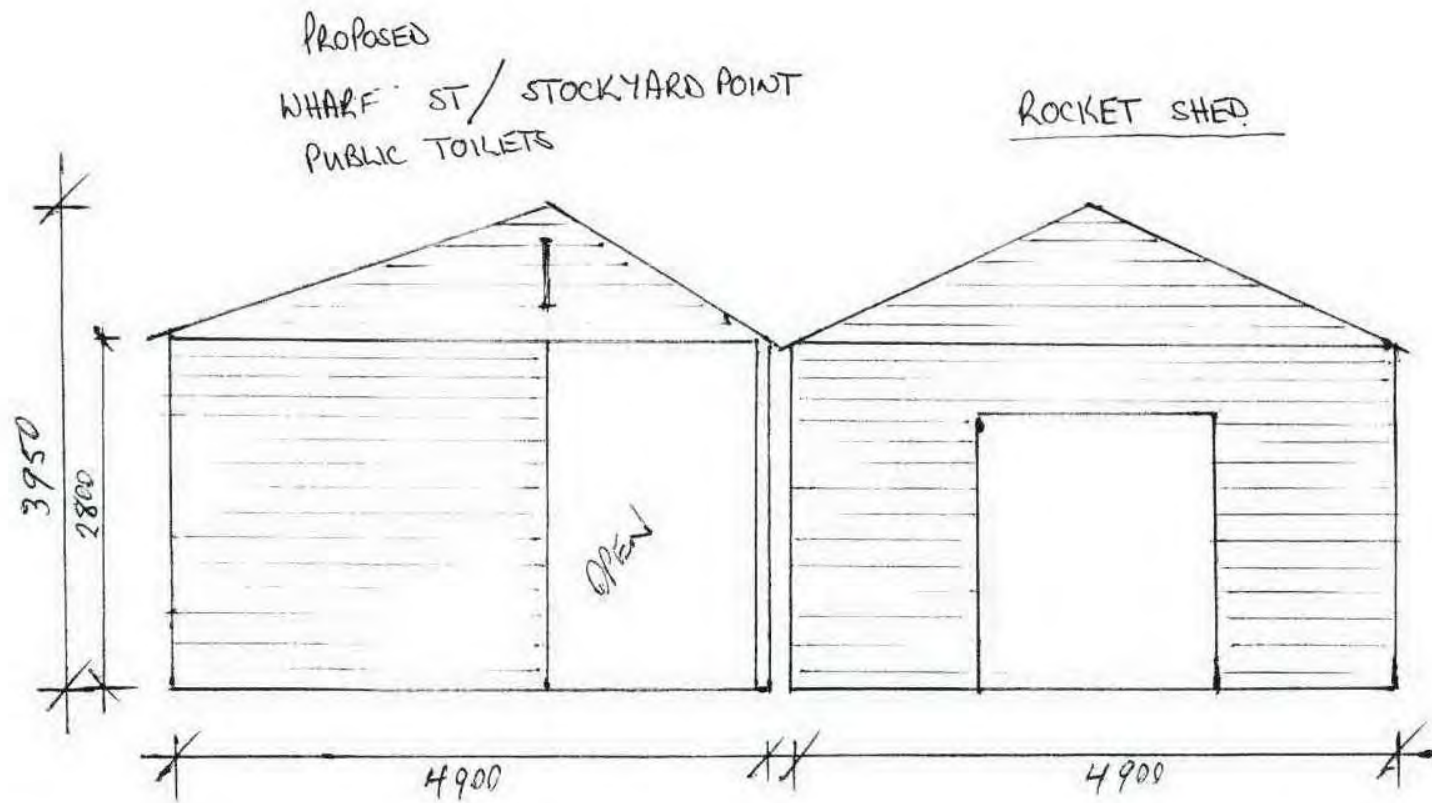
We also need to respond to the argument that Port Albert already has two public toilet facilities. That is a fact, we do. The question however is one of geography and appropriate placement of the facilities. Stockyard Point has been specifically developed by WSC and the Port Albert community to attract tourists. This is the location of Port Albert Wharf Fish and Chips, an icon destination for visitors to Wellington Shire. There are more picnic tables and places for tourists to sit and eat and drink at Stockyard Point than the rest of Port Albert combined. Public toilet facilities need to be here. And the reality is that people do not walk the distance to the nearest, currently available toilet facilities at the water tower. Since the closure of the Wildfish facilities people wander in and make use of the Customs House Inn's facilities, many without so much as a by- your- leave to the proprietor of that business. That is an unjust and unsustainable situation.

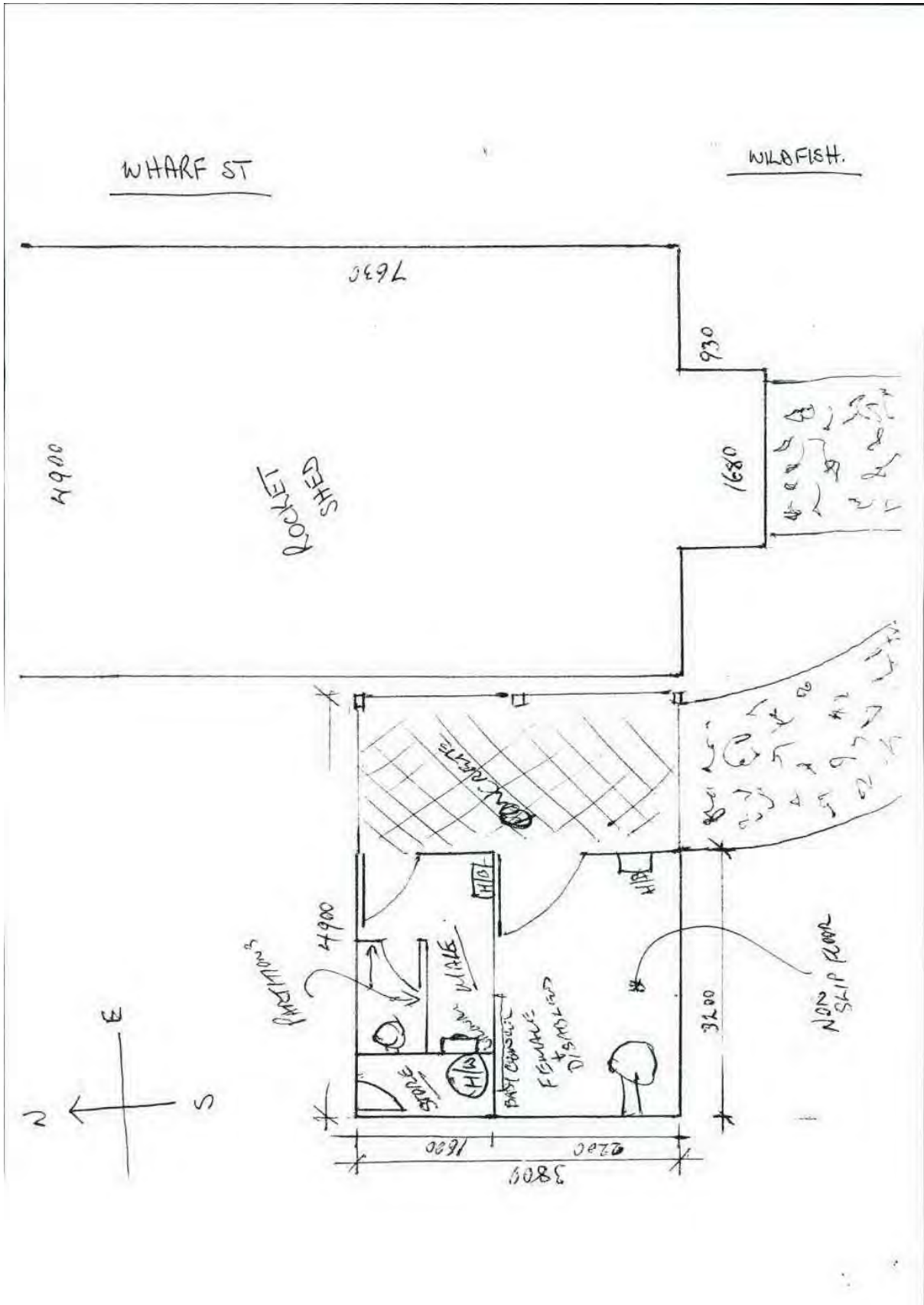
We hope this information will help in persuading you to the merits of our conceptual plan.

Yours sincerely,

Lynda Paterson
Secretary
Port Albert Progress Association

Cc: Tim Rowe; Chris Hastie













Submission 13 - Request for Council to resume financial support for the Gippsland Sports Academy program (Gippsland Sports Academy):

From: Vivian, Jim

Sent: Wednesday, 14 February 2018 2:08 PM

Subject: Gippsland Sports Academy

Hi Ian

Thank you for your interest in the activities of the GSA and potential support the Wellington Shire might be able to offer. As discussed yesterday historically all six Gippsland LGA's offered financial support irrespective of athlete numbers from the particular council area. The thinking behind this was that it needed to be a united all of Gippsland support so the GSA was able to attract the very best coaches and support staff to deliver programs in Gippsland.

Wellington Shire withdrew financial support for the GSA program in 2015 citing rates capping and other issues making it impossible to justify value for money for this to continue.

The GSA currently has seven sports programs it supports, they are swimming, tennis, volleyball, netball, clay target shooting, golf and gymnastics. The Wellington Shire has representation in all these sports especially volleyball, netball and gymnastics. Further to this the GSA pays to utilise facilities in Wellington Shire for specialist coaching in those sports as well as tennis.

Over the last six years Wellington Shire has had the second highest amount of athletes participating in GSA programs behind Latrobe City only. In 2018 there is around 40 Wellington shire residents in GSA programs out of a total 170 athletes.

Please let me know if there is any further information you require and again thank you for your interest in the GSA.

Regards

Jim

The Gippsland Sports Academy honours its past Olympic and Paralympic achievers:

Emily Beecroft (Rio, 2016 - swimming)

Ashley Delaney (Beijing, 2008) - swimming

Amanda Drennan (Athens, 2004) - swimming

Lichelle Clarke (Athens, 2004) - swimming

AN INVESTMENT IN EXCELLENCE

Jim Vivian

Executive Officer

Gippsland Sports Academy