

YourSay

Submission: Draft 2024/2025 Budget, Delivery Program and Operational Plan FILE24/149

May 01, 2024 - Jun 03, 2024

Project: Draft 2024/2025 Budget and Operational Plan

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Q1 First Name

Short Text Emmalee

Q2 Last Name

Short Text Holmes

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Environmental Sustainability
Housing
Leadership
Liveability
Economy
Infrastructure

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Operational Plan
Delivery Program
Budget
Fees & Charges
Asset Management Plan
Workforce Strategy
Long-term Financial Plan
Macquarie Regional Library (Budget, Fees, Charges & Operational Plan)

Q7 Written submission

Long Text

see attached

Q8 This submission will require consideration towards:

Select Box

A funding source from existing budget (at the cost to something else)

Q9 File upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/1633

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

Wellington
NSW 2820

28/05/2024

Submission to the 2024 Draft Budget

Dear Dubbo Regional Council,

Thankyou for the opportunity to make submissions to the DRC Draft Budget and Operational Plan.

It is important for the community and residents and rate-payers to 'have their say' on these important plans to make our LGA a great place and to highlight and address the priorities and interests of local residents. The rate-payers deserve to 'have a say' on what our rates are used towards and it is important for Dubbo Regional Council to listen to the wishes of the community and residents and try to address these for the rate-payers.

In recent years Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), effects of severe drought, loss of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently COVID19 restrictions and floods and mouse plagues. Wellington is now seeking new projects to enhance our town, attract tourists, develop high quality public street art, improve the economy and maintain its towns own unique identity and put Wellington 'on-the-map'. With the loss of Wellington Shire Council and the amalgamation with Dubbo Regional Council, Wellington has lost our voice, local knowledge and historical knowledge with mostly new Councillors who have not lived in Wellington and do not know such important issues so it is important that Wellington remains a priority and receives fair and equal budget allocation with Dubbo.

Wellington is the second oldest town this side of the Blue Mountains with a long and rich history. DRC now plays an important role in managing and supporting Wellington and its residents by fair and equal budget allocation to Wellington as well as Dubbo and villages and surrounds.

I have reviewed in detail the relevant documents and would request the following to have an allocation of funds in the 2024/2025 DRC Budget and Operational Plan:

1) The Duke of Wellington bridge/road in Wellington requires URGENT review and repair as well as the severe erosion issue at the Bell and Macquarie River junction.

2) Allocated Budget for the "Wellington Street Tree Masterplan".

A Tree Budget allocation of at least \$100,000-\$250,000 should be allocated for Wellington Street Tree Masterplan.

3) Walking Track/Cycleway linking Wellington CBD (from Wellington cemetery) to Wellington Caves. Wellington needs a network of Cycleways and Walking Tracks and Wellington is currently lacking in these important assets which are required and important for health, exercise and wellbeing.

I would propose that half of the funding allocated to Fitzroy street, Gipps Street and Brisbane Street in Dubbo is allocated to Wellington as this would be fair and equal for all the rate-payers. It is currently all planned for Dubbo and does not include Wellington, this is inappropriate allocation of rate-payers money and un-equal distribution of funds.

4) Inadequate Public Amenities in Cameron Park, Wellington. The public amenities in Cameron Park were demolished and the number of toilets was significantly reduced to only 1 toilet and 1 shared sink which is completely inadequate for public events such as Anzac Day and Australia Day and markets and Vintage Fair and when coaches pull up. This issue needs urgent action as it has a significant negative economic impact on the Wellington CBD.

5) Completion and repair of the Wellington parkrun track in Pioneer Park to Wellington Showground.

6) Croquet green/grounds for Wellington Croquet club.

7) Heated pool or indoor pool at Wellington Aquatic Centre so that these facilities can be used all year round. Currently the pool is only open for a few months of the year.

8) Provision and installation of Bicycle Racks within the CBD and at popular locations such as Wellington Caves, CBD, Pioneer and Cameron Parks, cafes and shops and shopping centres such as Coles and Woolworths to make Wellington cyclist friendly for the many cyclists on the Central West Cycle Trail passing through Wellington.

9) The Wellington community has NO fenced dog-park and has requested a fenced dog-park. The dog-park should be featured as close to the CBD as possible so that it is in a safe area and is easily accessible and available to travellers and RV who can use it to exercise their dogs safely while passing through town. By being situated close to the CBD this would also encourage economic spending at the shops in this area.

Apex Park is NOT a suitable area as it is unsafe and there are syringes in this area and it is NOT close to the CBD- a dog-park in this area would NOT be used as it is on the wrong side of the railway line and not in a safe area.

Market Square would be the most appropriate area as it is central, close, easily accessible by RVs and is currently not being utilised.

Another suitable location would be the vacant block of land between the Wellington Hotel and the Wellington Train Station.

Alternatively Bell Park, is close to the CBD and Tourist Information Centre.

Another appropriate place would be Bicentennial Oval or the Teamsters Park/Montefiores Tennis Courts.

10) Wellington Riverside Reserves -Macquarie and Bell River recreation areas- need flood repair and installation of rubbish bins, walking trails and picnic tables and litter prevention strategies.

11) Wellington Aquatic Centre: this facility needs trees replaced for shade and provisions of tables and seats and seating in this facility as it is currently inadequate. A budget for

this needs to be allocated in this Draft budget to address the inadequate shade, trees and seating and tables at this facility

12) Weed Control- St Johns Wort: There needs to be a budget for weed-control in the Wellington area to eradicate and control the noxious and nearly out-of-control 'St Johns Wort' weed around the Wellington area before it takes over.

13) There is the great need for more Aged Care options, Retirement villages and Nursing Homes in Wellington. The BellHaven Nursing Home closed down which means that many residents had to relocate to another town. With an ageing population Aged Care options and facilities are important especially with an ageing and growing population.

14) 24 Hour Police Station required in Wellington. DRC needs to continue to support and advocate for this as Residents deserve to feel safe, monitored and protected.

15) Drought-proof strategies put in place such as water-saving options and water restrictions and bores, irrigation and low-maintenance , low- water requiring plants, compulsory rain-water tanks for residents

16) Storm water pollution traps for Wellington. This is an essential and important environmental requirement and should be a priority to protect the Macquarie River and our drinking water.

17) Market Square- revival and upgrade. Market Square is currently a bare and vacant area in town which is unsightly and unmaintained. This area needs to be developed into something more visually appealing and functional for community green-space. Suggestions could be: Kids playground, croquet-green, Dog-Park, Recreational Park, restore the Netball Courts, Garden or Community Garden, plant trees, gardens and provide picnic areas and dog-walking paths, Native plant garden. The amenity block is also in need of maintenance and upgrade for use for RV vehicles passing through.

18) 'Bell Park' Development into a Botanical Native Australian Plant and wildflower Garden: This park is situated in a beautiful area beside the Bell River and it also joins the Award-winning Cameron Park- however it is not currently maintained or used.

19) Upgrade of Teamsters Parks, Montefiores tennis Courts and facilities.

20) The Wellington Rhino statue needs repairing and replacing. This has been missing since 2019. The cost to repair this important feature should be included into the Draft Budget and the Rhino should be re-installed at the Wellington Tourist Information Centre especially as its unique artwork features Wellingtons mountains and rivers as well as Wiradjuri features to represent Wellingtons First Nations traditional owners of the land. and install it at the Wellington Tourist Information Centre would NOT be a significant cost.

Some of the cost for some of these projects could come from the \$65,000 or \$250,000 for Cameron Park lighting (unnecessary and NOT a community request or the \$50,000 to change the name of the airport or the proposed \$100,000 to update signs (maintenance).

The Cameron Park Lighting is NOT a community request, is NOT essential, will only cause undesirable behaviour in the park at night and will potentially cause damage to a Federation-style award-winning park. This park is not used at night and installing lighting would only add maintenance cost and encourage vandalism and undesirables to frequent into the park at night and potentially cause damage.

Reallocation of some of the costs from Dubbo to Wellington would also be appropriate so that the allocation of funding is fair and equal.

Wellington does not seem to have funding allocated for street trees, or Footpaths and Cycleways, but Dubbo does.

Additionally, rather than increase the Fees and Charges and Rates for Residents it would be more appropriate to increase the fees and charges for tourists- some of these costs could be increased such as Old Dubbo Gaol, Wellington Caves Complex so that costs are put onto tourists and visitors rather than local residents.

With the rising costs of living it is not appropriate to just keep increasing residents rates, increase the fees and charges that tourists pay rather than the residents would be more appropriate.

Yours Sincerely,
Emmalee Holmes

Q1 First Name

Short Text Wellington Community Progress and Action Group

Q2 Last Name

Short Text Inc

Q3 Organisation or Community Group

Short Text Wellington Community Progress and Action Group

Q4 Email

Email wellingtonprogressactiongroup@gmail.com

Q5 Please align your submission to the following themes

Multi Choice
Infrastructure
Economy
Liveability
Housing
Leadership
Environmental Sustainability

Q6 Please indicate which plans you are making your submission towards?

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Operational Plan
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Asset Management Plan
Workforce Strategy
Long-term Financial Plan
Macquarie Regional Library (Budget, Fees, Charges & Operational Plan)

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Single Checkbox Yes

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

28/05/2024

Dear Dubbo Regional Council,

Thankyou for the opportunity to make submissions to the DRC Draft Budget and Operational Plan.

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit. It is important for the community and residents and rate-payers to 'have their say' on these important plans to make our LGA a great place and to highlight and address the priorities and interests of local residents. The rate-payers deserve to 'have a say' on what our rates are used towards and it is important for Dubbo Regional Council to listen to the wishes of the community and residents and try to address these for the rate-payers.

In recent years Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), effects of severe drought, loss of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently COVID19 restrictions and floods and mouse plagues. Wellington is now seeking new projects to enhance our town, attract tourists, develop high quality public street art, improve the economy and maintain its towns own unique identity and put Wellington 'on-the-map'. We are a committed and passionate group of volunteer long-term residents of Wellington and with the loss of Wellington Shire Council and the amalgamation with Dubbo Regional Council, Wellington has lost our voice, local knowledge and historical knowledge with mostly new Councillors who have not lived in Wellington and do not know such important issues so it is important that Wellington remains a priority and receives fair and equal budget allocation with Dubbo.

Wellington is the second oldest town this side of the Blue Mountains with a long and rich history. DRC now plays an important role in managing and supporting Wellington and its residents by fair and equal budget allocation to Wellington as well as Dubbo and villages and surrounds. We have reviewed in detail the relevant documents and would request the following to have an allocation of funds in the 2024/2025 DRC Budget and Operational Plan:

1) The Duke of Wellington bridge/road in Wellington requires URGENT review and repair. There needs to be an allocated budget for this for Hydrologist report, Engineers report,

Soil Conservation works, erosion prevention and control, and to address and ACTION and repair the damage and prevent further erosion damage as a matter of urgency. Significant time has already passed with NO action from DRC for many years. Significant preventative action needs to be implemented immediately and while the time is right with a dry period and low river levels. The lack of action from previous Council has resulted in the significant damages so this issue needs action urgently.

It is not appropriate to just ignore this erosion issue- it needs urgent action.

The Erosion issue at the Bell River and Macquarie River junction also needs urgent action as it is threatening Gobolian Street and the residents and houses that live there.

The weir upstream of the junction in the Bell River is clearly and obviously directing the water flow towards the cliff erosion and increasing the erosion issue. The Weir needs urgent review and action.

There needs to be an allocated budget to address and action this issue and not just “consider options”. Significant time has already passed and inaction by previous Councils resulted in the current situation. **This needs addressing and repairing NOW, not in the future.** This bridge is a very important piece of infrastructure for the Wellington community and it is causing significant and disruptive inconvenience to the community having it closed, especially for the residents who live in Montefiores.

The current Operational Plan and Budget need to allow funds for this important project under the Bridge Improvement program:

**Additional bridges across the Macquarie River:*

Additional flood-free road access over the Macquarie River at Dubbo is provided

‘We plan for and mitigate the impacts of natural events and disasters’.

There does not seem to be any costs allocated to fixing this bridge in Wellington or actioning this issue. It is NOT appropriate to only consider Dubbo regarding bridges and NOT Wellington.

The Statement should read: *‘Action taken to review, address and action and repair the damaged Duke of Wellington Bridge (not just “options considered”)* this needs ACTION, the review and options should have already been completed as significant time has passed.

The “Towards 2040 Community Strategic Plan” states:

“The road network meets the needs of the community in terms of traffic capacity, fuunctionality and connectivity”

“Council works collaboratively with government and stakeholders on transport-related issues”

“Our community expects Urban and rural infrastructure to be well-maintained and fit-for-purpose”.

“Council assets to be managed in a sustainable and cost-effective manner”

“Additional bridges across the Macquarie River”

“The road transportation network is safe, convenient and efficient”.

“Infrastructure meets the current and future needs of our community”

“Council maintains infrastructure and delivers services at the adopted service levels as agreed with the community

So the Duke of Wellington Bridge and approaches should be included in this.

2) Allocated Budget for the “Wellington Street Tree Masterplan”.

This Masterplan is now completed and requires funding so it can be implemented. In previous years there has been NO tree budget allocated to Wellington for Public Spaces and

Street Trees which has meant there has been no trees replaced so now it is important that there is funding to implement this important Tree Plan in Wellington.

We could not see the allocated tree budget in the Draft Budget Documents but several years ago **the allocated budget was >\$600,000.00** which was reduced to \$100,000.00 and NO budget for street trees in Wellington. Wellington requires an annual budget for the Trees in Wellington- to replant trees removed as well as increase the current tree canopy. The Wellington Street Tree Masterplan states that *"there has been minimal trees replaced in the last decade"* in Wellington so Wellington already has a decade of tree replacements to catch up on and it also stated *'when funding allows'* with no set budget.

In recent years multiple significant trees in Wellington have been removed by DRC including:

- 1) Both side of trees along Bushranger Creek/Showground Road- (left hand side to 'replace the gutters', right-hand side for the walking track (were supposed to be replaced)
- 2) The row of 'Roy Bourke memorial trees' on the road side of Pioneer Park (to widen the access road)
- 3) Multiple large established very mature trees on both sides of the Bell River (photos attached) in the previously established 'Riverbank Rehabilitation Riparian Zones' (to build the pedestrian bridge- now there is a significant erosion issue))
- 4) Multiple large trees including one 100+ year old tree in the Wellington Aquatic Centre
- 5) Multiple assorted trees, bushes and shrubs on the native species 'sound/noise/vision /traffic barrier mound' between the Mitchell Highway and Montefiores Housing Estate were removed. Only 1 small row of the same species bushes were replanted on top of mound- the rest of the mound has not been replanted with native trees, shrubs and ground-covers as it should have been exposing the houses to traffic and noise.

Additionally, acres and acres of land in the locality have been cleared of native woodland species for solar farms, wind-farms etc with these trees not being replaced either. **NOT 1 tree has been replaced when all of these important trees were removed. This has significantly decreased the important tree canopy in Wellington and these trees should ALL be replaced as soon as possible- a budget needs to be allocated for this as the Wellington community were told the trees would be replaced.**

DRC is supposed to be "increasing the canopy", not decreasing it.

It will take another 50-100 years for trees to grow to this size/maturity if they are only planted now and it takes 30-50 years for trees to develop canopy.

A Tree Budget allocation of at least \$100,000-\$250,000 should be allocated for Wellington Street Tree Masterplan.

The Stockholm tree planting method costs \$5000-\$6000 per small tree and \$15000-\$20,000 per larger tree so a budget of \$100,000.00 would only allow for 5 or 6 larger trees to be planted with this method in the entire LGA so a significant budget is required for tree planting- and Wellington needs its own allocated street tree budget. In addition to this the 'Stockholm Root System' for street trees that DRC wants to use costs \$16,000- \$22,000 PER TREE so the current \$100,000 tree budget for Dubbo only covers the cost of approximately x 5 trees which is completely inadequate.

In the current climate change and with the Dubbo LGA being in a hot, dry climate the Street and Public Spaces Tree Budget should be a priority and a set budget allocation is required to fulfil the aim to increase the tree canopy and goals. A significant tree budget needs to be allocated NOW to make up for Wellingtons previous NO street tree budget so now it is important to catch up. With climate change and increased prevalence of skin cancers shade

and cooling are important and so is oxygen so trees need to be considered an important priority with an appropriate allocated set budget.

The Cameron Park Lighting is NOT a community request, is NOT essential, will only cause undesirable behaviour in the park at night and will potentially cause damage to a Federation-style award-winning park- **(re-allocate the \$250,000.00 for the unnecessary Cameron Park lights to street tree budget for Wellington instead).**

3) Walking Track/Cycleway linking Wellington CBD (from Wellington cemetery) to Wellington Caves. Wellington needs a network of Cycleways and Walking Tracks and Wellington is currently lacking in these important assets which are required and important for health, exercise and wellbeing.

The Wellington Community has previously requested a 'Tracker- Riley style'- **shared recreation Track/Cycleway from Wellington Cemetery (where the current path ends) to continue to Wellington Caves Complex along 'Old Sydney Road'.**

We request that there is a budget allocation for Cycleways and Walking Tracks for Wellington as there does not seem to be any budget allocations for Wellington in the Draft Budget.

This particular project would also have many benefits, both economic, social and wellbeing benefits. This would enhance options for the visitors from the Central West Cycle Trail to also cycle to Wellington Caves, increase visitation to the Caves and also encourage visitors at the Caves to ride into the CBD (please refer to the Submission WITH Letters of Support from the Community for further benefits and advantages of this project). This would link the Wellington Caves Complex (one of the most important tourist attractions in the area) to the Wellington CBD (much like the Tracker Riley circuit in Dubbo links the CBD to Taronga Zoo and Dundullimall Homestead).

By completing the Cycleway from Wellington cemetery to Wellington Caves complex along Old Sydney Road will provide a safe link for the Central West Cyclist visitors to visit the most significant tourist attraction in the area. This will increase the visitation to the Wellington Caves which will have a positive economic impact.

The Draft Budget currently states:

**A network of cycleways and pedestrian facilities is provided and maintained.*

Footpaths and Cycleways- Acquisition of Assets

Footpaths and Cycleways – Asset Renewals

Wellington request that at least half or more of this budget allocation is for Walking Trails and Cycleways in Wellington as there are none and the community requires these important assets for health and wellbeing.

In the above costings all of these costs are allocated to Dubbo. Dubbo already has extensive (>40kms) of Cycleways and walking Tracks and Wellington has none.

It is not fair or equal to allocate all of the above funds to Dubbo and not include Wellington. Wellington should have half of these funds or more allocated to Wellington as Wellington is VERY behind in getting such important community infrastructure and urgently needs to acquire some important network of Cycleways and Walking Tracks.

Wellington currently has NO useable Cycleways or Walking Tracks and an allocated budget to construct these in Wellington MUST be allocated into the budget. It is NOT appropriate or fair to allocate all of these funds to Dubbo only as the residents pay equal rates.

Unfortunately the only walking track in Wellington (from Pioneer Park to Brennans Way) was not maintained by DRC and is unsafe and unuseable due to being nearly overgrown

with weeds and cat-heads causing tyre punctures to cyclists and also dangerous holes and uneven surfaces and overgrown grass which are a trip hazard.

Physical inactivity is one of the leading causes of morbidity and mortality worldwide.

Insufficient regular physical activity increases the risk of type 2 diabetes, cardiovascular disease and some cancers. Western NSW Local Health district has one of the highest rates of Type 2 diabetes, overweight and obesity, cardiovascular disease and mental health issues. These issues are more prevalent in those living in rural areas, are indigenous, and are from low socioeconomic backgrounds. Providing the Wellington community with a pathway network suitable for fitness training, runners, walkers, cyclists, dog-walkers, wheelchairs and prams is imperative to encouraging healthy and active lifestyles and reducing the burden of chronic disease within the Wellington region. The construction of a recreation track network in Wellington will provide a recreation hub for the general public, tourists and community to walk, jog, run or cycle around in a safe environment away from vehicles. Such a facility in Wellington will be extremely beneficial to the community. Wellington is a place of beauty with 2 rivers the Bell and Macquarie Rivers. Wellington has limited Recreational walking tracks and Cycleways- by developing and increasing more of these will promote health and wellbeing, exercise and also promote optional travel rather than driving (walking, running, cycling) so will be more environmentally friendly. There are a lot of cyclists and mountain- bikers that travel around so this will economic potential if they stop to use these Recreational Tracks.

Wellington Caves is a popular tourist attraction with accommodation options and a café. A Recreation Track/Cycleway connecting Wellington CBD with Wellington Caves will provide a link between the 2 locations so local and visitors in the CBD can cycle or walk or run out to the Wellington Caves for coffee/lunch. Alternatively visitors staying at the Wellington Caves will be able to walk/run/cycle into the Wellington CBD and also out to Mount Arthur Reserve. This will increase health, fitness, wellbeing in the community as well as have economic benefit to local cafes and shops as well as to the Wellington Caves Tourist Complex. Currently the Cycleway finishes at Wellington Cemetery and extending this pathway along Old Sydney Road would be ideal as there is minimal traffic and it is the shortest and most direct route to the Wellington Caves as well as historic and scenic along the Bell River. Wellington community feel that completing this project should be a priority as the Track is currently incomplete as it ends at the Cemetery and is a 'track to nowhere' and did not reach the destination of the Wellington Caves. This project would support economic benefit, health and fitness and wellbeing to community as well as attract more Cyclists and fitness enthusiasts/trail runners to the area.

***WPAG also feel that it should be a priority to complete the Recreation Track out to link up with Mount Arthur Reserve Scenic Drive as** currently this track appears to be incomplete and is a "track to nowhere". It was supposed to be a track to connect with Mount Arthur Reserve but ends 700m prior to Mount Arthur. This will benefit the Mount Arthur Trust and boost visitors to the Mount Arthur Reserve as well as increase safety as the last 700m there is no track so people have to walk on the road which is unsafe.

***Some Bicycle racks, rest stops areas, drinking stations/water bubblers and solar lights along this track would also be beneficial to cyclists/walkers etc.**

This is in line with the Draft Budget Liveability which states:

"Access to a full range of recreational and sporting opportunities"

"Levels of community satisfaction with maintenance and provision of footpaths"

This is also consistent with the "Towards 2040 Community Strategic Plan":

"A Network of cycleways and pedestrian facilities is provided and maintained".

"Our community has access to a diverse range of recreational opportunities"

"Passive and active open space is located to maximise access and use by the community"

"Unique recreation and open space facilities are available"

"Our sporting facilities cater for a wide range of local, regional and state sporting events and opportunities".

"Alternative modes of transport are encouraged"

"Review and implement the Pedestrian Access and Mobility Plan for the Local Government Area"

It is noted in the Draft Budget that under "Footpaths and Cycleways Construction and Reconstruction and Asset Renewal there is **NO funding allocated to Wellington.**

We propose that half of the funding allocated to Fitzroy street, Gipps Street and Brisbane Street in Dubbo is allocated to Wellington as this would be fair and equal for all the rate-payers. It is currently all planned for Dubbo and does not include Wellington, this is inappropriate allocation of rate-payers money and un-equal distribution of funds.

***Please refer to the attached Submission for more information on the benefits and Track (with Community 'Letters of Support' included)**

3) Inadequate Public Amenities in Cameron Park, Wellington. The public amenities in Cameron Park were demolished and the number of toilets was significantly reduced to only 1 toilet and 1 shared sink which is completely inadequate for public events such as Anzac Day and Australia Day and markets and Vintage Fair and when coaches pull up. This issue needs urgent action as it has a significant negative economic impact on the Wellington CBD.

The cost to fix this issue could come from the \$65,000 or \$250,000 for Cameron Park lighting (unnecessary and NOT a community request or the \$50,000 to change the name of the airport or the \$100,000 to update signs (maintenance)

(*Please refer to attached Submission)

4) Completion and repair of the Wellington parkrun track in Pioneer Park to Wellington Showground.

Wellington community have been attempting to start a Parkrun event since 2015.

DRC were very supportive in constructing and providing a track for this event, unfortunately the track was never fully completed and the track was severely damaged by floods.

The Parkrun start-up costs were kindly donated by Wellington Rotary some years ago but the Track has not yet been repaired since the severe 2022 floods.

The Wellington community feel that this event will have an extremely beneficial impact on Wellington and request that DRC maintains and repairs the track so that we can proceed with this event. We request that DRC continue to liaise with Wellington Parkrun committee so that it is ensured that the track is within the required Parkrun rules and regulations (no stairs, no roads, no vehicles etc).

Overall, it is anticipated a Wellington Parkrun event will have a positive and highly beneficial and influential impact on the Wellington community and this should be a priority as **we have been waiting 8 years to start a Wellington parkrun event!!!!**

It is noted in the Draft Budget that under "Footpaths and Cycleways Construction and Reconstruction and Asset Renewal" there is **NO funding allocated to Wellington.**

We propose that half of the funding allocated to Fitzroy street, Gipps Street and Brisbane Street in Dubbo is allocated to Wellington as this would be fair and equal for all the rate-payers. It is currently all planned for Dubbo and does not include Wellington, this is inappropriate allocation of rate-payers money and un-equal distribution of funds.

This is in line with the "Towards 2040 Community Strategic Plan":

"A Network of cycleways and pedestrian facilities is provided and maintained".

5) Croquet green/grounds for Wellington Croquet club.

This previously was held at Wellington Bowling Club however is no longer able to be held here. The Wellington Community request a suitable location for the Wellington Croquet Club to hold their events. This requires a suitable green/lawn and picnic tables/amenities and public amenities.

A suitable location would be Market Square in Wellington which is Crown Land for Public Recreation and is currently not being used.

There are also public amenities in this location which can be maintained.

Market Square would also be suitable for a Fenced Dog Park and could easily be used for both purposes in different areas.

This is in line with the "Towards 2040 Community Strategic Plan":

"Our community has access to a diverse range of recreational opportunities"

"Passive and active open space is located to maximise access and use by the community"

"Unique recreation and open space facilities are available"

"Our sporting facilities cater for a wide range of local, regional and state sporting events and opportunities".

6) Heated pool or indoor pool at Wellington Aquatic Centre so that these facilities can be used all year round. Currently the pool is only open for a few months of the year.

The community requests that this facility should be heated and/or indoor so that it can be used by the local community for all 12 months of the year. Funding for this needs to be considered for the future.

This is consistent with the "Towards 2040 Community Strategic Plan":

"Our community has access to a diverse range of recreational opportunities"

"Passive and active open space is located to maximise access and use by the community"

"Unique recreation and open space facilities are available"

"Our sporting facilities cater for a wide range of local, regional and state sporting events and opportunities".

7) Provision and installation of Bicycle Racks within the CBD and at popular locations such as Wellington Caves, CBD, Pioneer and Cameron Parks, cafes and shops and shopping centres such as Coles and Woolworths to make Wellington cyclist friendly.

Wellington currently has many cyclists passing through Wellington from the Central West Cycle Trail. Many of these cyclists have loaded luggage on their bikes and require suitable and adequate bike racks to safely and appropriately store and park their pushbikes upright. It is not safe to have to lie them on the ground on the pavement and if not stored correctly they can get damaged or fall over.

As Wellington is part of the very popular **Central West Cycle Trail** there are many cyclists passing through and staying overnight in Wellington and Wellington needs to be "cyclist friendly" and cater for these visitors as well as locals.

“Alternative modes of transport are encouraged”

8) The Wellington community has NO fenced dog-park and has requested a fenced dog-park (Dubbo has x 14 off-leash areas and 3 fenced dog-parks).

The dog-park should be featured as close to the CBD as possible so that it is in a safe area and is easily accessible and available to travellers and RV who can use it to exercise their dogs safely while passing through town. By being situated close to the CBD this would also encourage economic spending at the shops in this area.

Apex Park is NOT a suitable area as it is unsafe and there are syringes in this area and it is NOT close to the CBD- a dog-park in this area would NOT be used as it is on the wrong side of the railway line and not in a safe area.

Market Square would be the most appropriate area as it is central, close, easily accessible by RVs and is currently not being utilised.

Another suitable location would be the vacant block of land between the Wellington Hotel and the Wellington Train Station.

Alternatively Bell Park, is close to the CBD and Tourist Information Centre.

Another appropriate place would be Bicentennial Oval or the Teamsters Park/Montefiores Tennis Courts.

The following statements in the Operational Plan support this:

“The lifestyle and social needs of the community are supported:

“Our community values domestic, companion and other animals”

and “passive and active open space is located to maximise access and use by the community”

and “Unique recreation and open space facilities are available”

***Please refer to the attached Submission for more benefits and why this is important**

9) Wellington Riverside Reserves -Macquarie and Bell River recreation areas- need flood repair and installation of rubbish bins, walking trails and picnic tables.

The Macquarie and Bell Rivers are Wellingtons greatest assets. Wellingtons motto is “where the Mountains and Rivers Meet” so further maintenance and preservation of these areas would be beneficial. Walking trails, Rubbish collection, tree-planting, preservation of the important Riparian river zones, land- care, river-care, Seats and picnic tables at the river reserves, boat ramps, kayaking. Wellington is an important and well known Platypus area so preserving and care-taking these areas is an important priority. Planting native flora and plants and trees is important for the health of the rivers.

There also seemed to be \$2000,273 previously for ‘Dubbo CBD Macquarie River Shared Pathways’ but nothing for Wellington. Wellington John Oxley Reserve by the Macquarie River needs urgent attention as does the ‘Thorton Street Shallows Reserve’ and ‘The Falls Reserve’ in Wellington. These riverside reserves and walking areas and paths require repair and budget to make them safe and useable and to develop these reserves for Community Open green Spaces. It is NOT appropriate or fair to allocate \$2000,273 to Dubbo and nothing to Wellington. Wellington has very limited Macquarie River access areas for the community and it should be a priority to allocate a budget for this in Wellington (Dubbo already has extensive riverside pathways). The Road/Track/path to The Falls Reserve in Wellington is currently in bad condition.

This would be in line with the Operational Plan states: *“Master-planning our river environments to guide their use, restoration and conservation”* however this should state

‘rehabilitation, restoration, preservation and conservation’ for our river environments. It is NOT appropriate or fair to allocate \$2000,273 to Dubbo and nothing to Wellington

10) Wellington Aquatic Centre: this facility needs trees replaced for shade and provisions of tables and seats and seating in this facility as it is currently inadequate. A budget for this needs to be allocated in this Draft budget to address the inadequate shade, trees and seating and tables at this facility

The allocated budget for the DRC Aquatic Leisure Centres seems to be just for Dubbo.

There needs to be a budget allocated for the Wellington Aquatic Centre for tree-plantings to replace the trees that were removed within this facility several years ago that have not been replaced.

There needs to be more trees and more shade at this Centre. Our LGA has an extremely high rate of skin cancers so shade at a pool is an essential and important requirement.

There also needs to be many more tables, chairs, seats and BBQ, shelter sheds and picnic options at the Wellington Aquatic Centre. There needs to be an allocation in the 2023/2024 Budget for this as it has been several years and these have not been provided.

It also does not seem appropriate to increase Wellington Aquatic Centre admission fees and charges by \$10.

These fees already increased significantly last year and this cost affects local residents and families of low income earners, pensioners and students.

It does not seem appropriate for these fees to increase which affects residents and locals but not to increase the admission fees to the Wellington Caves Complex- which affects tourists.

It would be more appropriate to increase the admission fees to the Wellington Caves Complex INSTEAD of the Wellington Aquatic Centre fees. These fee increases would then be passed on to visitors and tourists and NOT into local residents and rate-payers.

It is also not appropriate to charge the same admission fees to Wellington Aquatic Centre the same as Dubbo. Dubbo Aquatic Centre has many more features and facilities such as a waterslide and more pool and kids activities so the fees to attend this centre should be higher and Wellington should be lower as it has less facilities. Wellington residents should pay less as they receive less.

There also needs to be a much lower rate for senior citizens, and pensioners.

The cost of trees and tables and seating at the Wellington Aquatic Centre should be included in the Aquatic Leisure Centre- Asset Renewals/maintenance and other structures costs.

11) Cameron Park- Re-beautification of the award-winning Cameron Park Garden beds in the CBD:

Cameron Park is in the centre of Wellingtons CBD and is regarded as one of the most beautiful and historic assets of Wellington, dating back to 1859 when the Wellington Improvement Society requested land to be set aside for a community reserve and recreation area. It features an ornate and historic Fountain, war memorial, band rotunda, and award-winning sunken gardens which used to include fish pond and rose gardens.

Unfortunately, in recent years the maintenance and presentation of Cameron Park has declined and it does not seem to be a priority- with empty garden beds, and large areas of plain and bare earth instead of grass with much less appeal. WPAG would like to propose that the Cameron Park gardens are replanted, restored and maintained back to their

original Award-winning state as this park is a central and important draw-card to visitors passing through as well as a beautiful, significant and important feature in the CBD.

***Please note that it is important that this needs to be done in consideration and consistent with its history and keeping to the original theme and style as historic and 'European-style' formal gardens.** WPAG would like to suggest the following improvement for Cameron Park Gardens:

1) *Replanting the formal rose garden beds in the sunken gardens and along the fence along the main street* to their original state should be a priority (currently empty). Roses are hardy and tolerant to many climatic conditions, do not require a lot of water and have thrived previously in this park and the rose gardens and rose beds were an important traditional feature of the garden that should be restored and maintained.

2) *Replant some more trees within the park to replace some of the older historic trees when they die (same variety of tree to maintain the original style and park).* Some more trees re-planted at the library-end of the Park will also provide shade, beauty, cool, oxygen, and appeal as this area is exposed and hot and bare.

6) *Replant and replace the grass and lawns and some gardens at the end of the park near the Commonwealth Bank where the childrens playground used to be.* Currently this area is exposed, bare, plain and unsightly and disappointing that an Award-winning Park is so drab and plain and looks awful and unfinished.

12) Wellington Showground: This important community facility requires Better and safer lighting outside all gates, carparks, stable areas, the Grandstand and outside the Pavilions as at recent events it was noted to be dangerous at events at night due to inadequate lighting which is a trip hazard.

The Wellington Showground could also be enhanced with more tables and seating and replace more shade trees and some public art Murals

– such as a Mural of the Wellington Boot Horse Race. These costs need to be included in the 2023/2024 Budget.

This is in line with: *"Implement Strategic plans for the Dubbo and Wellington showgrounds"*.

13) Public Art and Street Murals in Wellington: The Wellington community has been attempting to organise some significant and world-class street- murals in Wellington for the past 3 years with NO permission or support from DRC. As a result Wellington has been significantly 'left behind' in regards to Murals and street-art projects. There should be an allocated budget for this in Wellington as Dubbo has multiple street art murals and a mural-walk yet Wellington has NO world-class murals or sculptures. An allocated budget for some significant art projects in Wellington needs to be allocated so Wellington can 'catch up' with art and culture and public art projects.

This is in line with the Operational Plan: *"Increased opportunities for public art"*;

14) There should be more Electric Vehicle Car charging Stations in Wellington. Suggested locations would be the Tourist Information Centre, the Wellington Railway Station and Wellington Caves Complex and Golf Club, RSL, Wellington Showground and the Coles/Woolworths carpark. A budget should be allocated for this to increase tourist potential and economic benefit to the Wellington CBD.

Wellington Train Station has plenty of room for this and is in close proximity to the CBD so visitors can easily walk to shops, cafes etc. An alternative option would be in the RSL carpark

or at the old derelict blue service station site next to the Primary School/ Skate Park. All these locations are within close walking distance to the CBD with potential for economic boost and encourage travellers passing through to stop.

This promotes greener travel, environmental friendly travel and support of regional town.

This fits in with the Operational Plan:

"Environmental Sustainability: Electric vehicles to become more prevalent, with charging stations located in key areas.

(*Please refer to attached Proposal)

15) Wellington Cemetery needs flood-prevention planning and action and Amenities to be re-opened and up-graded.

It is a health hazard to have graves and recent burial sites flooded with river water which is 70% our drinking water. Urgent action is required to address the flooding and implement a solution and prevention. In the mean-time no further plots should be sold or allocated within the flood zone. An allocated budget is required for urgent flood preventative actions and solutions at Wellington Cemetery.

This is in line with the Operational Plan: *"Develop long-term management plans for cemetery facilities and ensure required service support"*

16) Installation of rubbish bins, picnic tables and litter prevention strategies at

Wellingtons riverside reserves and rubbish hot-spots. The LGA requires more than just *"Monitor for hot-spots of illegal dumping"*. This environmental issue requires planning, action and implementation of litter prevention strategies with an allocated and set budget required.

17) An 'Urban Cooling Strategy' should be developed and implemented- the best way to do this would be to increase the street tree canopy and green and natural public open spaces, minimise hard surfaces such as tarmac and concrete and use more grass and ground-covers

Increasing the Street Tree Canopy is proven to be effective, environmental and efficient in this so an appropriate Street Tree Budget must be allocated for this.

This is in line with **Investigate mechanisms and smart technologies to reduce the urban heat effect*: however 'smart technologies' are NOT required, just more Street Trees and cooling canopy (with the leaves touching)

A **Tree Preservation Order** should also be put in place.

18) Wellington Caves Complex really needs the proper Café which it used to have so it can provide meals, lunch and this would potentially increase the visitation to this tourist attraction. The addition of a proper café with a significant menu (burgers, hot chips, scones, sandwiches, toasties etc) would attract more visitors to the world-renown tourist destination.

This is in line with: *"Implement Strategic Plans and Internal Business Strategies for the wellington Caves"* and *"Maintain and operate the Wellington Caves Holiday Complex. A budget allocation for a Café would beneficial and enhance these facilities.*

19) Weed Control- St Johns Wort: There needs to be a budget for weed-control in the Wellington area to eradicate and control the noxious and nearly out-of-control 'St Johns Wort' weed around the Wellington area before it takes over.

20) There is the great need for more Aged Care options, Retirement villages and Nursing Homes in Wellington. The BellHaven Nursing Home closed down which means that many residents had to relocate to another town. With an ageing population Aged Care options and facilities are important especially with an ageing and growing population.

21) 24 Hour Police Station required in Wellington. DRC needs to continue to support and advocate for this as Residents deserve to feel safe, monitored and protected.

This is a very important issue for Wellington residents and a campaign by DRC would be beneficial.

As a large rural town with 2 x Correctional Centres and major crime it is important that the citizens of Wellington feel safe and protected in our Community which they currently do not. Wellington has recently had 2 x murders, a drug syndicate uncovered as well as lots of other crime due to no Police being in town after hours. This should be an urgent priority for Wellington and it would be important for DRC to continue to campaign and lobby for this essential service for the community as a priority.

Additionally a fully staffed hospital with a Doctor available 24/7 should be another priority for the Community.

(*See attached submission)

22) Drought-proof strategies put in place such as water-saving options and water restrictions and bores, irrigation and low-maintenance , low- water requiring plants, compulsory rain-water tanks for residents

23) Storm Water Pollution Traps for Wellington. This is an essential and important environmental requirement and should be a priority to protect the Macquarie River and our drinking water.

24) More overtaking lanes on the Mitchell Highway between Wellington and Geurie and Dubbo. This highway is busy with lots of traffic including commuters between Wellington and Dubbo, at peak hours it is slow and congested and dangerous. There have been many fatal accidents on this stretch of road. For safety and traffic flow some more over-taking lanes would be safe or installation of dual carriageway between the 3 towns.

25) Market Square- revival and upgrade. Market Square is currently a bare and vacant area in town which is unsightly and unmaintained. This area needs to be developed into something more visually appealing and functional for community green-space. Suggestions could be:

Kids playground, croquet-green, Dog-Park, Recreational Park, restore the Netball Courts, Garden or Community Garden, plant trees, gardens and provide picnic areas and dog-walking paths, Native plant garden. The amenity block is also in need of maintenance and upgrade for use for RV vehicles passing through.

26) 'Bell Park' Development into a Botanical Native Australian Plant and wildflower

Garden: This park is situated in a beautiful area beside the Bell River and it also joins the Award-winning Cameron Park- however it is not currently maintained or used.

WPAG would propose that this Park is developed into a Botanical Native Australian Garden with riverside walking tracks and a picnic area. This Park could also promote the nearby Burrendong Arboretum and Mount Arthur Nature Reserve. Plants from the Burrendong Arboretum and Mount Arthur Reserve could also be grown and displayed here as well as local and Australian Species. This will provide a peaceful and natural area as well as promote native Australian habitat for local insects, bees, fauna and wildlife. As this Park is connected to the Bell River riparian zones it would be a wonderful place for a Native Botanical Australian Native plant and wildflower Garden for local flora to be displayed and grown. Sculptures of local wildlife could also be displayed here (similar to the sandstone Gecko sculpture at the Dubbo Japanese Gardens). Native flora/plants are more hardy to the climatic conditions and more drought-tolerant so would need less care, water/maintenance.

27) Tree-planting, tree replacement and entrance way re-beautification.

*WPAG feel that the entrance ways into Wellington especially either side of the Mitchell Highway should have more 'street appeal' and re-beautification.

*Planting avenues of native trees would provide beauty, shade, appeal, habitat and beauty and a more appealing entranceway to the town for visitors.

*Replacing trees which have been removed previously along Showground Road and Swift Street should also be a priority (rather than removing them)

Trees have many benefits and provide shade, beauty, food, protection, a cool canopy, habitat and they give excellent benefits and give off oxygen that we need to breathe, reduce the amount of storm water runoff, which reduces erosion and pollution in our waterways. The last remaining row of Kurraong Trees in the centre of Swift Street were also recently removed by DRC and should also be replaced and the row of 70 year old Kurraong Trees along Showground road on both sides were also removed by DRC and have not been replaced.

Wellington Community would like these traditional and historic trees to be re-planted and replaced as a matter of priority as it takes many many years for them to re-grow and become established and mature. The trees should be replaced the same as the ones which were removed (native Kurraong trees, not introduced species).

Traditionally Wellington had avenues of Kurrajong trees lining the streets of Swift Street and Showground road which have been removed by Council and not replaced. These trees were often trimmed and lopped during drought times so farmers could feed their stock.

WPAG would propose that trees planted are native Australian species. Appropriate trees would be Lemon-scented Gum trees, Wattles, Kurrajongs, paperbarks, bottlebrush, Grevilleas, Eucalypts and especially the traditional Kurrajong trees.

28) The Wellington Rhino statue needs repairing and replacing. This has been missing since 2019. The cost to repair this important feature should be included into the Draft Budget and the Rhino should be re-installed at the Wellington Tourist Information Centre especially as its unique artwork features Wellingtons mountains and rivers as well as Wiradjuri features to represent Wellingtons First Nations traditional owners of the land. Wellington has already waited for 5 years of inaction by DRC on this feature- yet Dubbo features multiple rhino statues. Its time this was repaired and replaced for the Wellington community as it is

an important feature and should be installed at the Tourist Information Centre. To fix this statue and install it at the Wellington Tourist Information Centre would NOT be a significant cost.

"The region to be promoted as a transport and logistics hub

The Region to be promoted as a 'Gateway to western NSW'

The region to be promoted as a Mining Services Centre and Critical Minerals Hub to create advanced manufacturing jobs"

Disagree. Wellington should be promoted as the 'second oldest town this side of the Blue Mountains 'and 'Kayaking Capital of NSW' and Platypus Conservation Area, and as a Clean, Green Town Conservation area and environmental attractions and as the" home of the Mega-fauna fossils".

***Cameron Park- lighting= \$250,000- Disagree-** this was **NOT a community request** and is NOT a requirement. This park is not used at night and installing lighting would only add maintenance cost and encourage vandalism and undesirables to frequent into the park at night and potentially cause damage.

This \$250,000 should be re-allocated to Wellington for Cycleways and walking paths as Wellington lacks these important assets or re-allocated for the Wellington Street Tree Masterplan. It is not required to spend \$250,000.00 on unnecessary lights in a park. This money should be better spent elsewhere as this was not a community request.

Additionally rather than increase the Fees and Charges and Rates for Residents it would be more appropriate to increase the fees and charges for tourists- some of these costs could be increased such as Old Dubbo Gaol, Wellington Caves Complex so that costs are put onto tourists and visitors rather than local residents.

Also less money wasted on "Masterplans" would allow more money for the actual projects themselves.

We feel that Wellington has a lot to offer and has much potential to develop further. We strongly request that any future projects and plans for the town retain a historic and heritage-style to remain consistent with Wellingtons historic CBD and buildings and this needs to be taken into consideration in future developments. Wellington is the second oldest town west of the Blue Mountains so it is important to retain this history and heritage-style CBD.

We look forward to working with Dubbo Regional Council further and helping Wellington to continue to prosper, progress and improve. We are excited about these ideas and hope to see them develop further with your support and assistance and consideration for the Draft Budget.

Yours Sincerely,

Wellington Community Progress and Action Group Committee.



Registration Number -INC2000349

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

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30/01/2022

Proposal for Construction of a Cycleway/Shared Recreation Track facility linking from Wellington Caves Complex (via Old Sydney Road, NOT the Highway) via Wellington NSW to Mount Arthur Reserve 'Scenic Drive'



The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

Wellington NSW is a heritage town being the second oldest town west of the Blue Mountains with a long and rich history and is a popular tourist destination with several unique local attractions including the Wellington Caves, Lake Burrendong, Mount Arthur Reserve and many popular tourist events like the Vintage Fair and Swap Meet, The Wellington Boot Horserace and the Mount Arthur Challenge.

In recent years however, Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), loss of a 24 hour Police station with

increased drug and crime, effects of on-line shopping, and more recently effects of severe prolonged drought, severe rodent mouse plague and COVID19 restrictions.

Wellington is now seeking new projects and infrastructure developments to enhance our town, attract tourists, improve the economy, maintain and progress Wellington and its own unique identity, and put Wellington 'on the map' and tourist trail.

We are writing to you again on this matter as there is a new Council and this project was proposed previously to the previous Council, but seems to have been forgotten about and we feel that this project would be very beneficial and worthwhile to the Wellington community as well as visitors.

As previously submitted to Dubbo Regional Councils a few years ago, we have an interest in a plan for construction of a Cycleway/Shared Recreation Track Facility linking from **Wellington Caves to Wellington (via Old Sydney Road NOT along main highway) and from Wellington to Mount Arthur Reserve 'Scenic Drive'** (the latter Track is partially constructed- but needs extending 700m to become complete to end at Scenic Drive) (and the Cyclepath currently ends at Wellington Cemetery and needs to be extended to Wellington Caves). While predominantly a Cycleway, this track will also be a Shared Recreation Track suitable for walking, running, cycling, dog walking, scooters, strollers/prams and wheelchairs, (shared Track) safely and away from traffic, as well as to provide a link between 2 of Wellingtons most popular and natural Tourist attractions. It will also showcase Wellingtons natural beauty and rivers and mountains and caves.



This proposed Shared Cycleway/Recreation Track would be similar to Dubbos 'Tracker Riley' circuit which loops from Dubbo to 'Taronga Western Plains Zoo' and 'Dundullmall Homestead' creating a circuit and direct path to these attractions. Similarly the proposed Wellington Track would link Wellington Caves and Wellington CBD and Mount Arthur Reserve.

The previous response from Dubbo Regional Council stated “Your Submission was considered by Council at its meeting held 26 June 2017 wherein it was resolved, in part, as follows: *“That the proposal for the construction of a new cycle track from the Wellington Caves complex (via Wellington) to Mount Arthur Reserve (Wellington) be considered in a future review of the Wellington Bike Plan, noting that these priorities of this Plan will inform Councils future Cycleway Construction Program”*”.

As Wellington is progressing further with such developments as the recent amalgamation with Dubbo Regional Council, major upgrades to Wellington Caves Complex, recent extensions of the Wellington Correctional Centre, Bodangra Windfarm and multiple extensive Solar Farm construction, all bringing new population, visitors and employees to Wellington, we believe that now is the right time to create upgrades to our communities existing facilities and infrastructure. As the usage and promotion of the Wellington Caves and Mount Arthur Reserve increases, now is the right time to make necessary additions to the existing facilities to increase visitation, appeal, standards and facilities as well as showcase Wellington’s natural beauty, attractions, location and scenery.

In addition to this the popular ‘Central West Bike Trail’ is now bringing many road cyclists directly to Wellington for overnight stays and we think that this proposed Track will further enhance the ‘Central West Bike Trail’ experience, enabling cyclists to also cycle safely out to visit Wellington Caves, increasing visitation to this tourist attraction and centre.



In addition, the NSW Government is currently committed to working with Councils to make walking and cycling, more convenient, safer and enjoyable transport options. In recent years, the **NSW Government** committed to contribute **\$39 million** to fund more than 300 walking and cycling projects across NSW. The NSW Government funding into cycling will assist to roll out a further 110 kilometers of on-road and off-road cycle routes.

We believe that now is the time for our local Regional Council to take advantage of this Government commitment for future Cycleway funding and we would like to work together to obtain funding grants and construct and create a local Cycleway/Shared Recreation Track Facility for our town.

Wellington has also previously hosted 2 very successful annual and increasingly popular Cycling Events- the **'Mount Arthur Challenge'** Cycle Event and the **'Springfest Cycle Classic'**. Due to lack of any designated Cycleway these events are currently held on roads which are dangerous and not ideal. The construction of a designated local Cycleway Path would enhance these events and especially address some road safety issues as well as provide a suitable and safe facility for training purposes and recreational cycling.

Proposed Project Description:

Development of a 2.5m wide paved, concrete (in required areas) or granite Cycleway/shared Recreation Track from Wellington Caves Complex along ***Old Sydney Road*** to Wellington and then from Wellington to the foot of Mount Arthur Reserve 'Scenic Drive' (similar to Tracker Riley cycleway/path in Dubbo).

The installation of bicycle racks at Wellington Caves, Wellington CBD (multiple sites), the start of Mount Arthur Scenic Drive as well as along the Cycle track at designated rest stops (and picnic tables). This Cycleway (approximately 10 kms length) would be similar to the existing 13km Tracker Riley Circuit in Dubbo and would loop from Wellington Caves to Mount Arthur Reserve, linking a safe trail through Wellington to 2 of its main tourist attractions. This facility would be a great asset to the local community as well as visitors from out-of-town and would enhance tourist and visitor appeal as well as showcase 2 of Wellington's beautiful natural assets and attractions. Currently Old Sydney Road is a dirt road track which is unsuitable for road cycling bikes due to large potholes, rocks, gravel and uneven surface unsuitable for road cycling as well as large farm machinery traffic. It is also unsuitable for children and their bikes, being less skilled, they require a flat even surface with no obstacles which could cause them to fall off or be injured.



Social, Cultural, Economic or Environmental benefits

This Cycleway/Shared Recreation Track will become a recreational facility and community asset that will assist and promote an active lifestyle within the community of Wellington and surrounds. The Cycleway can be used to encourage and support health, exercise, fitness and outdoor participation within the local community. It will allow tourists and visitors to the Wellington Caves the opportunity to cycle or walk the 8 kms into Wellington bringing business into the CBD and also for them to cycle to Mount Arthur Reserve which is another of Wellington's natural assets and tourist attractions. This track will also vice versa benefit the community allowing residents from Wellington the opportunity to cycle, scooter, walk, run, push a pram/stroller or wheelchair or walk a dog safely from Wellington out to the Wellington Caves for lunch or coffee which would increase visitation and business to the Caves complex and Kiosk. The construction of this facility will also benefit other members of the local community such as the many sporting clubs, Schools, Community Organisations, Health Service, general public and recreational users, and travelling visitors to the area (many of whom are overnight stayers).

It will allow the community to access a free facility providing a suitable track for people to run, walk, cycle, scooter, push a pram, promoting a healthy lifestyle and improving social cohesion in the community. The project also aims to engage people from all backgrounds and of all fitness levels, abilities and ages, irrespective of gender, socio-economic status, ethnicity, disability, or mental health status.



Potential benefits of this project will include the impact of improved community liveability, increased productivity and increased economic activity.

Implementation of the cycling project will also help achieve transport and land use planning objectives including reduced traffic congestion costs, road, parking and fuel cost savings, reduced accident/crash risks and costs, air pollution vehicle emission reductions, noise reduction benefits, and improved public health. In particular reduced health care costs: The

negative health effects of physical activity are paralleled by staggering economic consequences. Reduced mortality due to regular physical exercise from cycling and walking also brings significant economic savings. The average saving from reduced mortality is one of the most robustly quantifiable health outcomes in studies.

Investment projects such as adding new community cycling/walking facilities to increase levels of walking and bicycling may affect a wide range of parameters relating to economics, the mobility, environment and health. It is well acknowledged that cycling is one of the most energy efficient and healthy transport modes followed closely by walking. There are many quantifiable benefits of community Cycling projects with direct benefit to the cyclists themselves and indirect benefits to the community. Direct benefits include health benefits of the improved fitness, enhanced mobility, increase in physical activity, improved public health, improved liveability, reduced health care, reduced mortality, fuel savings and decreased crashes. Indirect benefits to the community include decreased traffic congestion, reduced pollution, improved community liveability, and increased economic activity. In relation to safety, it has also been concluded that, the rate of vehicle–bicycle crashes on cycle tracks is lower than published rates for bicyclists on roads.

Taking into account the economic benefits and the health benefits of the improved fitness the use of non-motorized transport provides, the Cost-Benefit analysis is substantial. **The results show that the BENEFITS of investments in cycle networks are estimated to be at least 4–5 times the costs.**

Hence, there is a wide variety of benefits to development of infrastructures for cyclists. These benefits listed focus primarily on cycling, but its findings may also be easily applied to other active modes, such as walking, skateboarding, scootering, and manual wheelchairs, and pushing prams/strollers which are also non-motorised transport options which could utilise the proposed facility.

The level of investment that will be required in order to implement this project is also relatively modest in comparison to other transportation facilities.

In addition, successful implementation of the Wellington Caves via Wellington to Mount Arthur Reserve Cycle/Recreation path route through Wellington will also be an enhancing amenity to the tourist-based Wellingtons economy.

Wellington is a beautiful rural farming community in a picturesque rural setting with abundant natural features of rivers, caves and mountains.

Wellington Caves Complex is a world-renowned and unique tourist attraction and we think that development of a Cycleway/Shared Recreation Track linking this asset to Wellington and Mount Arthur will boost visitors to these attractions as well as enhance their appeal. The Wellington Caves are located 8km south of Wellington NSW. Wellington Caves has many attractions such as the Cathedral Cave, Gaden Cave, Phosphate Mine, Osawano Japanese Gardens, Caves Kiosk, bird aviaries and Golf course. Wellington Caves complex also offers Accommodation, camping, kiosk, barbeque facilities but **there is currently no other transport option to reach the Caves other than private vehicular transport.** Wellington Caves has recently had a major upgrade and as usage of this unique asset increases, we believe that now it is the right time to make further upgrades to increase visitation and appeal and recreational options.

Currently there only exists a very short length of Cycle/walking track leading towards Wellington Caves which unfortunately ends on the edge of town (near the Wellington Cemetery). Currently to continue to cycle to the Wellington Caves from the edge of town where the current Cycle Path ends could be difficult and dangerous with the option to cycle

along the edge of the main Highway which is highly dangerous and unsuitable due to highway traffic and lack of shoulder lanes. The other option is to follow an unpaved dirt road called 'Old Sydney Road' which runs parallel to the Mitchell Highway and joins up with Caves Road which leads directly to the Wellington Caves complex. Unfortunately, in its current state this trail is unsuitable for road cyclists due to the rough gravel, large rocks, many pot holes and uneven surfaces and also lack of option to move off the road away from traffic, however this road would provide an ideal option for construction of a beautiful Cycleway alongside it leading to the Wellington Caves.

The **photos below** are of **Old Sydney Road** in its **current state** which is unsuitable for cyclists, runners, strollers, scooters etc due to large rocks, uneven surfaces and potholes, mud and large puddles.



This Proposed Track potentially will bring more business to the Caves Kiosk with people being able to ride out there safely from Wellington for breakfast, lunch or coffee. This will also work in reverse with the option for tourists staying or visiting the Wellington Caves Complex to cycle or walk or jog safely into Wellington Township. Construction of this facility will potentially become a great tourist attraction for visitors staying at the Wellington Caves Complex to cycle safely away from highway traffic into Wellington township and for school groups. This Cycleway could lead from Wellington Caves along Caves Road, then onto Old Sydney Road onto Mitchell Highway and Curtis Street- to avoid the Highway through Wellington, it could detour left into Zouch Street, Right into Percy Street, Left onto Maxwell Street and Right into Ferguson Lane which exits at Wellington Skate Park near the CBD. It can then cross the Bell River Bridge and follow all the way 2kms along Bushrangers Creek

Road to meet up with Mount Arthur Scenic Drive and access which is also very popular for walkers and cyclists.

Mount Arthur Reserve is another one of Wellingtons popular tourist attractions as well as a popular recreational reserve for locals. Mount Arthur Reserve is located approximately 2kms from Wellington CBD. **Currently there is no other transport option to reach the Reserve other than private vehicular transport.**



Building a Cycleway/Shared Recreation walking Track linking Wellington Caves and Mount Arthur to the Wellington CBD also has the potential to increase café and supermarket business creating increased economic activity as visitors, tourists and locals will likely socialize together before or after a ride/walk at a local coffee shop or at the Caves Kiosk hence creating economic and social benefits. In addition, visitors and tourists regularly plan their holidays around suitable family-friendly and cheap or free options and locations thereby increasing tourism for the area as families staying at the Wellington Caves accommodation options will be provided with the opportunity to cycle, run or walk for free into Wellington and also linking to Mount Arthur Reserve which could become a very popular future tourist attraction. There is also the potential for increased economic activity once the Track is constructed both at the Wellington Caves Kiosk and Visitor numbers as well as in the Wellington CBD as Cyclists often frequent local coffee stops/food outlets.

The Recreation Track/Cycleway will be a community asset which will allow the community and tourists to appreciate the beauty of Wellington's abundant, natural features of rivers and mountains as well as Wellington Caves and our beautiful and natural Mount Arthur Reserve as well as supporting health, exercise, fitness and outdoor participation.

The construction process of the Cycleway/Shared Recreation Track will also bring business and employment for local suppliers, labour and businesses required in the construction of the track and fences, bollards, bike-racks and picnic tables/areas which will provide economic benefit to this small rural community. Local suppliers and businesses should be utilized for the construction of this facility which will provide business and employment and economic benefit to the local community.

Visitation to Mount Arthur Reserve will also likely increase as well as local visitation to the Wellington Caves.



*The Proposed Cycleway/path will also travel past the Wellington Skate Park and Wellington Primary School which will likely encourage and engage local youths to utilize the Track promoting fitness and outdoor participation as well. This will support the NSW Premier's Priority of reducing overweight and obesity rates of children by 5% over 10 years.

*The Proposed Cycleway/Shared recreation Track Facility will also be beneficial when events are held at Wellington Showground such as the annual Wellington Show, Wellington Vintage Fair and Swap Meet, Wellington Boot Races, Mount Arthur Challenge. The Proposed Track will link the 2kms between Wellington to Mount Arthur Scenic Drive which directly passes Wellington Showground. Having a Cycleway/Shared Recreation Track leading from Wellington directly past Wellington Showground will also encourage people to Cycle or walk to these events which will ease traffic and parking at such events creating an enhanced and safer environment. Potentially this could also bring increased business and economic benefit to these events with increased visitors.

This project will also fit in with Dubbo Regional Councils long term 'Strategic Cycle path Network Development' Plan and Cycleway and Paved Footpath Construction. This project/facility also fulfils the Function Objectives for 'Paved Paths and Cycleways', 'Cycleway Construction' and 'Sporting Facilities' outlined in Dubbo Regional Councils Draft Budget 2017/2018:

**To minimise Councils liability with regard to pedestrian hazards be efficiently and effectively preserving and maintaining the footpath and Cycleway asset.*

**To promote and facilitate pedestrian and cyclist transport as alternatives to vehicular modes of transport.*

**To integrate and facilitate the transport, recreation and safety needs of pedestrians and cyclists.*

**To provide for the transport, recreation and safety needs of pedestrians and cyclists.*

**To provide high quality recreation space and facilities to meet the widest practical range of active recreational needs and expectations of both residents and visitors to the Local Government Area.*

This proposed Recreation Track will also fit in with the '2040 Community Strategic Plan':
'Infrastructure: *"A network of cycleways and pedestrian facilities is provided and maintained"*:

and 'Environmental Sustainability: *'Alternative modes of transport are encouraged"*:
"Our community has access to a diverse range of recreational opportunities";
"recreation and open space facilities are available".

Considering all these economic and health results, we can easily conclude that the new development of infrastructures for cyclists and walkers leads to appealing results for investments in cycling facilities and seems is beneficial to society indeed.

Project will address an identified community priority

Physical inactivity is one of the leading causes of morbidity and mortality worldwide. Insufficient regular physical activity increases the risk of type 2 diabetes, cardiovascular disease and some cancers. **Western NSW Local Health District (WNSWLHD) has one of the highest rates of type 2 diabetes, overweight and obesity, cardiovascular disease and mental health issues. These issues are more prevalent in those living in rural areas, are indigenous and are from low socioeconomic backgrounds.**

It has been shown that participation in regular physical activity (such as active travel through cycling and walking) reduces the risk of coronary heart disease, stroke and hypertension, type II diabetes, obesity, some types of cancer and depression. A significant and growing body of evidence links insufficient physical activity to many medical problems and modest increases in physical activity have the potential to produce substantial health benefits and reduced health care costs. The negative health effects of physical inactivity are paralleled by staggering economic consequences.

Providing the Wellington community with a Cycleway/Shared Recreation Track facility network provides them the opportunity to participate in free, regular, safe, supportive and inclusive physical activity. Such initiatives are imperative to encouraging healthy and active lifestyles and reducing the burden of chronic disease within the Wellington region. The construction of a Cycleway facility from Wellington Caves complex to Wellington and to Mount Arthur Reserve will provide a recreation hub for the general public, tourist and community to walk, jog, run or cycle in the great outdoors in a safe environment away from vehicles.

In addition this will support the NSW Premier's Priority of reducing overweight and obesity rates of children by 5% over 10 years, we think this project will help local schools to reach this target by providing a facility which they can safely utilise for sport and recreation and fun-runs and also by engaging youth to utilise and participate.

The construction of a Cycleway/Shared Recreation Track will also be beneficial and safe for one of Wellingtons highly popular and successful annual sporting events: The Mt Arthur Challenge which raises funds for Wellingtons beautiful Mount Arthur Reserve. The Proposed Cycleway from Wellington linking approximately 2 kms to link up with Mount Arthur Scenic

Drive will also offer much improved safety issues for this event which begins and ends at Wellington Showground. Currently between Wellington Showground and Mount Arthur Reserve competitors (in both the cycling and running/walking events) must run/cycle on the roadway! This is a very big safety risk as well as being an inconvenience to local traffic. The construction of a safe separate Cycleway/Shared Recreation Track beside the road will ensure that all competitors are safely off the road and safe from traffic. **The following photos attached show competitors in the Mount Arthur Challenge on the roadway and the huge safety risk and traffic inconvenience caused by lack of a separate suitable footpath or Cycleway.**



Above: Participants competing in Mount Arthur Challenge on the roadway due to lack of separate footpath/Cycleway. This is a high risk due to danger of vehicle traffic.



Above: A photo of what the proposed Recreation Path would look like

Funding/Costs/Approvals:

This is an extensive project with potential large costs which will require significant funding. There are currently several Government Grant opportunities which Dubbo Regional Council may be able to apply for which this project fits the criteria for:

1) “The **‘Stronger Country Communities Fund’** is investing in **infrastructure projects** in **regional NSW** communities to improve the lives of residents and enhance the attractiveness of these areas as vibrant places to live and work. **The NSW Government has committed \$200 million over the next few years to support local infrastructure projects** that will improve amenity and help sustain the social bonds at the heart of strong regional communities. It will support projects that involve: ***building new community facilities** (such as parks, playgrounds, **walking and cycle pathways**).

The Stronger Country Communities Fund is available to all 92 NSW regional local government areas. *The LGA must be the applicant and is responsible for submitting the application.

2) The **‘Regional Sports Infrastructure Fund:**

The NSW Government has **\$100 million** has been made available through the Regional Sports Infrastructure Fund for **new** and existing **sporting facilities**.

*****This fund targets investments over \$1 million*****

Priority for funding will be given to proposals which:

- provide an **economic benefit** such as **increased tourism** or the **creation of jobs** (in its construction and maintenance)
- meet a **demonstrable need** in the community
- can be used by **more than one sporting code**

- increase **participation opportunities** in sport
 - provide infrastructure that **enables economic growth and boosts productivity.**
 - provide an economic benefit such as increased tourism and the creation of jobs
- This Project/Facility will meet most of these criteria and would hence be a strong submission.** The Regional Sports Infrastructure Fund is administered by the Office of Sport with Infrastructure NSW.

3) NSW Roads and Maritime: Walking and Cycling Programs.

The NSW Government has committed **over \$40million under the Walking and Cycling Programs to deliver over 370 walking and cycling projects** across the state of NSW. The NSW Government is working with councils to improve the walking network by providing enhanced walking facilities and implementing behaviour change and education programs. The NSW Government is committed to working with councils to make walking and cycling, more convenient, safer and enjoyable transport options. By targeting investment to improve walking and cycling in the areas where most short trips occur, the NSW Government supports more accessible, liveable and productive towns, cities and centres, by encouraging walking and cycling to be the mode of choice for short local trips, and reducing congestion on our roads.

For the 2016-17 financial year, the **NSW Government was committed to contribute \$39 million** to fund more than **300 walking and cycling projects across NSW.**

The walking projects will be funded from the Walking Communities programs through 100 per cent and partnership funding arrangements. The programs will improve walking through the delivery of improved pedestrian crossing facilities and enhanced connections. For cycling, projects will be funded under the Priority Cycleways, Cycling Towns and Connecting Centre programs. The NSW Government funding into cycling will assist to roll out a further 110 kilometres of on-road and off-road cycle routes including Western Region Projects.

**Applications are via the "NSW Government Walking and Cycling Programs Project Proposal Form". This form can be completed by councils, Local Members and NSW Government Agencies that wish to submit a new proposal for continuing funding for RMS approved projects.*

We are unsure if DRC applied for any of this funding.

Thankyou again for your further consideration of this project. We think this Cycleway/Shared Recreation Track will be a popular community asset and will become a similar asset in comparison to the beautiful and popular 13km Tracker Riley Cycleway from Dubbo to Dubbo Zoo and Dundullimall Homestead and the Macquarie River. As you aware Wellington is currently lacking in such a facility and we hope that you support and see the potential of this Proposal. Wellington would benefit greatly from improvement and further development of such an asset. This facility will be an asset to the whole community with Wellington now being strongly linked to Dubbo as part of the Dubbo Regional Council. This asset would also benefit the whole community- cyclists, runners, walkers, dog-walkers, skate-boarders, scooters, wheelchairs, walkers pushing prams and strollers, it will also be

suitable for young children on a bike, or trike and the elderly with a walking stick or wheely walker or walking frame as the Track will provide an appropriate and safe flat surface safe and away from traffic.

Overall, it is anticipated that the installation of a shared Recreation Track/Cyclepath from Wellington Caves (along Old Sydney Road) to Wellington CBD and linking out to link to Mount Arthur 'Scenic Drive' would have a highly positive impact on the Wellington community and visitors, would benefit the whole community and would provide a community facility and service that Wellington doesn't have.

This facility would also enhance the frequent visitors to Wellington on the extremely popular and well-used 'Central West Bike Trail' and this would provide them the further opportunity to stay an extra night and cycle safely out to the Wellington Caves and Mount Arthur Reserve, further promoting these local tourist attractions and potentially increasing visitation.

Thankyou for your consideration in providing Wellington NSW with this project. We look forward to hearing from you further regarding this submission/proposal and working together to bring this service to Wellington NSW as we are sure you will agree that Wellington needs this and that it would be a highly successful and well-utilised asset for the Wellington community.

If there is any further information you would like regarding this proposal or should you wish to meet to discuss this matter further, please do not hesitate to contact us.

Our volunteer Committee is very passionate and we have extensive local knowledge relevant to the Wellington area.

We look forward to hearing from you and receiving your feedback regarding our suggestions.

***This proposal was already submitted to Dubbo Regional Council some years ago but seems to have been forgotten about, hence we are re-submitting this proposal to the new Dubbo Regional Council with the hope that this project can further develop.**

****Please find attached to this document the multiple 'Letters of Support' for this project which were also provided by the Wellington Community****

We look forward to your response soon and we hope that Wellington can become a more accommodating destination for cyclists/outdoor exercise as it already is.

Should you wish to discuss the matter further, please contact us,

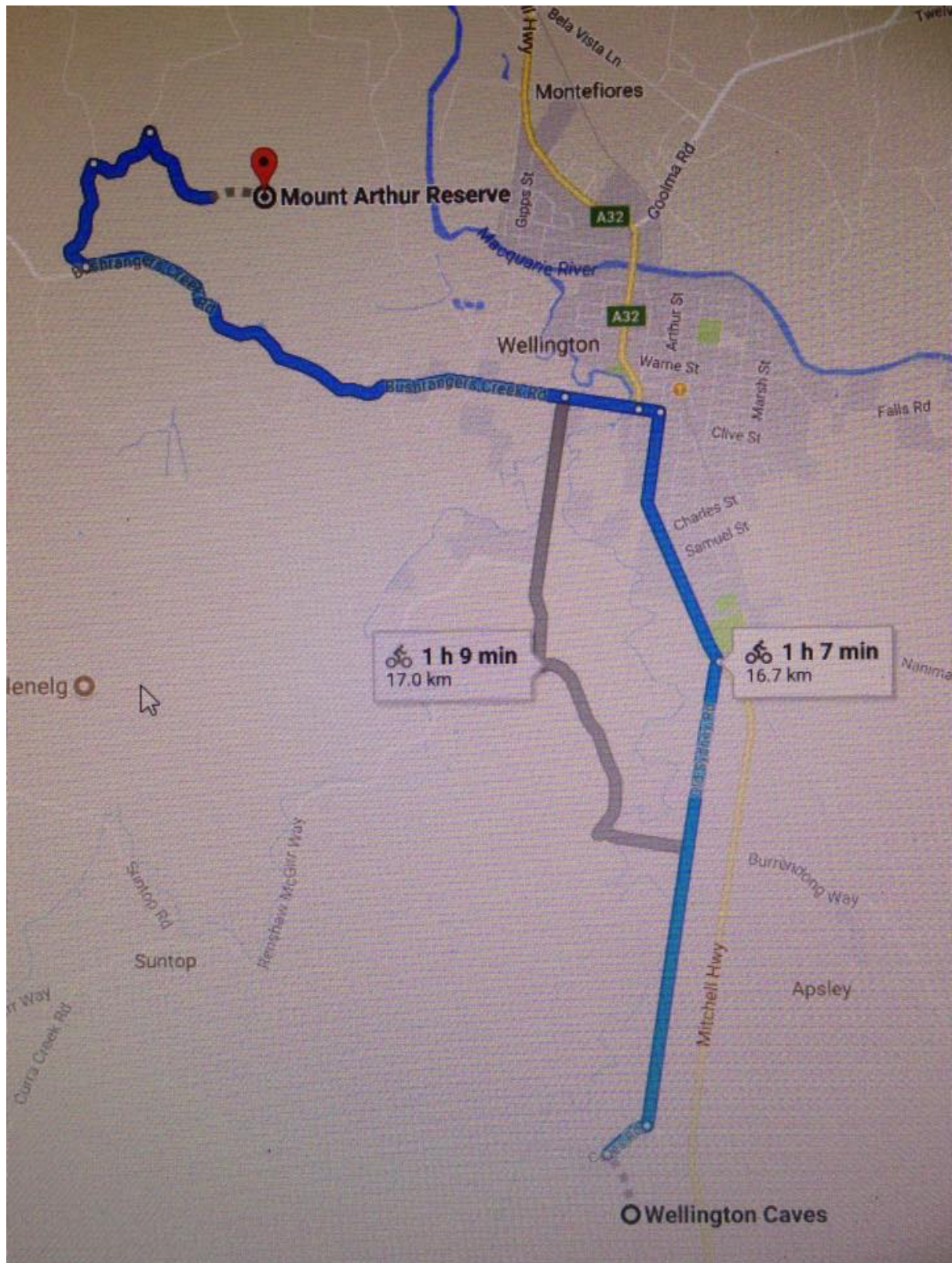
Kind Regards,

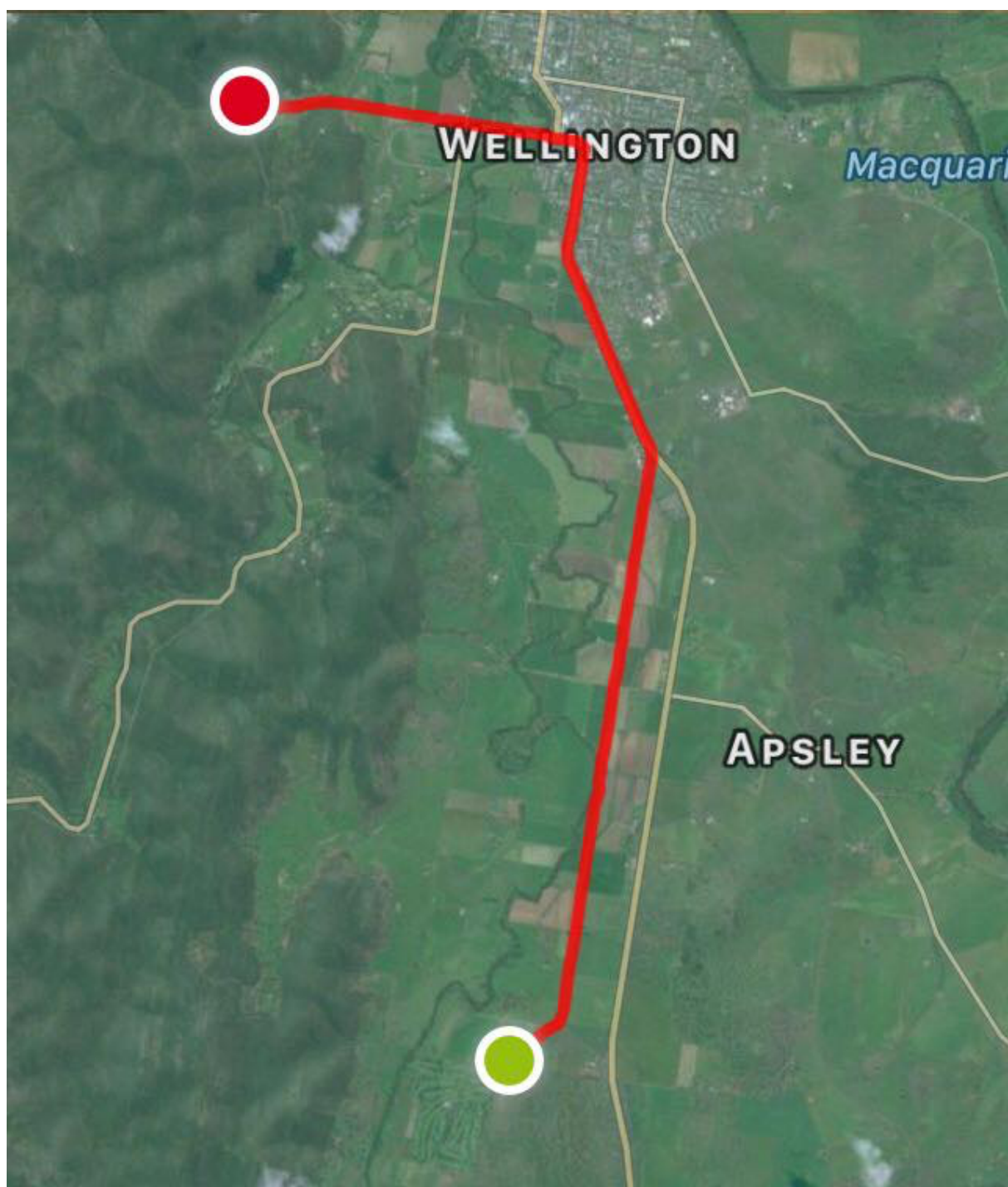
Wellington Community Progress and Action Group Committee.

Registration Number -INC2000349



Wellington:
Where the mountains and rivers meet







Health
Western NSW
Local Health District

26 May, 2017

Wellington Health Service
Gisborne Street
WELLINGTON NSW 2820

Dear Sir/Madam,

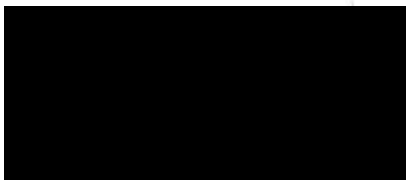
Recreation Track in Wellington, NSW

Wellington Health Service and Community Health hereby fully support the development of a Recreation Track in Wellington that can provide a safe environment for all community members to exercise on a regular basis. Wellington, like many other rural towns, has a community where the prevalence of chronic diseases, such as cardiovascular disease, type 2 diabetes and chronic obstructive pulmonary disease is very common.

Wellington Health Service provides both supportive and preventative services to the local community through chronic disease management, education and encouragement of healthy lifestyle changes through a number of activities. However, regular walking as an activity has remained a particular difficult activity to embrace as many community members feel that there is no suitable area where they can safely walk or exercise without negotiating traffic.

The presence of a suitable Recreation Track within natural settings and away from traffic will enable people to enjoy outdoor physical activity regularly with resulting improvements in the prevention and management of chronic disease for others, as well as provide an environment for better social interaction for all community members.

Kind regards



Health Service Manager

Western NSW Local Health District
Wellington Health Service
Community & Allied Health
PO Box 321, Wellington NSW 2820
Tel 02 68407210 Fax 02 68454519



6 October 2017

Richard Ivey
Convenor
Wellington SpringFest Cycle Classic



To Whom It May Concern

Re: Wellington Cycleway/Shared Recreation Track Facility.

This submission is made on behalf of the Wellington SpringFest Cycle Classic committee and also a committed group of local cyclists. We strongly support the concept of a cycleway linking the Wellington Caves Complex (via Old Sydney Road) through Wellington and on to Mount Arthur Reserve Scenic Drive.

As people keen on riding, we have long been aware of the natural advantages the Wellington locale provides for cycling – there are a variety of courses around Wellington which cater for a range of distances and fitness levels and all include excellent scenery and relatively safe riding conditions. This is well recognised within the broader cycling community with riders regularly coming from outside the area to train and participate in our annual bike events - Mt Arthur Challenge ride and the SpringFest ride.

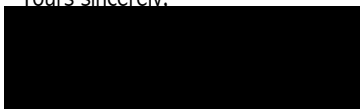
However what Wellington desperately needs is a shorter, more leisurely and "recreationally orientated" cycle facility. It would be a boon for the local community – both existing and potential riders. It would encourage less skilled and committed riders to hop on a bike, experience the fantastic and varied scenery and enjoy the health benefits cycling provides. The track would be a catalyst for group and family participation with all the associated benefits that flow to the community. Children particularly would benefit.

Wellington and its surrounding area has so many natural attributes which are not exploited as well as they should be, but this can and will change. As well as promoting the health and community benefits referred to earlier, the proposed cycleway would be a crucial and very effective way of selling the message that Wellington is a vibrant community with loads of natural attributes here to be enjoyed.

1

I would be happy to provide more information or elaborate on any of the issues raised in this submission.

Yours sincerely,



Richard Ivey SpringFest Cycle Classic Convenor, *and* Representative of Wellington cycling Community.

Principal | Mr Denis Anderson

17.5.17

Dear Dubbo Regional Council,

Wellington Public school gives our full backing to the construction of a Recreation Track in Wellington.

Wellington Public School supports the NSW Premier's Priority of reducing overweight and obesity rates of children by 5% over 10years. The use of the recreation track by our students could allow WPS to reach this target.

Our canteen has adopted a healthier food approach and in conjunction with the recreation track this could only enhance our children's ability to lead healthier lifestyles.

A recreation track that our students could utilise during and after school would be very beneficial for many of our students.

Thank you



Michelle Eather

Assistant Principal

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

**Wellington Showground Road Re-beautification and
Tree Replacement Project Proposal**

01/2021



Dear Dubbo Regional Council,

The Wellington Community Progress and Action Group (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit. This is a historic photo of Showground Road Wellington (above) which used to be lined with beautiful avenues of trees **on both sides of the road** and **was one of the most scenic and beautiful roads in Wellington** leading out to Wellington Showground and Racecourse and

Mount Arthur Reserve. The trees included rows of mature native Kurrajong trees which were estimated to be approximately 70 years old (photo below of trees that DRC have removed) as well as mature and historic weeping willow trees.



BEFORE: with trees (above)



NOW: Trees all have been removed and not replaced (above)

As you are aware in recent years- since Council amalgamation Dubbo Regional Council has removed the rows of established and historic, aged, mature trees **on BOTH sides of the road** from Wellington leading out to Wellington Showground and also the trees opposite the showground along this road.

None of the trees removed have been replced which has left an exposed, barren, treeless and shadeless road which is plain and dull- nothing like its previous beauty with avenues of trees on both sides of the road.

Historically the Kurrajong trees along this road were also trimmed back in drought conditions by Wellington Council to provide stock feed for farmers so these trees also had additional sentimental and historic value and provided extra benefit to the local community.



Wellington Residents were very upset and disappointed at the removal of all these trees which have not been replaced and also with the lack of community consultation regarding this matter. Despite this the trees were still removed. The Kurrajong trees which were traditionally trimmed and given to local farmers to feed their stock were taken to Dubbo Zoo and not offered to the Wellington farmers like they have for many years- this was also extremely disappointing to the Wellington Community and did not support the local farmers in drought conditions.

When the Wellington Community expressed their dismay that the trees were going to be removed they were advised the following by Dubbo Regional Council:

“When planning the track Council considered a number of options (including weaving in and out, crossing the road to the other side and then back again etc) to try and keep the rows of trees however unfortunately the only option we had was to remove the current trees to be able to fit the path safely along the side of the road. The path will be developed close to the fence line and then rows of trees will be planted between the path and the road”.

It has now been more than a year since all the trees were removed on the right side of this road and several years since all the trees were removed on the left side of this road and the trees still have not been replaced ‘between the path and the road’ as we were advised they would be.

Wellington Progress and Action Group would like to support the Wellington community and residents in getting the trees which were removed by DRC replaced.

The WPAG and Wellington community would like to request for these trees to be re-planted and re-placed **as a priority**. It takes many years for plants and trees to grow in size and to become well-established and the current season is favourable for planting trees and shrubs. As the trees which were removed were estimated to be over 70 years old then it will take this long for replacement trees to grow to that size and age again.

The recreation track which is popular with residents is also shadeless, exposed and hot and we feel that rows of native trees and shrubs beside the track will enhance it, provide much needed shade and shelter from the sun as well as provide a safety barrier from traffic. WPAG would like to ensure that these trees are replaced promptly as DRC advised that they would be and **to request that only Australian Native species of trees, plants and shrubs are used.**

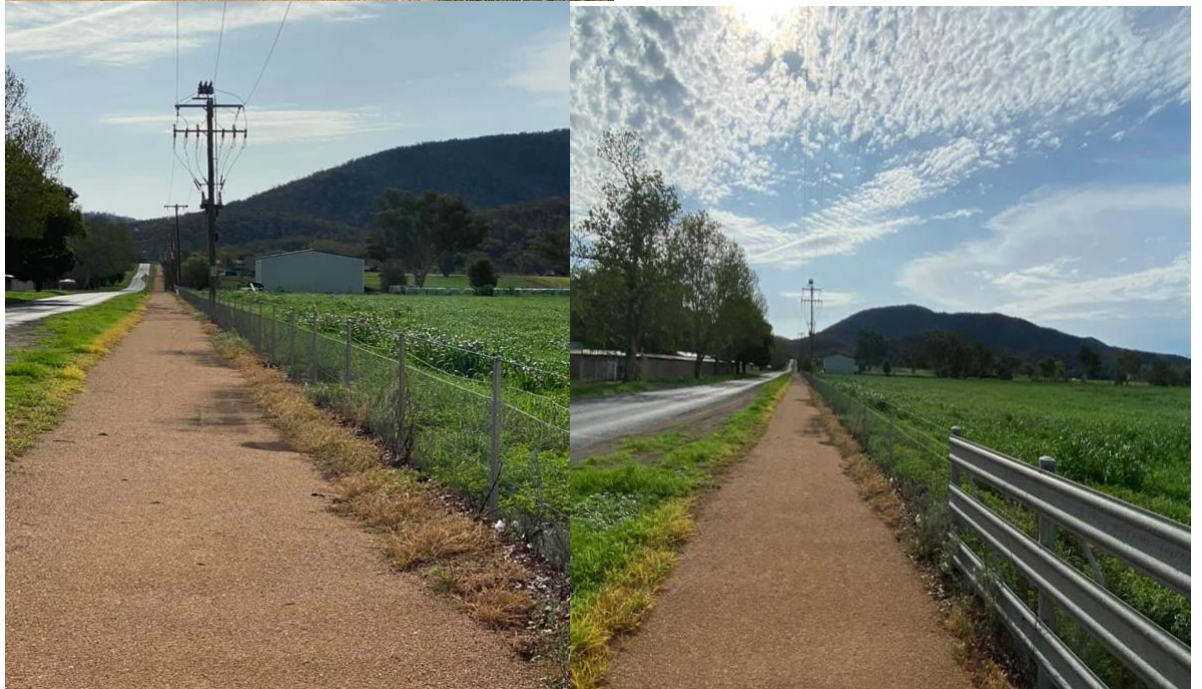
There are many native species of smaller statue trees which can be replaced quite suitably under power lines without interfering as they don’t grow to a tall height and the trees which were removed were growing there long before the power lines. There is an adequate grassed area between the recreation track and the roadway measuring 350cms width to re-plant the trees.

The restoration of native vegetation, in combination with the protection and rehabilitation of remnant vegetation, can reverse the negative effects of clearing and habitat fragmentation. Trees are very important to the environment- they provide shade, beauty, cool, habitat for birds and wildlife, and look attractive and provide shelter and oxygen. Trees give excellent benefits and give off oxygen that we need to breathe, reduce the amount of storm water runoff, which reduces erosion and pollution in our waterways and may reduce the effects of flooding. Many species of wildlife depend on trees for habitat. Trees provide shade, beauty, food, protection, and homes for many birds and mammals.

In particular as this road leads out to Mount Arthur nature Reserve and the Catombel Ranges, which is one of Wellingtons assets and tourist attractions, we feel that it would be most appropriate for the trees replaced along this road leading to Mount Arthur to be **Australian Native trees, shrubs and bushes.**



BEFORE: Showground Road showing the mature trees which have ALL been removed by DRC and not replaced (above)



NOW: Mature trees have all been removed and none replaced leaving a barren and exposed shadeless road. The Wellington community wish for trees to be replaced as a priority.

This will lead out to the Nature Reserve and will also provide habitat for local birds and wildlife and provide an important wildlife corridor/nature strip from the Bell River to the Mount Arthur Reserve linking them via a nature strip/wildlife corridor.

There are many benefits to planting Australian native species- they are more suitable to the climate and tolerate drought and frost conditions as well as provide important habitat for bees, birds, insects and native wildlife. Native plants provide shelter and food for wildlife and support pollinators. Native species attract a variety of birds, butterflies and other wildlife by promoting diverse habitats and food sources. Native plants promote biodiversity and stewardship of our natural heritage and they help the environment. Native plants provide food and shelter and many attract birds, butterflies and lizards. Native plants provide a wildlife corridor helping to connect animal and plant populations. By planting Australian native trees and plants can have a huge impact on the amount of native wildlife attracted to that area and studies have shown that suburbs with more native street trees have significant more bird species compared to other areas. Eastern spinebills, eastern yellow robins and superb Fairy Wrens are most likely to frequent areas composed of at least 50% Australian native plants.

Planting Australian native plants tends to be cheaper than planting other non-native varieties and selecting local varieties adapted specifically to those conditions can help reduce water needs and these plants and trees will be more hardy and frost and drought tolerant. One other benefit to planting Australian natives is that they are generally easy grow and require minimal maintenance

In addition to the above mentioned benefits of Native Australian species there are also many benefits of trees which include social, communal, environmental, and economic benefits:

“Social Benefits: Human response to trees goes well beyond simply observing their beauty. We feel serene, peaceful, restful, and tranquil in a grove of trees. We are “at home” there. The calming effect of nearby trees and urban greening can significantly reduce workplace stress levels and fatigue, calm traffic, and even decrease the recovery time needed after surgery. Trees can also reduce crime. Apartment buildings with high levels of greenspace have lower crime rates than nearby apartments without trees. The stature, strength, and endurance of trees give them a cathedral-like quality. Because of their potential for long life, trees are frequently planted as living memorials. We often become personally attached to trees that we, or those we love, have planted. The strong tie between people and trees is often evident when community residents speak out against the removal of trees to widen streets or rally to save a particularly large or historic tree. There was lots of community outcry when the mature and historic trees along this stretch of road were to be removed however DRC did not listen or consider these objections.

Communal Benefits: The benefits provided by trees can reach well out into the surrounding community. With proper selection and maintenance, trees can enhance the environment and city trees often serve several architectural and engineering functions. They provide privacy, emphasize views, or screen out objectionable views. They reduce glare and reflection. They direct pedestrian traffic. Trees also provide background to and soften, complement, or enhance architecture. Trees bring natural elements and wildlife habitats into urban surroundings, all of which increase the quality of life for residents of the community.

Environmental Benefits: Trees alter the environment in which we live by moderating climate, improving air quality, reducing stormwater runoff, and harboring wildlife. Local









ABOVE: Examples of Native trees and shrubs suitable

climates are moderated from extreme sun, wind, and rain. Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. The larger the tree, the greater the cooling effect. By using trees in towns and developed areas, we can moderate the heat-island effect caused by roads, bitumen, pavement and buildings in commercial areas. Wind speed and direction is affected by trees. The more compact the foliage on the tree or group of trees, the more effective the windbreak. Rainfall, sleet, and hail are absorbed or slowed by trees, providing some protection for people, pets, and buildings. Trees intercept water, store some of it, and reduce stormwater runoff. Air quality is improved through the use of trees, shrubs, and turf. Leaves filter the air we breathe by removing dust and other particulates. Rain then washes the pollutants to the ground. Leaves absorb the green-house gas carbon dioxide during photosynthesis and store carbon as growth. Leaves also absorb other air pollutants – such as ozone, carbon monoxide, and sulfur dioxide – and release oxygen. By planting trees and shrubs, we return developed areas to a more natural environment that is attractive to birds and wildlife. Ecological cycles of plant growth, reproduction, and decomposition are again present, both above and below ground. Natural harmony is restored to the urban environment.

Economic Benefits: *Property values of landscaped areas are 5 to 20 percent higher than those of non-landscaped areas. Individual trees and shrubs have value, but the variability of species, size, condition, and function makes determining their economic value difficult. The economic benefits of trees are both direct and indirect. Direct economic benefits are usually associated with energy costs. Air-conditioning costs are lower in a tree-shaded area. Heating costs are reduced when an area has a windbreak. Trees increase in value as they grow. Trees, as part of a well maintained landscape, can add value to the area. The indirect economic benefits of trees within a community are even greater. Customers pay lower electricity bills when power companies build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces, and use fewer measures to control air pollution. Communities can also save money if fewer facilities must be built to control stormwater in the region. To the individual, these savings may seem small, but to the community as a whole, reductions in these expenses are often substantial. Trees provide numerous aesthetic and economic benefits, in addition, the economic and environmental benefits produced by a young replacement tree are minimal when compared to those of a mature specimen.*

Wellington Community Progress and Action Group would like to request that the trees and plants which are replaced along both sides of Showground Road are native Australian trees and shrubs.

These will be more drought climate tolerant, more suitable for wildlife and birds and WPAG would like for Dubbo Regional Council to replace the trees as a priority to provide shade and shelter for the track, improve the bare, barren landscape and provide shade and habitat and provide a safety traffic barrier. **We would request that ‘mature’ native trees are planted rather than small seedlings which will take years to grow.**

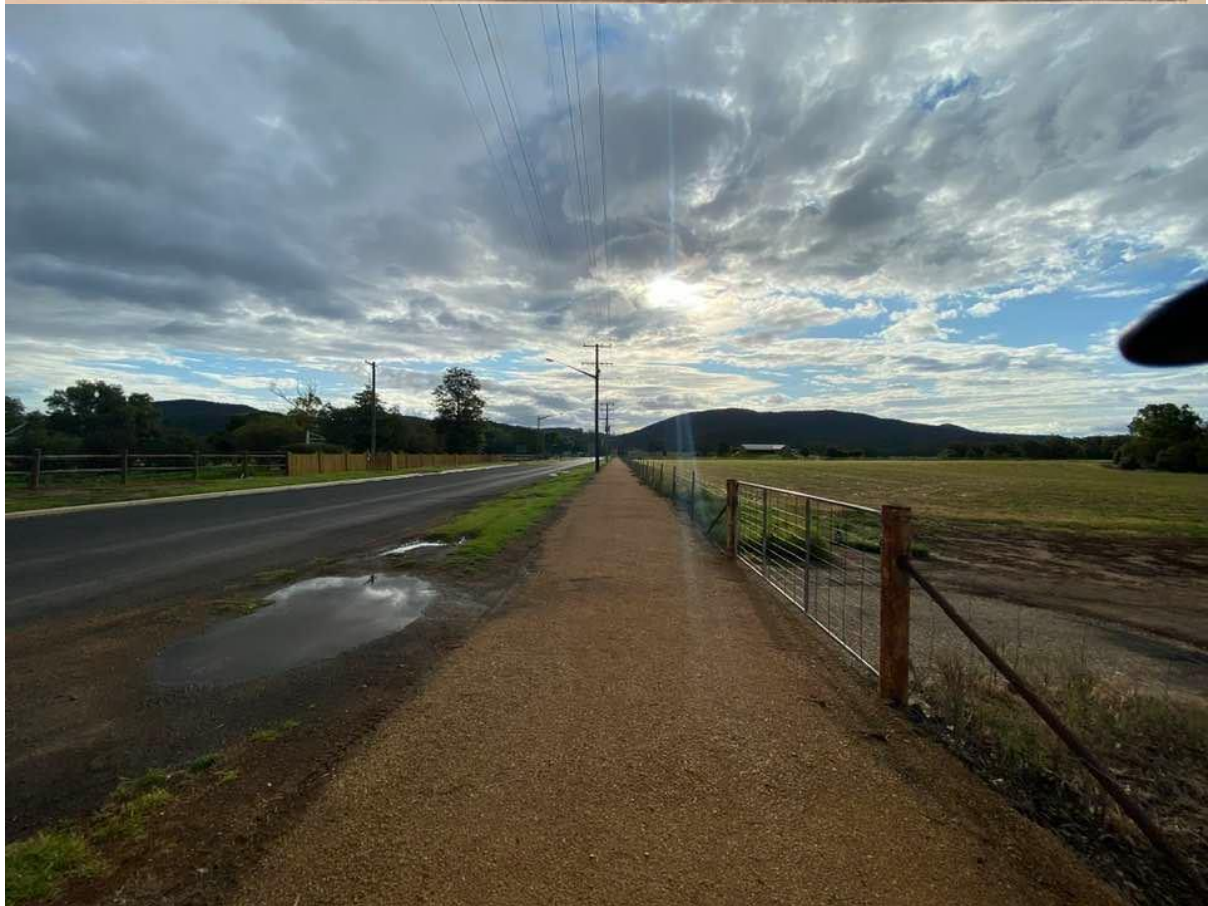
We feel that the trees need to be re-planted as soon as possible while the season is favourable especially as the previous trees were 70+ years old and it will take many years for the trees to grow to mature and established status.

Gay Bennison from Burrendong Arboretum has suggested that a suitable tree for here would be '*Eucalyptus leucoxylon ssp. Megalocarpa*'. Suggestions for other suitable native species of trees to plant would include local flora and trees specific to the Wellington and Mount Arthur areas such as Wattles and Eucalyptus, Bottlebrush, Kurrajongs. In addition other suitable species would include: **Bottlebrush, Acacia, Wattle, paperbark, Weeping Myall, Lilly Pilly, Mrytle, Banksia, She-oak, Eucalyptus, Grevillea, Melaleuca, Mallee, Hakea, Callistemon, red flowering gums, Australian crepe myrtle, dwarf apple gum, mauve mist callistemon.** There is room for several rows of trees and shrubs to be planted between the walking track and the road on both sides which will provide shade for the track and it will also provide an avenue of Australian native trees and plants leading out to Mount Arthur Reserve and create an important wildlife corridor and safety barrier from traffic. WPAG would request that local trees and shrubs are purchased from Wellington Burrendong Botanic Garden and Arboretum to support this local attraction which has one of the largest collections of Australian plants in cultivation and the staff are highly knowledgeable on the cultivation and promotion of our unique native flora. WPAG would also request that local Wellington businesses are supported and utilised as a priority for this project where possible for all labour and supplies. WPAG will be happy to apply for Grants for funding of this tree replacement project to assist DRC and will look at applying for Resilient Communities Small Grants Program from Central West Local Lands Services to assist with costs for this project. We look forward to your response and to see avenues of mature size plants with native tree and shrub corridor being re-planted along both sides of Showground Road to restore and re-beautify this road to its former beauty and state. Wellington is at the heart of sustainable power infrastructure developments with windfarms and solar farms and Wellingtons emerging identity is as a progressive, clean, green regional town and replacing these avenues of trees with Native trees and wildlife corridors will enhance Wellingtons street appeal and environmental status. Overall, it is anticipated that restoring Showground Road to its previous beauty with avenues of native trees on both sides of the road leading from the Bell River to Mount Arthur Reserve would have a positive, and highly influential impact on the Wellington community, help restore this roadway to its previous beauty and provide much-needed 'street appeal' leading to these popular tourist venues. There are many major events held at Wellington Showground such as the Wellington Boot Races, Wellington Vintage Fair and Swap Meet, Wellington Show, Mount Arthur Challenge and by replacing the trees along the roadsides leading out to the Showground this will enhance and improve this route and entrance-way providing more 'street appeal' for the many visitors to Wellington who travel this road to these events. It will also provide shade, traffic barrier and wildlife corridor for the Recreation Track which currently lacks shade and shelter and enhance this beautiful and popular Recreation Track. Thankyou for supporting this project and we look forward to hearing from you,

Kind Regards,

Wellington Community Progress and Action Group Committee.





WPAG would like to see Showground Road restored to its former beauty and glory (top

photo above) with the beautiful trees replaced on both sides of the road to replace the historic and mature trees which have all been removed.

WPAG request for Native Australian species only to be used to link from the Bell River to Mount Arthur Reserve to provide a native habitat and wildlife corridor.

Registration Number -INC2000349

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

27/03/2022

Dear Dubbo Regional Council,

**Proposal for Native Australian Plant and wildflower
Botanical Garden for 'Bell Park', Wellington**

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

We are writing to you to propose the development of 'Bell Park' Wellington into a native botanical garden, with native Australian plants and wildflowers.



‘Bell Park’ is situated in a beautiful area beside the Bell River and it also joins the Award-winning Cameron Park- however it is not currently maintained or used since the basketball Courts from here were removed and re-located. Currently it is an empty space overgrown with Khaki weed prickly with lawn clippings dumped in this area.

WPAG would like to propose that this Park is developed further into a Botanical Native Australian plant Garden with a riverside path and a picnic area. As this Park is connected to the important Bell River riparian zones it would be a wonderful place for a Native Botanical Australian Native plant and wildflower Garden for local flora to be displayed and grown. It also joins the award-winning and historic Cameron Park so we feel this development would further enhance this important and historic area and location.

Cameron Park is in the centre of Wellingtons CBD and is regarded as one of the most beautiful and historic assets of Wellington, dating back to 1859 when the ‘Wellington Improvement Society’ requested land to be set aside for a community reserve and recreation area. It features an ornate and historic Fountain, war memorial, band rotunda, and award-winning sunken gardens which used to include fish pond and rose gardens.



‘Bell Park’ is connected to Cameron Park with the same significant history and WPAG would like to propose that Bell Park is further developed into a native Australian botanical garden. ‘Bell Park’ already has several native eucalyptus and river-gums trees in it and along the riverbank as well as multiple and established native Hardenbergia plants which are already relevant to a native plant garden.



Because of the history of 'Bell Park' it is important that this prime riverside area is preserved and maintained and we think that due to the importance of its position beside the Bell River Riparian Zone that this important area should be nurtured and restored back to native plants and gardens. This Park could also be used to promote the nearby Burrendong Arboretum and Mount Arthur Nature Reserve. Plants from the Burrendong Arboretum and Mount Arthur Reserve could also be grown and displayed here as well as local and Australian Species. This will provide a peaceful and natural area as well as promote native Australian habitat for local insects, bees, fauna and wildlife.

There are many advantages to native plants and gardens.

Native flora/plants are more hardy to the climatic conditions and more drought-tolerant so would need less care, water/maintenance.

One of the main objectives of botanical gardens is the collection and conservation of plants, local or exotic, and the protection of endangered species as well as the protection of biodiversity and the transmission of natural heritage.

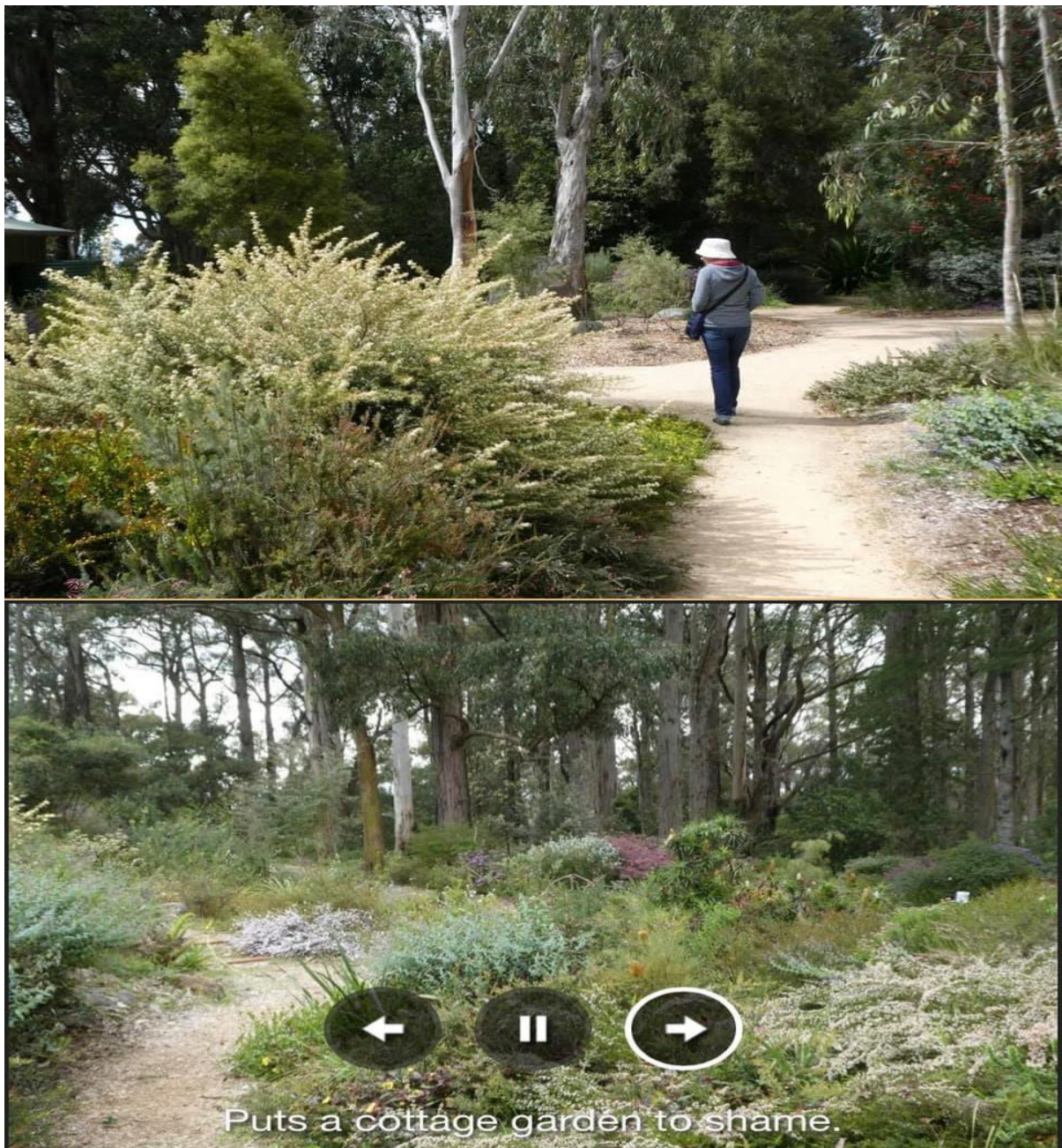
We think that this area could be a showcase for the local native Australian flora specific to the local area. Good biodiversity creates healthy ecosystems that clean the water, purify the air, maintain healthy soil, regulate the climate.

By landscaping this area with native plants this can save money, time and resources than non-native plants. This will save money and water, the plants will have better resistance to local weather, require less maintenance, restore natural riverside habitat, minimal fertilizer or pesticides would be needed.

Once established the plants will require minimal maintenance and will be hardy, more drought-tolerant and less water, no mowing will be required.

Native plants help the local environment by providing food and shelter, they also attract birds, butterflies and lizards. Native plants can provide a wildlife corridor helping to connect animal and plant populations.

‘Bell Park’ also borders the important Bell River riparian zone. Riparian zones alongside waterways are important unique and diverse areas. If non-native plants were placed here, there would be the risk that they could sucker or seed and spread into the important riparian zone and potentially damage this important river corridor and ecosystem (there are already multiple Khaki weed prickles in this park which are not being managed and could potentially seed into the Riparian riverside area). Native Australian plants are appropriate to the local eco-system and important for local insects, bees, flora and fauna and waterways.





WPAG would gladly apply for Grants for funding for this project and are happy to be further involved in the planning and development and preservation of this important and historic piece of important riverside park land and space into a native botanical garden which will further restore and develop this area which is currently empty and bare.



This proposal will further enhance the beautiful adjoining Cameron Park area. Riverside land in important and needs to be nurtured, rehabilitated and restored to further enhance and improve the environment and the river corridor.

We think that 'Bell Park' is a significant and important park to the history of Wellington and that it needs to be appropriately restored and maintained and establishment of a native Australian botanical garden in this area will further enhance and restore as well as create a beautiful feature which will further enhance the riverside and Bell River riparian zone where it is located.

This could also potentially benefit travellers and visitors to the area providing an area where they can walk around and also have a picnic table area to be used as a rest-stop.

We believe that the development of this area into a native Australian plant and wildflower garden could potentially deliver significant social, economic, cultural and environmental benefits to the local community. The project would bring a native garden to Wellington which is a unique feature that Wellington doesn't currently have.

This garden also aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status. As this park will be located very close to the CBD it has the potential to increase tourists and increase the

likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The botanical native park will be a community asset and will enhance our towns attraction and appeal.

Local native plants that provide traditional 'bush tucker' could also be a feature to promote the local Wiradjuri culture and history.

Local suppliers and businesses could also be utilised as much as possible in the development and construction of this project. All necessary supplies and equipment could be purchased or hired locally where possible benefiting local businesses and the local economy. Plants could be acquired locally from the Burrendong Arboretum supporting this important local organisation.

The native botanical park will be a community asset which will be enjoyed by the whole community and tourists.

We are sure you can appreciate how excited we are about this proposal and how important we feel it is for the whole community! The native plant park will be a great asset and service for Wellington which will benefit the entire whole community and visitors and travellers.





BOTANICAL NATIVE GARDEN EXAMPLES





Thankyou for your consideration of this proposal for 'Bell Park' and we look forward to hearing from you and receiving your feedback regarding our suggestions.

We are happy to meet and discuss this further,

Kind Regards,

Wellington Community Progress and Action Group Committee.

Registration Number -INC2000349



Wellington:
Where the mountains and rivers meet

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

03/06/2024

Dear Dubbo Regional Council,

Inadequate public amenities in Wellington CBD



PHOTO: QUEUES FOR THE PUBLIC AMENITIES IN WELLINGTON SINCE THEY WERE REDUCED IN NUMBER

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

We are writing to you regarding an urgent matter about the inadequate public amenities that have been constructed in Wellington, to the detriment of the local community. We have received multiple requests and complaints and feedback from the community about the complete inadequacy this now provides for Wellingtons CBD.

For some reason, the brick toilet block and disabled access block within Cameron Park were both removed by DRC and has been replaced by a modern-style building (which does not fit in with the 'historic' heritage town and historic style park). The previous structure matched the old brick library building in the park.

For an unknown reason the number of cubicles and amenities was significantly reduced when the new structure was built. Previously there were x 4 cubicles and multiple sinks in the Ladies bathrooms, now there is only 1!! Unfortunately there is now **only 1 male and 1 female** bathroom with one shared sink with NO hand drying towel or blower or mirror or soap dispenser equipment. The amount of amenities has been significantly reduced.

Unfortunately this significantly reduced number of toilets is now largely inadequate especially when Tourist coaches stop to use the amenities in the park, when the monthly Rotary Markets are on in the Park and when there are ceremonies and special events held in the park with large crowds such as Rotary Markets, Anzac Day, Australia Day, SpringFest, Vintage Fair parade, Jingle on the Bell Christmas Fair, Cob Loaf World Championships, Fong Lee Lane and other celebrations and community events.

The lack of a suitable number of amenities is causing delays and a huge inconvenience and is leading to economic implications as tourist coaches do not stop here anymore as there would be a large delay and queues for the amenities and people would complain. The amenities are also locked after hours which is not practical for travellers and tourist coaches. Local businesses in the street near the amenity block have reported significant loss of business as a result of this- tourist coaches no longer stop due to inadequate number of amenities and loss of coach parking.

Previously there were multiple toilets for each gender and coaches and tourist buses used to stop in the main street to use these amenities, there was never a delay or queues and the amenities were used frequently by tourist coaches and nearby shops received much passing trade ie coffee and food-to-go purchases



PHOTO: EXTENSIVE QUEUE FOR THE PUBLIC AMENITIES IN WELLINGTON

This issue needs to be addressed as an urgent priority as 1 public toilet for each sex in the town public amenities is NOT enough (even Geurie has twice this number) and this is also having a detrimental economic impact on the Wellington CBD.

With COVID19 precautions, soap dispensers and hand towels should also be supplied for infection control and safe hygiene and more than 1 sink is required as people do not need to queue to use the single sink.

The inadequate number of toilets is insufficient and inadequate and the waiting times and queues during important community events are extensive.

As regional and rural tourism becomes increasingly popular in Australia and as Wellingtons population increases now is not the time to decrease the number of public amenities which service travellers, tourists, residents and also the reflects on the reputation and impression of Wellington.

Cameron Park is in the centre of Wellingtons CBD and is regarded as one of the most beautiful and historic assets of Wellington, dating back to 1859 when the Wellington Improvement Society requested land to be set aside for a community reserve and recreation area. Cameron Park features an ornate and historic Fountain, war memorial, band rotunda, and award-winning sunken gardens which used to include fish pond and rose gardens. The amenities in the Park should be adequate especially when community events are held here. There are no other Public amenities nearby.

The previous amenities were a brick building with multiple toilets in both the male and the female. There was also a separate disabled toilet in the park. The toilets also featured sinks, soap and paper towel. We are not sure why the toilets were demolished or why the number of toilets was significantly decreased to only 1 toilet. It is also extremely disappointing that these toilets are small and metal, modern which does not suit the historic and heritage style of Cameron Park and Wellington CBD and only have 1 shared sink with no mirror, no soap dispenser and no paper towel or hand dryers or soap dispensers. These appear to be 'budget' amenities. The previous amenities were also roomy and spacious.



PHOTO: THE ORIGINAL CAMERON PARK AMENITIES BLOCK AND DISABLED TOILETS WHICH HAVE BEEN REMOVED AND REPLACED





ABOVE/BELOW: THE REPLACEMENT AMENITY BLOCK WHICH HAS SIGNIFICANTLY DECREASED NUMBER OF PUBLIC TOILETS AND SINKS



We are sure you would agree that 1 x male and 1 x female public toilet for the Wellington town CBD is completely inadequate (even Geurie park has twice this number for a much smaller population).

This issue and concern was also raised recently at the '2040 Community Strategic Plan meeting' in Wellington as well as in the 'Town Draft Plan submissions' as your records will show.

We feel that this issue needs to be considered in the 2024 Draft Budget as it has already been an ongoing issue for several years. It is noted that there is significant funding allocated for Cameron Park lighting- this was NOT a community request and is NOT essential – it would only encourage undesirables to frequent the park at night. This funding should be re-allocated to upgrade the public amenities as this is a more important issue.

There was a recent issue with these amenities also not being open for the large crowd at the recent Anzac Day ceremony in Cameron Park.

We look forward to hearing from you and receiving your feedback regarding this issue and prompt resolution

Kind Regards,

Wellington Community Progress and Action Group Committee.

Registration Number -INC2000349



*Wellington:
Where the mountains and rivers meet*



Wellington

COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

02 June 2024

Dear Dubbo Regional Council,

**PROPOSAL TO EXTEND WELLINGTON RECREATION TRACK TO MOUNT
ARTHUR RESERVE 'SCENIC DRIVE' (extend the Track a further 700m)**

The Wellington Community Progress and Action Group (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit.

We are writing to you regarding the Wellington Recreation Track to Mount Arthur Reserve. This is a very exciting development for Wellington by providing a safe and shared pathway to link Mount Arthur Reserve to Wellington township for people to safely walk, run and cycle between- off the road and safely separate to vehicles.



Mount Arthur Reserve is a popular area for people from the Wellington and surrounding communities to walk or cycle out to the Reserves trails from Wellington CBD. Mount Arthur Reserve is in close proximity to Wellington township and is popular for hiking, trail-running, cycling and picnics.

While this Recreation Track has been a very exciting and much needed track for Wellington, **it is extremely disappointing that the Recreation Track has finished approximately 0.7kms before the Mount Arthur Reserve 'Scenic Drive' and we are writing to ask for it to be considered to extend the Recreation track all the way to the entrance of 'Scenic Drive' to connect The Mount Arthur Reserve to Wellington CBD. We are writing to you to request that it is included in the Draft Budget to complete this track and extend it the further 0.7km to link up with Scenic Drive, Mount Arthur Reserve and Evans Drive.**

This was the initial plan for the Recreation Track to extend to link and connect with Mount Arthur Reserve. It is disappointing that the Track seems to be 'incomplete' and did not reach to its destination and the track is currently is a "track to nowhere" ending suddenly at no destination location. It seems unfinished and odd that the Track does not currently lead to anywhere and does not meet the Mount Arthur Reserve which was intended to be its destination and plan.

'Scenic Drive' is the main access point to the Mount Arthur Reserve and it leads up to the main car park and access points for the most popular trails especially the scenic and popular Apex Trail as well as the Reserve Picnic Areas- so linking the Recreation Track to this access point for the Reserve would safely connect Mount Arthur with Wellington township and provide a safe pathway there.

Currently the existing Recreation track is a "track to nowhere" as it ends before Mount Arthur Reserve and the Wellington community strongly feel that extending it a further +700m to link up to Scenic Drive would make this a safe and popular option for locals to walk, run, or cycle out to Mount Arthur and we feel that linking the Track to Scenic Drive would be the shortest and most appropriate and popular option and route.

'Brennans Way' is a public vehicle road that leads to Wellington sewerage works and private property and would not be suitable, whereas the Mount Arthur Scenic Drive, just 700m from the end of the track, leads directly to the Reserves main carpark, picnic areas, information signs and maps and multiple trail heads and the most popular Apex Trail and scenic lookouts. The Wellington community wish for the Track to extend further directly to 'Scenic Drive' (NOT Brennans Way- which is a much longer and indirect route and does not lead directly to any trails except the Yarraman horse trail).

It would not be safe for cyclists or pedestrians to go onto Brennans Way as this is a vehicle road and the Yarraman trail is not permitted for cyclists to use and it is a horseriding trail

and it would be potentially dangerous for pedestrians, runners, or cyclists to use this trail as potentially they could scare the horses or also at risk of being run over or kicked by horses on the trail.

Presently people using the Recreation Track to access Mount Arthur have to continue the extra 700m's to the beginning of Scenic Drive to access the Reserve via the road and this section is unsafe due to the Track ending and them having to continue on the road which is a safety risk due to traffic.

If you could please consider extending the Recreation Track a further 700m between 'Brennans Way' to the beginning of 'Scenic Drive' this will create a safe and direct route to the main Reserve carpark, information signs, picnic areas and popular trails and link Mount Arthur Reserve Scenic Drive to the Wellington township. Extending the track an extra 700m will benefit both Wellington park users and Mount Arthur visitors as well as ensure there is a safe route directly to Mount Arthur from Wellington CBD. Mount Arthur Reserve is one of Wellingtons most popular natural attractions so extending the Recreation Track to connect directly with it would be beneficial for visitors and locals as well as the health of the community by providing an exercise track for health and fitness and wellbeing. This would be similar to how Dubbos 13km 'Tracker Riley' walking track links directly with its local attractions such as Taronga Western Plains Zoo and Dundullimall Homestead.

We feel that people currently continuing on to Mount Arthur Reserve past the end of this Recreation track are placed at risk as they have to continue walking or cycling on the road which is unsafe and traffic is a risk. The Recreation Track has been a very popular Track since it was completed but feedback has reported safety issues when walking between the end of the Recreation Track to the start of 'Scenic Drive' at Mount Arthur Reserve due to no pedestrian track in this short section.

WPAG would also be prepared to apply for suitable Grants to assist in funding for extension of the Recreation Track. We realise that a basic pedestrian footbridge may also eventually be required to cross the culvert/gully in this section (for when wet weather and creek is running water- however a track through the gully would currently suffice) and that the track may have to have a narrower section to go up and over a small rough bush hill section just before Scenic Drive.

Thankyou for your consideration in this matter and we look forward to your response. We are sure that you will agree that the Recreation Track currently seems to be incomplete and has NOT achieved the proposed Recreation Track that was intended for the Track to connect directly to Mount Arthur Reserve 'Scenic Drive' to link the Reserve directly to Wellington via a walking track.

Yours Sincerely,

Wellington Community Progress and Action Group Inc Committee.



Registration Number -INC2000349

WELLINGTON
times

NOVEMBER 29 2019 - 4:03PM

Councillor David Grant wants walkway to extend to Wellington's Mount Arthur

Orlander Ruming



FUNDING INVESTIGATED: Councillor David Grant said it would encourage people to walk Mount Arthur and take in its beauty. Photo: BELINDA SOOLE

Dubbo Regional Council will investigate the cost to complete a walking track from Brennan's Way to the base of Mount Arthur.

Council has just spent \$321,000 for a five kilometre track within the Wellington CBD. The paths connects Cameron Park, Bell Park and Pioneer Park and then goes past the Showground to Brennan's Way.

But councillor David Grant said at the moment it was a "walkway to nowhere". He wants to see the walking path completed with an extension of the Bush Rangers Creek Road section from Brennan's Way to Mount Arthur.

"At the moment as the walkways sits it's a walkway to nowhere. It would be great to finish it off and actually set a destination on this walkway," Cr Grant said.

"I want this footpath to be extended to the bottom of Mount Arthur, which would then obviously encourage people to walk out to Mount Arthur and then up the mountain to take in all of its beauty."

Council will look into the full costings, develop a concept plan and look into potential funding avenues for the path. The report will then be presented to the April 2020 council meeting.

Cr Grant said it would ensure the project was ready to go if funding did become available.

Mayor Ben Shields said extending the path would be another economic driver for the town.

"It's already a great tourism destination but adding these extra facilities in only makes it better. More tourists equals more economic viability for Wellington," he said.

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

02/06/2024

To Whom it May Concern/DRC/MPs/NSW Police,

Request for 24 Hour Police Station in Wellington NSW



The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit.

We are currently supporting the Wellington community in campaigning for a 24 hour police station and we are writing this Letter of support for a 24 police station in Wellington NSW.

Wellington is a strong and close-knit rural community that has been declining and adversely impacted by a rise in crime and a decrease in its safety and reputation in recent years. We feel that the current crime rates in Wellington are significant for a small rural community and that crime is increasing. The lack of a 24 hour police station is resulting in inadequate policing and increasing criminal activities. With 2 x new Correctional Centres in Wellington and excessive drug issues there is a greater need for police presence and the need for a 24 hour police station and Wellington currently does not have this essential service.

We wish to fight for a safer community and feel that there is strong public demand and need for this in our town and community. A 24 hour police station in Wellington would be a great community asset and will promote and ensure safety and potentially decrease criminal behaviour and this is an essential service which should be provided to the community. It is important for our residents and community to be safe, monitored and protected. We feel that increased crime is contributing to the overall decline of Wellington's reputation which has significant negative impacts.

Some examples of the significant crime Wellington is experiencing includes the following recent and significant operations:

***Strike Force Pinnacle:** investigation into a large scale state-wide drug supply network syndicate operating from Wellington. This operation involved multiple specialist resources including Orana Mid-Western Police District, Detectives, Dog Unit, Public Order, Riot Squad, PolAir, Australian Federal Police, Australian Border Force and NSW Crime Commission involving multiple arrests and is **one of the biggest operations ever seen in country NSW.**

***Strike Force Libani:** investigation involving the unsolved shooting murder of a 49 year old local man in Wellington in broad daylight. This operation involves homicide detectives, Orana Mid-Western Police District, State Crime Command, Homicide Squad and remains an unsolved and ongoing Wellington **murder case.**

***Strike Force Kerrison:** investigation Involving the **shooting murder** of a 60 year old male in Wellington NSW. This operation involved Tactical Operations Unit, Homicide Squad Detectives, State Crimes Command, Homicide Squad and resulted in multiple local arrests.

***Strike Force Larelar:** established following the **fatal stabbing** of a 24 year old man in Wellington on 03/01/2021 involving Orana Mid-Western Police District, Crime Stoppers and Detectives. There were also separate unrelated stabbing incidents in Wellington recently in addition to this incident.

***05/01/2021 Major crime incident=** **Fatal hit and run of multiple pedestrians** in a residential street by a speeding and unlicensed driver- investigation involved specialists from the Crash Investigation Unit, Crime stoppers, and Orana Mid-western Police District. The driver had had previous unlicensed driver offences.

In addition to these recent and significant operations in Wellington there has been other ongoing crimes including break and enter, assaults, theft, abduction and rape, ram-raids, offences, graffiti, drug-related and DV issues, traffic offences, robbery, vandalism, illegal dumping, trespass, property damage, rural robbery and stock thefts.

The above crime rates are significant for a small rural community and crime is contributing to the decline of Wellington reputation with many negative impacts on the whole community.

Wellington's reputation for crime is a deterrent against business investment and future growth and development, affects property values and is a deterrent to people considering living in Wellington.

Overall, It is anticipated that a 24 hour police station in Wellington would have a positive, and highly influential impact on the Wellington community.

We strongly support the need for a 24 Hour police station in Wellington and want urgent action on this matter before there is more serious crime and more lives are lost,
Thankyou for your assistance and support and we look forward to hearing from you,
Yours sincerely,

Wellington Community Progress and Action Group Committee.



Registration Number -INC2000349

Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

10/06/2021

Dear NRMA/Transport for NSW/Dubbo Regional Council, MPs,

**Proposal/request for installation of Electronic
Vehicle fast-charging Stations in Wellington NSW**



The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

Wellington NSW is an important heritage town being the second oldest town west of the Blue Mountains with a long and rich history and identity and historic buildings and town centre. Wellington is a popular tourist destination with several unique local attractions. Wellington is also situated on a major highway and is a popular tourist destination with several unique local attractions including the Wellington Caves, Lake Burrendong, Mount Arthur Reserve, Japanese Gardens, Cameron Park, Macquarie River, Milky Daze café and boutique shops and many popular tourist events like the Rotary Vintage Fair and Swap

Meet, The Wellington Boot Horserace, Fong Lees Lane, Music In Between Festival, Wellington Arts and Sculpture Festival, Springfest, WomDomNom charity kayak event, monthly Rotary markets, Mount Arthur Challenge and soon-to-come Wellington Parkrun.

In recent years however, Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), loss of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently effects of severe prolonged drought, COVID19 restrictions and severe rodent mouse plague.

Wellington is now seeking new projects and infrastructure developments to enhance our town, attract tourists, improve the economy, maintain and progress Wellington and its own unique identity, and put Wellington 'on the map',

We are informed that NRMA is planning to increase and deliver the Electric Vehicle fast-charging stations (EVCS) in additional regional locations to increase the EVCS network in regional NSW and wish to request that Wellington is chosen as a suitable location.

We predict that installing some Electric Vehicle charging stations (EVCS) within the Wellington CBD would greatly benefit and enhance the town and encourage visitors to stop which potentially could boost economic and commercial activity in a suffering small rural regional town and we feel that Wellington NSW would be an ideal location for EVCS.



*Wellington is at the crossroads of many regional NSW routes with several major roads and highways passing through Wellington. The significant Mitchell Highway passes through Wellington and the town is located on the major route inland from Sydney to Broken Hill and inland NSW as well as from south Victoria to north Queensland. It is also located as a

connection to other important regional centres close to Wellington including Mudgee, Parkes, Molong, Dubbo, Yeoval, Orange and Sydney.

*Wellington is at the heart of regional sustainable power infrastructure development, and renewable energy, with several major projects located at Wellington including Bodangora Wind Farm, Mudgee Road and Suntop Solar Farm Projects which all feed into the giant Wellington electricity substation. Wellington's local and regional identity could be more strongly aligned with this and Wellingtons identity could be further enhanced as a 'clean, green' town with the additional installation of some Electric Car Charging stations.

*Wellington's main street economy needs an injection of customers and increased commercial activity and we think that installation of some EVCS within the CBD would have many benefits.

*Wellington will also soon be installing a significant world-class silo art mural which will attract many additional visitors to stop in the town to view the Silo mural artwork so installation of some EV charging stations will enable drivers of electric vehicles to charge their vehicles while viewing the silo murals and other world-class street art projects planned for Wellington.

*Wellington will also be launching a weekly Parkrun event in the near future which will also be a draw-card for visitors and the provision of EV charging stations will enhance this event and will ensure that visitors for this event will be able to charge their vehicles while they attend the weekly parkrun.

*The obvious benefit of landing an ever-growing number of motorists in the heart of Wellington for a half hour charge directly opposite a local café, hotel, visitor info centre, adjacent to other local food, mixed retail businesses, and the brand new town swimming pool, is a golden opportunity to re-boot commercial activity in Wellington.

*Wellington has several very suitable options for installation of EVCS within easy walking distance of the CBD. These include the substantial parking area at Wellington Train Station, and the Coles/Woolworths/Civic Centre parking area - both of which are a short walk to the shops, main street, amenities and within the CBD (however the latter is hidden and difficult to find access to for visitors so the **Wellington Train Station would be the most appropriate site** and this would not interfere or compete with busy locals parking areas).

The Wellington Train Station in Swift street would be a suitable location as this area has street lights and disability access, there is a large area to walk around, the Main street is approx 1.5 blocks walk (400m), there is good mobile phone coverage and there are multiple large sub-stations nearby for electricity supply, there is a large area suitable for these carparks and it does not interfere or limit/compete/remove with local residents parking areas. This area is also flood-safe, away from the flood-zones and does not take up beautiful river-side land (more suited for recreational use).

Nearby amenities include:

Toilets- located at nearby:

Wellington Train Station

Duke of Wellington Hotel

Wellington RSL

McDonalds

Woolworths

Cameron Park

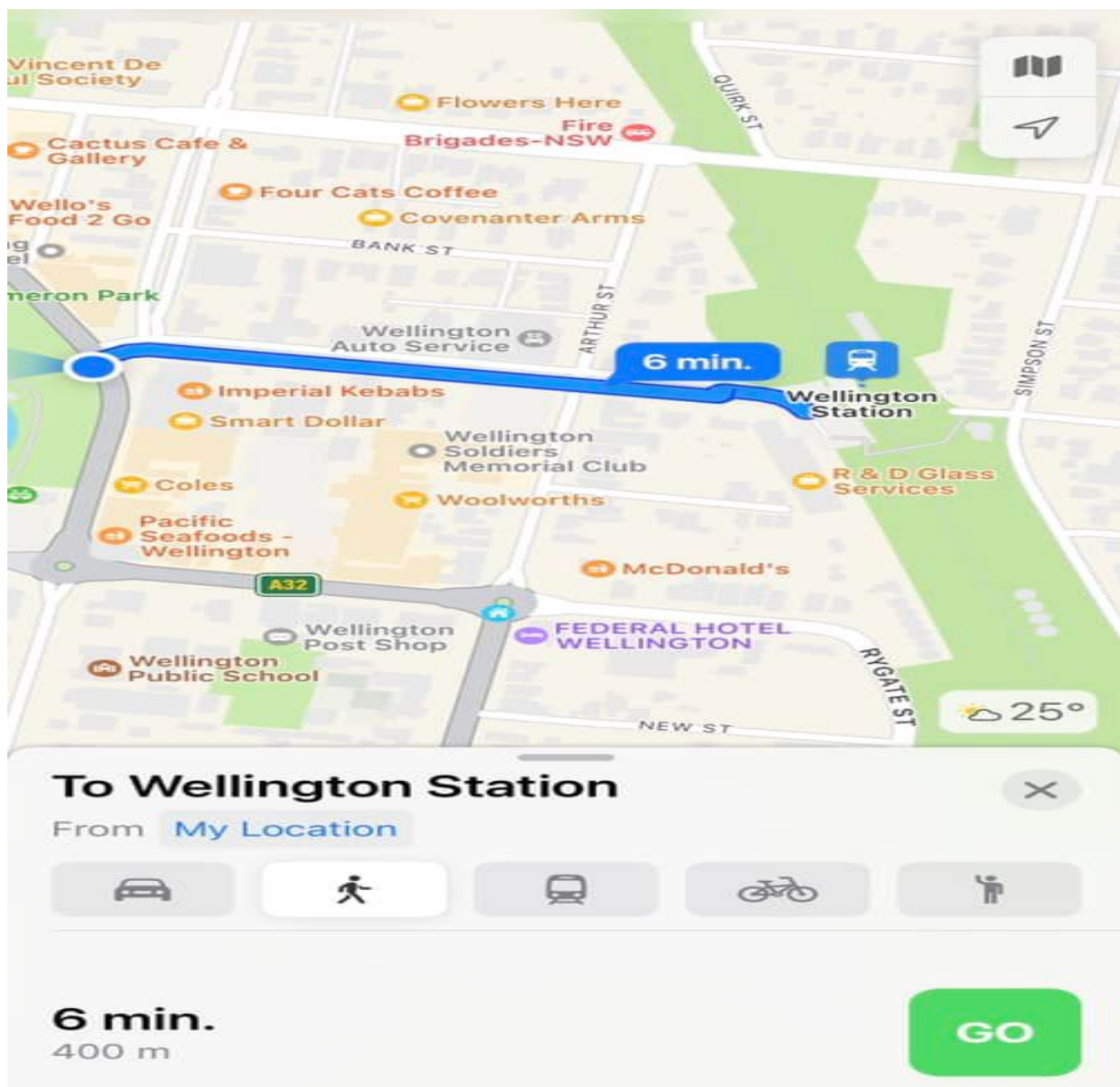
Tourist Information Centre

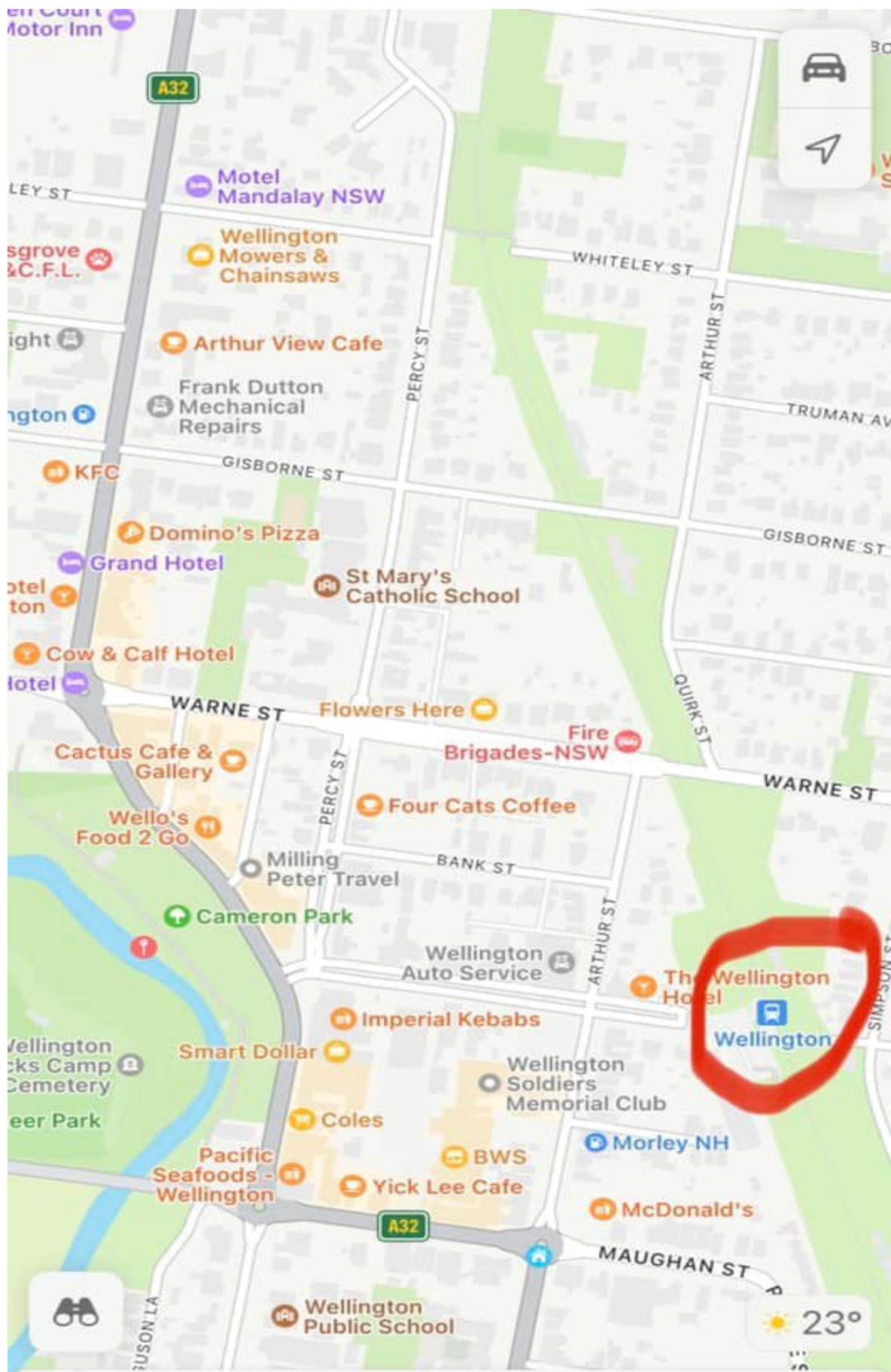
Federal Hotel
4 Cats Coffee Shop

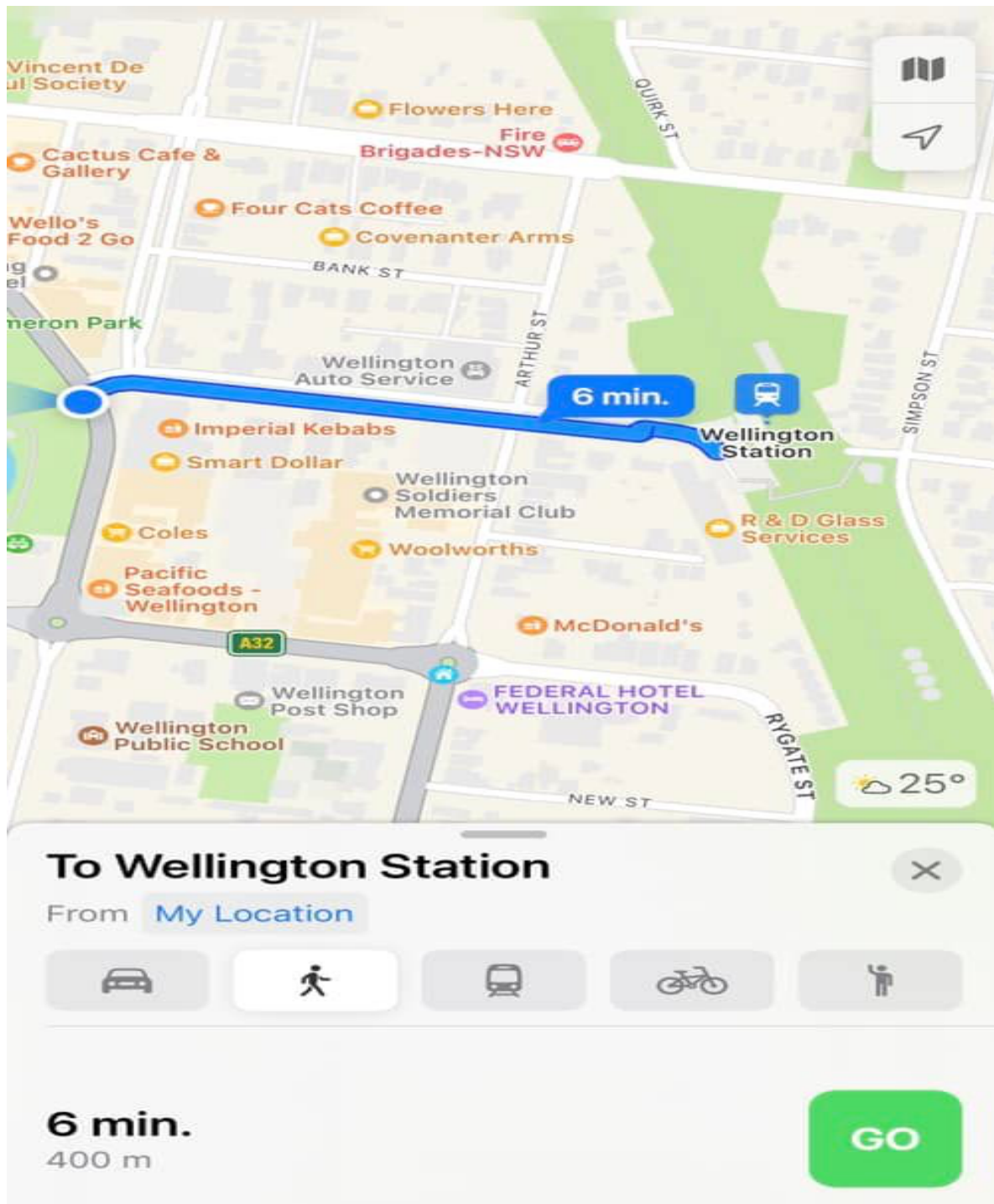
Food and Beverage

McDonalds
RSL
Duke of Wellington Hotel
Sangs Hot Bread Shop (Bakery)
4 Cats Cafe
Kebab Shop
Food to Go (Take-away)
Milky Daze (Hamburger shop)
Cow and Calf (pub)

(Please see attached google maps below to show the very close proximity the Train Station is to the entire CBD in Wellington and multiple amenities and facilities within 5 minutes walk in every direction. It is only approximately 400m walk to the Main Street).







These locations would provide a perfect opportunity to bring electric vehicle (EV) drivers to the heart of town to plug in to Charger Centre located there.

*The installation of EVCS in Wellington NSW will expand this service across regional NSW enabling drivers of electric vehicles to extend their travel across the state with more charging stations being delivered providing EV driver convenience.

*Installing additional EV charging stations in Wellington will help open regional NSW up to electric vehicle owners. It will extend the network and further support regional tourism economy, and promote local investment in Wellington which is an important regional centre

which is the crossroads of the Mitchell Highway, to well as to help meet demand as electric vehicles become more prominent and access to the regional NSW EVCS network broadens.

Social, Economic, environmental benefits to the Community:

We believe the installation of Electric Vehicle Charging Stations in Wellington NSW would potentially deliver significant social, economic, and environmental benefits to the local community. The EVCS would bring a significant service to our town.

The service/project aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status and is all-inclusive.

As this service would be installed in close proximity to the CBD it has the potential to increase tourists and increase the likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The service will become a community asset and will enhance our towns attraction and appeal, it would also encourage tourists to the area as electric cars increase in usage and popularity. This service could be utilised by the whole community as well as tourists and travellers passing through.

EVCS in Wellington would increase the regional electric car network, enhance Wellington as a tourist destination as well as provide a tourist drawcard and attraction for electric car drivers and travellers.

The investment of Electric Vehicle charging stations installed in Wellington NSW will also enhance the NSW Government's 'Electric and Hybrid Vehicle Plan' and this will assist the Government deliver on its commitment to provide the fast-charging infrastructure to make green and cleaner travel possible.

It will also help get regional businesses and the tourism industry moving again as well as enhance Wellingtons location and destination as a 'clean, green' rural town.

It will encourage people and travellers to stop off and explore Wellington as a regional town while they charge their EVs.

This will also expand the current regional fast-charging network and will help further support the regional tourism economy and local investment in regional centres.

It will mean that EV owners can travel confidently from Sydney to Broken Hill along the Great Western and Mitchell Highway- also link up with other regional destinations allowing EV motorists to enjoy all of the breathtaking and iconic destinations that Wellington, NSW and the Central West has to offer.

'Wellington Progress and Action Group' would like NRMA to consider Wellington NSW as a location for further installation of EVCS rather than focusing on only larger rural cities.

The need for increased network of electric vehicle fast chargers is growing. The building of this greener travel infrastructure is becoming a priority and will also support regional towns like Wellington NSW.

With electric vehicle ownership on the rise, this larger network will encourage road-trippers to stop and explore the town of Wellington while waiting for their vehicles to charge, will decrease range anxiety and provide more reassurance during regional travel, and by installing some EVCS in Wellington this will increase the capacity to meet demand as electric vehicles become more prominent on our regional roads.



As Australia moves towards a low carbon future, this service would further develop and consolidate Wellington's emerging identity as a progressive, clean, green regional economy identity.

We suggest that Wellington and other smaller regional and rural towns should be considered as a priority for installation of EVCS, rather than large rural centres.

There is a strong indication of wide community support for this service in Wellington.

This service will be planned and developed in close consultation with NRMA, Dubbo Regional Council and Wellington Community Progress and Action Group.

As previously mentioned we think that installation of EVCS at Wellington Train Station (or the Cole/Woolworths carparks) would be ideal and convenient and close proximity to the CBD, within easy walking distance.

We are sure you can appreciate how excited we are about this service and how important we feel it is for the community!

It will be a great asset and service for Wellington which will benefit the entire whole community.

Overall, it is anticipated that the installation of EV fast-charging stations in Wellington NSW would have a positive, and highly influential impact on the Wellington community.

Thankyou for your consideration in utilising Wellington NSW as a potential location for installation of EV fast-charging stations.

We look forward to hearing from you further regarding this proposal and working together to bring EVCS to Wellington NSW as we are sure you will agree that Wellington would be a very convenient and potential location.

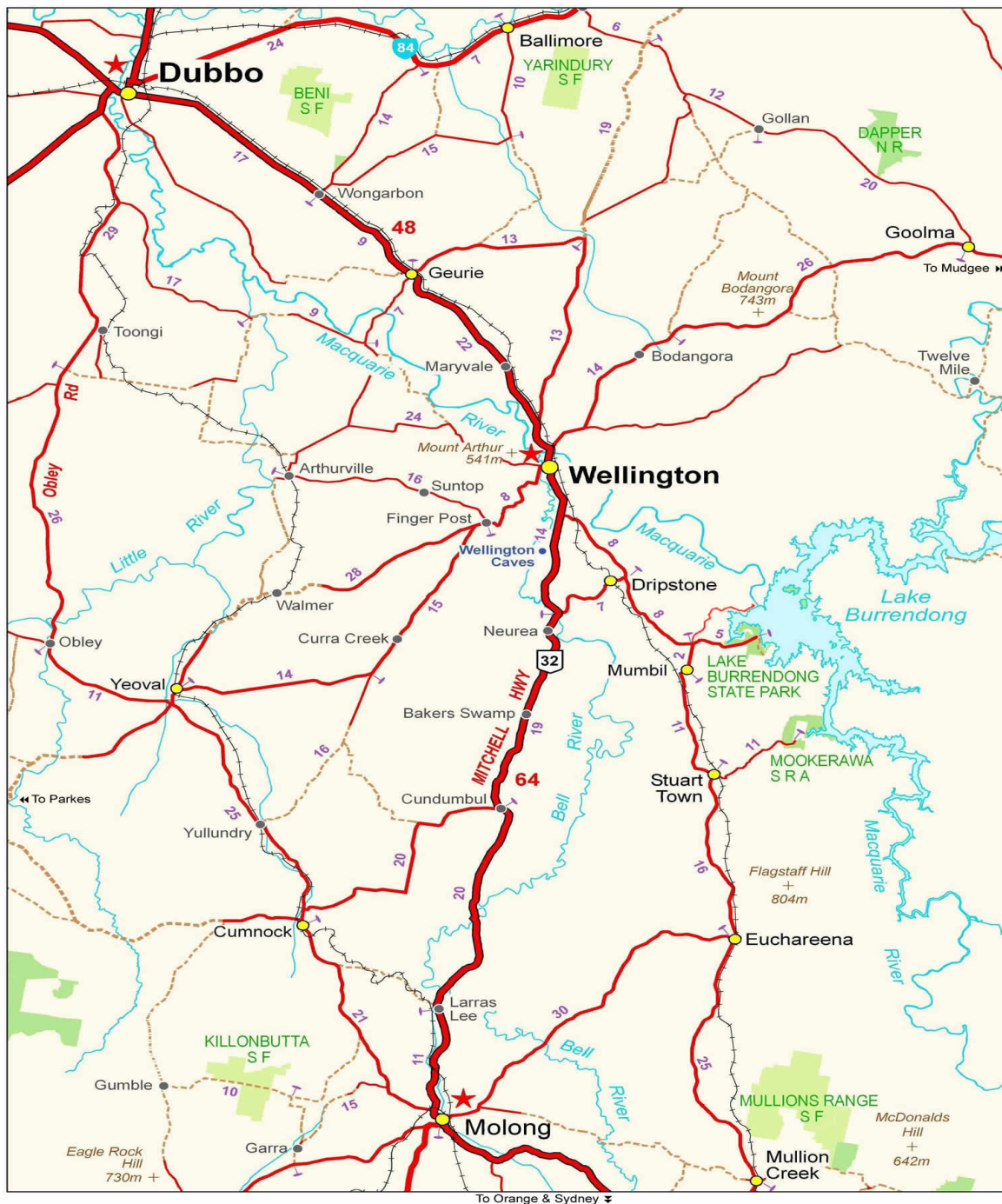
If there is any further information you would like regarding this proposal or should you wish to discuss this matter further, please do not hesitate to contact us.

We look forward to hearing from you and receiving your feedback regarding our suggestions.

Kind Regards,

Wellington Community Progress and Action Group Inc Committee.

Registration Number -INC2000349



Wellington
COMMUNITY
Progress and Action
Group

All correspondence to:

wellingtonprogressactiongroup@gmail.com

06/03/2022

Dear Dubbo Regional Council,

Proposal/request for Fenced Dog Park/off-leash area in Wellington:
Proposal to use 'Market Square' for a fenced dog-park in Wellington.



The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

We are writing to you to request a 'Fenced off-leash dog-park' for Wellington, NSW, similar to Dubbo's multiple fenced dog parks.

On the Dubbo Regional Council Dog-Park information document titled 'Dog Parks and Leash-free areas' it is evident that there are x 14 multiple 'Leash-free dog areas' in Dubbo including **3 x fenced dog parks** and only 2 'leash-free' areas in Wellington and **NO fenced dog-parks in Wellington.**

Dogs can bring joy and companionship to many of our residents. It is important that our community services and policies ensures that these important pets remain healthy, well-socialised and safe, and that their needs are balanced with those of the wider community. Dogs require love and attention, as well as food, exercise, grooming and healthcare. All dogs require regular exercise.

Taking dogs outdoors to a dog-friendly space is important, especially in residential house-yards and units where dogs don't have much space to exercise.

Regular off-leash exercise in designated off-leash parks helps dogs relieve boredom and release pent-up energy. It may also reduce unwanted behaviour such as excessive barking. Outdoors exercise also benefits owners with dog parks bringing people together.



Fenced Dog parks may also provide a safe place for older people or people with disabilities who may not be able to walk their dogs. Dog parks provide areas where dogs can exercise and run freely while their owners can socialize. In addition, spending time with their dogs at the dog park reinforces the dog-owner bond.

If the park isn't fenced-off, there's a chance dogs could run off and become lost or get hurt. The large outdoor fenced areas can be a great tool in keeping dogs happy and healthy. The open areas allow dogs to enjoy off-leash activity and socialization.

Dog parks are becoming increasingly popular across the nation **and there are many advantages to fenced dog-parks:**

***They encourage physical exercise** – Dog parks allow dogs to get out and be active. Exercise is crucial in a dog's health, and each dog has different needs depending on their breed and personality.

***They create mental stimulation** – New scenery and smells allow dogs to get a mental workout in addition to physical activity. Allowing them to explore dog parks can benefit them mentally, with a potential decline in disruptive behaviour. Dog parks also benefit the owners' mental health.

***They encourage socialization** – Dogs are social animals, and they enjoy playing in groups with other dogs. Dog parks are a great place for dogs to meet other dogs. Dog parks are also a nice way for owners to meet fellow dog owners, and socialize with people who share similar interests.

***They can be very educational** – In addition to being a great way to socialize with other dog owners, dog parks open the opportunity to learn new things about dogs, whether it be from observing dogs playing, or chatting with other dog owners.



Wellington currently does not have any safe, fenced off-leash dog-parks so we think this is an important community requirement and priority.

The fenced off-leash dog-park will also be beneficial to travellers through Wellington who also need somewhere safe and secure to exercise their pets when they have a rest-stop.

We would like to propose that 'Market Square' in Wellington could potentially be suitable to become a safe fenced off-leash dog-park for Wellington. This area is already securely fenced, it could quite easily be up-graded to become a fenced dog-park- the existing fence needs some repair and gates installed. This area is also no longer utilised for anything and is a suitable large, empty space, close to the CBD.

This park also has plenty of space so there would be enough room for a **separate fenced** dog-park for **both large dog** area and a **separate small dog** fenced off leash park. This will ensure safety for smaller dogs, by keeping them separate from larger dogs. There is room for 2 different fenced areas- one for large dogs and one for small dogs within this space. With the installation of some basic services we think that 'Market Square' would be an ideal location for a safe Fenced off-leash dog-park in Wellington. It is close to the CBD and this

space is currently not being used for anything. There are also public amenities next to the park and plenty of car-parking.

The preferable requirements would be the addition of:

- seating
- shade
- water (dog- bowl water availability)
- secure fence at an adequate height with gates that latch securely.
- bins
- Dog-litter bag dispensers so owners can clean up after their pets.
- picnic tables/area with shelter/shade
- +/- dog obstacles or agility course.
- separate fenced areas for large and small dogs for safety



PHOTO: MARKET SQUARE, WELLINGTON

Another requested option is also to have a booking system where owners could have the option to 'book' the area for private use (fee involved).

There is a strong indication of wide community support for this service in Wellington. As previously mentioned, we think that installation of a safe Fenced off-leash dog-park at Wellington would be ideal and convenient and we propose that 'Market Square' would make a suitable location for a Fenced off-leash Dog-Park.

We believe that the provision of a fenced off-leash dog-park at 'Market Square' could potentially deliver significant social, economic, and environmental benefits to the local community. The dog-park project would bring a significant service to our town which is a

service we currently don't provide. This service aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status. As this service/park will be located very close to the CBD it has the potential to increase tourists and increase the likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The dog-park will be a community asset and will enhance our towns attraction and appeal. This service would also encourage tourists with dogs to stop in this area.

This service will also provide a safe area where dogs can safely be taken off the leash, rather than in an open environment where the dogs could roam and potentially hunt or harm or attack local wildlife and birds and reptiles.

Local suppliers and businesses could also be utilised as much as possible in the development and construction of this project. All necessary supplies and equipment could be purchased or hired locally where possible benefiting local businesses and the local economy.

The dog-park will be a community asset which will be enjoyed by the whole community and tourists.

We are sure you can appreciate how excited we are about this proposal and how important we feel it is for the whole community! The dog-park will be a great asset and service for Wellington which will benefit the entire whole community and visitors and travellers.

We think that 'Market Square' location would be ideal for location of a fenced dog-park and that it would widely benefit the local community as well as travellers and visitors to Wellington.



Overall, it is anticipated that the installation of a safe Fenced off-leash dog-park in Wellington NSW would have a positive impact on the Wellington community and provide a community facility and service that Wellington doesn't have.

Thankyou for your consideration in providing Wellington NSW with a safe fenced off-leash dog-park at 'Market Square'. An alternative location could also be 'Apex Park'.

We look forward to hearing from you further regarding this proposal and working together to bring this service to Wellington NSW as we are sure you will agree that Wellington needs this and that 'Market Square' would be a very convenient and potential suitable location.

If there is any further information you would like regarding this proposal or should you wish to discuss this matter further, please do not hesitate to contact us.

We look forward to hearing from you and receiving your feedback regarding our suggestions.

Kind Regards,

Emmalee Holmes
President

Wellington Community Progress and Action Group Committee.

Registration Number -INC2000349



Wellington:
Where the mountains and rivers meet



PHOTOS: MARKET SQUARE, WELLINGTON



PHOTOS: MARKET SQUARE, WELLINGTON



EG: PICNIC TABLES WITH SHELTER/SHADE will enhance the dog-park and make it suitable for elderly/disabled and visitors passing through to safely exercise their pets and take a break

Q1 First Name

Short Text Bron

Q2 Last Name

Short Text Powell

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Infrastructure
Environmental Sustainability

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Operational Plan

Q7 Written submission

Long Text Items that need a lot more consideration or inclusion in the draft Operational Plan:

2.1.3.1 – re the feasibility study for an additional bridge over river in South Dubbo: the environmental destruction of the riparian zone and noise pollution is not worth it to save 4 seconds in travel time.

2.2.3 – “Urban drainage systems meet the needs of the community” – please install more grose pollutant traps - the amount of rubbish in the river is shocking, and EPA data shows it is more than coastal urban estuaries. I organise numerous clean up paddles to remove what we can, but this could be prevented by installing more grose pollutant traps AND having better maintenance (emptying and cleaning) of those already in place.

I notice the last 2 years, grose pollutant traps have got a token mention in the Operational Plan – this year they are not mentioned at all.

6.3.1 “The quality of the Macquarie, Tabragar and Bell river corridors are managed and enhanced” – the only action listed here is something about volunteers – can we please move beyond just leaving this to volunteers who receive no support from Council – when the rivers are one of the key tourism, recreational and wellbeing assets of our LGA? We don’t even have a paid bushcare coordinator like most councils provide...

Also please stop mowing over rubbish and cutting it into hundreds of pieces that then makes it 20 times more time consuming for citizens such as myself to pick up.

6.3.3 “Endangered ecological communities, threatened species, habitats and environmental assets are protected”: DRC needs to identify environmental assets in order to ensure they are protected. The whole riparian zone needs to be treated as an environmental asset and stop putting more concrete paths, bridges (River St and proposed south Dubbo idea), and housing developments (North West development) in the riparian zone.

6.3.3.1 “Investigate funding opportunities targeted to the restoration of degraded environments”: this token statement appears every year – can DRC please set a target for the number of grants that Council will apply for, and the number you aim to get. As far as I’m aware, there has been one grant (flying fox habitat) received in the last 4 years – it needs to be at least one per year to be anything that is actually helping the riparian zone.

Good actions in the draft operational plan:

6.1.4.4. ‘Further develop the Tree Preservation Order’ – Yes, please develop and implement this.
Also the implementation of street tree policies, and creating an urban tree canopy target – these are good inclusions in the draft Operational Plan.

Q8 This submission will require consideration towards:

Select Box

A mix of the above

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

Response No:
4

Contribution ID: 2028

Member ID: 198

Date Submitted: Jun 01, 2024, 10:46 PM

Q1 First Name

Short Text Herbert

Q2 Last Name

Short Text Riley

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Environmental Sustainability

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Delivery Program
Fees & Charges
Budget

Q7 Written submission

Long Text I am writing in regards to hopefully prevent illegal dumping, recycling and reduce costs and fees at our local wellington tip.
I strongly suggest we need a tip shop located in Wellington nsw 2820.
In our beliefs In return that will reduce landfill considerably saving the environment, help cover costs of day to day operations, reduce tip fees for general public, which would make it more affordable for general public and would help reduce illegal dumping.
Kind regards
Herbert Riley

Q8 This submission will require consideration towards:

Select Box I am uncertain

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Q1 First Name

Short Text Anthony

Q2 Last Name

Short Text Graham

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Liveability

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Budget

Q7 Written submission

Long Text

The Cameron Park Toilets in Wellington are currently not fit for purpose following the demolition of the old toilets that were fit for purpose:

GUIDING PRINCIPLE: The capacity and location of the previous demolished toilets were well designed to meet capacity requirements during a high demand situation and were located at the edge of the park, central to it, visible and accessible to passing traffic up to sudden influx from tourist busses or crowds gathered in the park and accessible from both sides of the highway with adjacent pedestrian crossing.

There are 3 main issues that need consideration re the reconfiguration and design of the Cameron Park Toilets in Wellington

1.Capacity. The current proposals do not meet capacity requirements flagged above along the lines of the Guiding Principle. They also fail to delineate Male v Female. There is no male urinal to mitigate that capacity

2.Position. Current position is not obvious to passing traffic and is too close to the childrens playground. Its position as the first building encountered at the gateway to the park is aesthetically displeasing. The building by virtue of its position and the childrens playground has diminished the amenity value of the park by dividing the park into two precincts.

3.Design. The building itself has not withstood the test of time and is shabby inside and out. The Toilet door signs are already worn out from use. The open nature of the floor to the outside area is a hazard in an area where eastern brown snakes have been encountered. The "tin shed" design is out of keeping with the park aesthetics and is a mismatch to the architecture of the Maliyan Café and Cultural Centre.

The Budget and plans put forward by the council will not meet requirements and therefore should be abandoned until such time as sufficient funds and a properly designed alternative is put forward. Otherwise it will be yet another waste of Council acquired funds. The former demolished toilets were regarded by the community as to be well maintained, kept clean and not considered too old.

Wellington residents are aware that a Dubbo based councilor has stated on the public record that the current new toilets are adequate. I have yet to come across a small town where is but one cubicle each of a male or female, with a disability toilet and no urinal. Let alone for a town of 5000+ residents, the current size of Wellington. There is also no allowance for toilets out of action due to soiling or for other reasons. It's a really dumb situation. As one resident I know put it, "The last thing we need is constipated councilors making half-arsed decisions wasting money from the public purse".

Q8 This submission will require consideration towards:

Select Box

A funding source from existing budget (at the cost to something else)

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Response No:
6

Contribution ID: 1980

Member ID: 882

Date Submitted: May 31, 2024, 02:15 PM

Q1 First Name

Short Text Michelle

Q2 Last Name

Short Text Tomkins

Q3 Organisation or Community Group

Short Text Scabbing Flat Bridge Replacement Group

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Infrastructure

Q6 Please indicate which plans you are making your submission towards?

Multi Choice
Operational Plan
Delivery Program
Asset Management Plan
Budget

Q7 Written submission

Long Text Please find enclosed our submission for the replacement of Scabbing Flat Bridge. The enclosed documents support our submission.

Q8 This submission will require consideration towards:

Select Box A funding source from other means (funding or grant submission)

Q9 File upload

File Upload
https://yoursay.dubbo.nsw.gov.au/download_file/1618
https://yoursay.dubbo.nsw.gov.au/download_file/1619
https://yoursay.dubbo.nsw.gov.au/download_file/1620
https://yoursay.dubbo.nsw.gov.au/download_file/1621

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

What are we asking from Council and the Councillors?

- To include in the 24/25 a budget amount of \$50,000, for the replacement of Scabbing Flat Bridge, and the same for the following 3 years to enable the commencement of the preliminary works with a total estimated cost of \$350,000.
- The line in the 24/25 budget would show the replacement of Scabbing Flat Bridge with no grants gained at this stage.
- Lobby State and Federal Governments to replace Scabbing Flat Bridge and assist in applying for grants for the project.
- Lobby Transport for NSW to provide assistance in funding for the preliminary works and request their support in applying for funding for the project.
- Council's current Road's asset plan shows eventual replacement of the bridge in year ten of their 10-year plan and it is requested planned replacement be prioritised to start in the 2024/25 financial year with construction starting in 2026/27.

Current Situation

- Dubbo Regional Council has now received funding to replace all its timber bridges in the Council Area.
- Two timber bridges over the Macquarie River remain the responsibility of Transport For NSW. One is at Rawsonville where a new concrete bridge is currently being constructed while the other is the Scabbing Flat Bridge south of Geurie on the Arthurville Road.
- Scabbing Flat Bridge is a narrow single lane bridge built in 1911 and cannot cater for current or future heavy vehicle transport requirements. Council's current Road's asset management plan indicates the replacement of the bridge is in the last year of their 10-year plan and this project now needs to be prioritised to commence in 2024/25.
- The current bridge when fully operational is not rated to carry B-Double and other higher mass limit loads. Furthermore, larger modern farm equipment and other wide loads cannot traverse the bridge.
- Scabbing Flat Bridge is currently a local heritage listed asset however within 12 months it potentially will be heritage listed at a state level. Ongoing maintenance will continue to be a challenge due to the heritage status as the required timber is becoming more difficult to source.
- In November 2023 it was found that there were beam and pier issues with the bridge and a restriction of a 16-tonne weight limit was imposed, which was a reduction from 42.5-tonne.
- Transport For NSW initially advised it would take 6 months to get the bridge to its original carrying capacity weight. This timeframe has now pushed out to the end of 2024 and potentially will only be an interim solution. The main cereal harvest for this year will be severely impacted for growers wishing to deliver grain to Combo silos at Maryvale.
- The impact on local and regional traffic is not acceptable and a ground swell of local support for action is emerging. Some 30 people attended the recent site meeting with Transport NSW.
- This bridge is key piece of infrastructure for an area which is a food and fibre hub.
- Recently the Centre for Independent Economics, was engaged to produce a report that was able to show the farm gate value grown in the Geurie area was in excess of \$100million (ie the raw product, before it the product is trucked, processed, and then sent into the various supply channels around Australia). This included food and fodder crops and livestock. Once the product is vertically integrated within the supply chain, the economic multiplier value of

REPLACEMENT OF SCABBING FLAT BRIDGE
31st MAY 2024

the product produced in and around Geurie – that needs to traverse over the Scabbing Flat bridge near Geurie, is many hundreds of millions of dollars.

- Currently all traffic in excess of 16 tonne is being directed to Terrabella/Benelong/Obley/Newell Highway if going to Dubbo and to Suntop/Renshaw McGirr/Showground/Mitchell Highway if going to Wellington. Other roads are being used as well such as the Bushrangers Creek Road, which is not safe for trucks
- The alternate roads are not suitable or safe alternatives. An accident in March 2024 occurred between a sedan and semi-trailer on Bushrangers Creek Road, which was fortunate not to be a fatality.
- Two other bridges are also not working to their full capacity creating additional logistic and cost issues. Benelong Bridge due to be completed August 2024 and Comobella crossing which has been out of action for nearly 2 years on a B Double rated road, has no timeframes specified.

Suggested Solution

- Scabbing Flat Bridge is repaired back to its full capacity as soon as possible, recognising that it is an interim solution for now, but not a future transport solution. This is Transport For NSW's responsibility.
- In parallel, the process of constructing a 2 lane bridge to accommodate today's freight demands. be commenced in 2024/25.
- Scabbing Flat Bridge to be retained as a pedestrian / show piece bridge to cater for the heritage status.
- Based on costs of the Rawsonville Bridge the current estimate for a new bridge and approaches at Scabbing Flat Bridge site is in the order of \$25-30 m.
- For this project to be constructed significant State funding with possible Federal assistance is required.
- If the current bridge is to be maintained as a pedestrian bridge the cost for Transport For NSW will significantly reduce. Those savings potentially could be channelled to covering the/some of preliminary works.
- There are preliminary works that need to be carried out well in advance of constructing a new bridge. These preliminary works with estimated costs are as follows:-

• Preliminary alignment design by Council	\$10,000
• Preliminary environmental and heritage assessment of corridor	\$30,000
• Land Acquisition negotiations	\$20,000
• Geotechnical investigation	\$40,000
• Detailed environmental and heritage assessment	\$50,000
• Detailed geomorphological assessment of the riverine environment	\$40,000
• Detailed alignment design and preparation of specifications	\$150,000
Total	\$340,000
Say	\$350,000

Appendix 1-Supporting Signatures from Facebook Petition
Residents and Businesses that use the Scabbing Flat Bridge

Name City State Postal Code Country Signed On

Alison O'Brien Arthurville Australia 21/05/2024

Margie Guild 3139 Australia 21/05/2024

Michelle Tomkins Terrabella 2264 Australia 21/05/2024

Sally Anderson Galston 2157 Australia 21/05/2024

Ross Paxton Geurie 2160 Australia 21/05/2024

Owen Johns 2818 Australia 21/05/2024

Logan Whiting Melbourne 3083 Australia 21/05/2024

Jerome De Alwis Melbourne 3000 Australia 21/05/2024

Bernard Cahill Sydney 2205 Australia 21/05/2024

Gazza Kowal Australia 21/05/2024

Sharon Owens Geurie 2818 Australia 21/05/2024

Malcolm Rich Walmer 2135 Australia 21/05/2024

Rasty Rahman Punchbowl 2196 Australia 21/05/2024

Jennifer Wykes Geurie 2818 Australia 21/05/2024

Tracee Rushton Ponto 2818 Australia 21/05/2024

Sarah Stevenson Terrabella 2818 Australia 21/05/2024

Catherine Weber Terrabella 2140 Australia 21/05/2024

Katrina Sheridan Geurie 2818 Australia 21/05/2024

Renee Chandler Arthurville 2820 Australia 21/05/2024

Liz Heilbronn Sydney 2000 Australia 21/05/2024

Brian Giddings Arthurville 4000 Australia 21/05/2024

Carol Rich Kurrajong Park 120 Gunners Dam Road Walmer NSW 2820 Australia 21/05/2024

Graham Stevenson Terrabella NSW 2818 Australia 21/05/2024

Khambia Clarkson Marshalltown 50158 Australia 21/05/2024

Regimon Joseph Brisbane 4000 Australia 21/05/2024

Jeff Hutchinson Ponto 2141 Australia 21/05/2024

Ryezak Ayles Townsville 4810 Australia 21/05/2024

Carmen Gain Geurie 2818 Australia 21/05/2024

REPLACEMENT OF SCABBING FLAT BRIDGE
31st MAY 2024

Luke Cross Ponto 2000 Australia 21/05/2024
Nicolla Giddings Arthurville 2140 Australia 21/05/2024
Kurt Russo 6051 Australia 21/05/2024
Michelle Cross Geurie 2818 Australia 21/05/2024
Kelly Wykes Comobella 2820 Australia 21/05/2024
Matthew Wykes Wellington 2820 Australia 21/05/2024
Brian Paxton Sydney 2000 Australia 21/05/2024
Ashleigh Giddings Sydney 2205 Australia 21/05/2024
Allan E-S Adelaide 5000 Australia 21/05/2024
Germaine Rich Dubbo 2830 Australia 21/05/2024
Karen Paxton Geurie 2142 Australia 22/05/2024
Johanna Parkes Geurie 2818 Australia 22/05/2024
Alanaha Dunn Wongarboon 2831 Australia 22/05/2024
Jenny Frogley Suntop 2820 Australia 22/05/2024
William Cosier Curra Creek 2820 Australia 22/05/2024
Nigel Thornbury Wellington 2820 Australia 22/05/2024
Charmaine bell Wellington 2820 Australia 22/05/2024
Belinda Edmondson Dubbo 2830 Australia 22/05/2024
Philip Dowling Dubbo 2830 Australia 24/05/2024
Scott O'leary Dubbo 2830 Australia 24/05/2024
Guy O'BRIEN Wellington 2820 Australia 25/05/2024
Robert Dimmick Arthurville 2200 Australia 25/05/2024
Josh Driver Dubbo 2000 Australia 25/05/2024
Christine Rothery Sydney 2144 Australia 25/05/2024
Elaine Wykes Wellington 2000 Australia 26/05/2024
Ross Plasto Wellington 2820 Australia 26/05/2024
Jason Wykes Penrith 2750 Australia 27/05/2024
Jack O'Brien Arthurville 2820 Australia 28/05/2024
Sam O'Brien Arthurville 2200 Australia 28/05/2024
McKinlee Vincent Arthurville Rd 2820 Australia 28/05/2024
Martine Vincent Terramungamine 2830 Australia 28/05/2024

REPLACEMENT OF SCABBING FLAT BRIDGE
31st MAY 2024

Joe Hyland Benolong 2818 Australia 28/05/2024
Leonard Brown Surry Hills 2010 Australia 28/05/2024
Ela Hyland Sydney 2140 Australia 28/05/2024
John Hyland Geurie 2818 Australia 28/05/2024
Patrick Eid Illawong 2234 Australia 28/05/2024
Alistair Kelly Wongarbon 2000 Australia 28/05/2024
Justin Harrow Geurie 2040 Australia 28/05/2024
Brendan Booth Geurie 2000 Australia 29/05/2024
Dallas Parkes Geurie 2162 Australia 29/05/2024
Jackie Morgan 2868 Australia 29/05/2024
Lorraine Bartlett Chiswick 3806 Australia 29/05/2024
Ben Woldhuis Sydney 2000 Australia 29/05/2024
Joanne Elliott Suntop 2820 Australia 29/05/2024
Laine Rushton Dubbo 2830 Australia 29/05/2024
Rylee Moore Maryvale 2820 Australia 29/05/2024
Freya Rushton Geurie 2116 Australia 29/05/2024
Lindy Carney Yeoval 2868 Australia 29/05/2024
Robyn Edwards Arthurville 2820 Australia 29/05/2024
Ray Kelly Arthurville 2820 Australia 29/05/2024
Scott Bennett Sydney 2000 Australia 29/05/2024
Melody Robinson Geurie 2818 Australia 29/05/2024
Gary Robinson Dubbo 2830 Australia 29/05/2024
Mark Brien Dubbo 2830 Australia 29/05/2024
Cyndi Collingridge Sydney 2116 Australia 29/05/2024
Alice Munro Orange 2800 Australia 29/05/2024
Libby Wilson Sydney 2000 Australia 29/05/2024
Row Horton Suntop 2820 Australia 29/05/2024
Harriet Ryan Sydney 2831 Australia 29/05/2024
Quang Dao Sydney 2166 Australia 29/05/2024
Krystal Blackwood St Marys 2760 Australia 29/05/2024
Scott Mclennan Gulgong 2852 Australia 29/05/2024

REPLACEMENT OF SCABBING FLAT BRIDGE
31st MAY 2024

Karlie Jones Geurie 2818 Australia 29/05/2024
William Edwards Sydney 2203 Australia 29/05/2024
Virginia Burns Wellington 2820 Australia 29/05/2024
Juan Ferres Geurie 2818 Australia 29/05/2024
Ruth Barnes Sydney 2192 Australia 29/05/2024
Andero Karp Benelong 2818 Australia 29/05/2024
Emma Root Sydney 2040 Australia 29/05/2024
Peter Conn Wellington 2820 Australia 29/05/2024
Sally May Sydney 2000 Australia 29/05/2024
Taamin Boland Geurie 2818 Australia 29/05/2024
Jude Riley Vincent 4814 Australia 29/05/2024
Mark Pickford Australia 30/05/2024
Annette Simpson Thornleigh 2112 Australia 30/05/2024
Brett Coady Dubbo 2830 Australia 30/05/2024
Deborah Aitken Sydney New South Wales 2000 Australia 30/05/2024
Robyn Bourke MARYVALE 2820 Australia 30/05/2024
Laura Paxton Sydney 2000 Australia 30/05/2024
Emma Wilkinson Sydney 2000 Australia 30/05/2024
Antoni Risteski Sydney 2000 Australia 30/05/2024
josh stocks Sydney 2000 Australia 30/05/2024
Aqsa TariqDanielle McInnes Sydney 2818 Australia 30/05/2024
Emily Muirhead Dubbo 2800 Australia 30/05/2024
sarah johnston 2291 Australia 30/05/2024
Wendy Paxton Somersby 2250 Australia 30/05/2024
Tanya Kitch Wellington 2820 Australia 30/05/2024
Alissa Whybrow Canberra 2602 Australia 30/05/2024
Courtney Kohlenberg Geurie 2818 Australia 30/05/2024
Janelle Kelly Wellington NSW 2820 Australia 30/05/2024

**Appendix 2-Supporting Signatures from Paper Petition
Residents and Businesses that use the Scabbing Flat Bridge**

**Appendix 3-Supporting Letters from Businesses Relying on the Scabbing Flat
Bridge**

Scabbing Flat Bridge Replacement Project

Submission to Dubbo Regional Council

The Scabbing Flat Bridge is currently load limited and is urgently in need of repairs. Furthermore, there is a need to replace the old narrow single lane bridge with a modern two-lane bridge to provide safe passage for all vehicles and equipment including all current and future freight vehicles.

Maintenance of the heritage bridge into the future is fully supported.

We the undersigned live or conduct business in the area and are directly impacted by the current bridge situation. We request Council's support in addressing the above issues.

NAME	ADDRESS/EMAIL
Amanda Bunter	
Bonnie Bunter	
Rob Purvis	
Brenda Purvis	
MARTIN WHITELEY	
Anthony MARL	
Roger Estens	
NOEL KNIGHT	
BOB WOODHOUSE	
CRAIG WOODHOUSE	
Bruce Gibbs	
Cleese Potter	
Dawnie Hunter	
Dea Bailey	
Carson Tankin	
Sophia Tankin	

Scabbing Flat Bridge Replacement Project

Submission to Dubbo Regional Council

The Scabbing Flat Bridge is currently load limited and is urgently in need of repairs. Furthermore, there is a need to replace the old narrow single lane bridge with a modern two-lane bridge to provide safe passage for all vehicles and equipment including all current and future freight vehicles.

Maintenance of the heritage bridge into the future is fully supported.

We the undersigned live or conduct business in the area and are directly impacted by the current bridge situation. We request Council's support in addressing the above issues.

NAME	ADDRESS/EMAIL
Rachel Perry.	
Alan Bennett	
ELWYN PERRY	
ALAN HUTCHINSON	
Sam Fringley.	
Bill Redfern	
Man Scanlon	
Judy Tointon	
Pete O'Brien	
Jenny Ryan	
Ray Pullen	
Jane Leggitt	
Alicia Leggitt	
Conor Mitche	
CATHY GORMAN	

Scabbing Flat Bridge Replacement Project

Submission to Dubbo Regional Council

The Scabbing Flat Bridge is currently load limited and is urgently in need of repairs. Furthermore, there is a need to replace the old narrow single lane bridge with a modern two-lane bridge to provide safe passage for all vehicles and equipment including all current and future freight vehicles.

Maintenance of the heritage bridge into the future is fully supported.

We the undersigned live or conduct business in the area and are directly impacted by the current bridge situation. We request Council's support in addressing the above issues.

NAME	ADDRESS/EMAIL
Katherine Russell	
GRAHAM PAYN	
JENNIFER WYKES	
BAEC WYKES	
Brett Chandler	
Jan Pultbrooke	
Peter Braithwaite	
Claire Booth	
Brendan Booth	
Diana Marshall	
DENISE SPARKES	
ALAN BELL	
Iona Adams	
Ken Blackburn	
Phillip Louisa	

Scabbing Flat Bridge Replacement Project

Submission to Dubbo Regional Council

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Maintenance of the heritage bridge into the future is fully supported.

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NAME	ADDRESS/EMAIL
Robert Ciermon	
Patrick Guin	
HUNTER LEESON	
Melissa Leeson	
WAYNE SCHNEIDER	
NEIL WARREN	
GORDON TREMAIN	
Rowen Wykes	
Allysha Wykes	
DAVID HODGES	
Barry Wheeler	
Douglas	
Gerry Ryan	
Brenton PENNA	
Craig Whiteley	

Morley's Earthworks



Over 50 years specialising in earthmoving & soil conservation works
EST.1956

ABN 84160607132

G. B. MORLEY T/As Morley's Earthworks
"PINEDALE" 317 HIGHFIELD LANE
WELLINGTON NSW 2820

18 February 2024

To : NSW Transport

RE: SABBING FLAT BRIDGE AT GEURIE NSW 2818

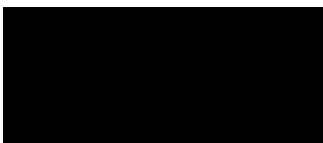
I am writing to you to express my concern of the recent limitations placed on the Scabbing Flat Bridge at Geurie NSW due to its' need for repair. I have lived and run the family earthmoving business for more than 50 years in the area, we have relied on this bridge to transport our heavy earthmoving equipment to our customers in the surrounding area. The new 16 tonne Load Limit is disrupting my business as we need to run a 3X8 FLOAT which weighs 24 tonne unladen and now cannot be used on the bridge even if it is empty. We would normally use this bridge 4 times a week to move our earthmoving machines to our customers.

The alternate route is now through Wellington to Yeoval Road which is a narrow and winding road through mountains which is not sustainable due as the road is not suitable to move heavy equipment on low loaders and significantly increases the safety risk for my workers and other road users. My employees have expressed they do not want to use this alternate route as they fear it is an accident waiting to happen. Secondly, having to find alternate routes is causing financial loss as this requires extra transport distance (and costs) to the customer work sites.

The bridge is not only important to my business but also to my long-standing customers and the Geurie Community who rely on agriculture being able to use this bridge.

I am seeking that the NSW Transport prioritise the repair of this bridge urgently to protect my business and the safety of other road users.

Regards



Graeme Morley

Owner, Morley Earthworks



Address: 25-27 McNamara St, Orange, NSW, 2800, Australia
Postal: PO BOX 966, Orange, NSW, 2800, Australia
ABN: 85 623 903 079
www.clcommodities.com.au

Robert Lean
Director
CL Commodities Pty Ltd
25-27 McNamara Street, ORANGE NSW 2800
[REDACTED]

21st February 2024

Transport for NSW

Dear Transport for NSW,

I am writing to express our deep concern regarding the current situation with the Scabby Flat bridge at Geurie. This bridge, which plays a critical role in facilitating the transportation of grain to our bulk storage site at Combo, NSW, has been subject to a weight limit restriction of 16 tonnes due to a damaged beam.

The timing of the announcement of this weight limit restriction, particularly right in the middle of the Nov/Dec23 harvest season, has had a significantly detrimental effect on our operations. With only 24 hours' notice, we were informed that vehicles exceeding 16 tonnes would no longer be permitted to utilise the bridge. This abrupt restriction forced many growers in our area to divert their deliveries away from Combo, forcing them to travel significantly longer distances to alternate sites.

As you are aware, Combo plays a pivotal role in the storage and distribution of cereal crops from our region. The inability to transport grain east, over the Scabby Flat bridge directly threatens the viability of our operations at Combo. Without access to this crucial transportation route, we face substantial challenges in justifying the operating costs associated with our bulk storage site. Furthermore, the continued delay in implementing an interim solution exacerbates the uncertainty surrounding our ability to operate effectively in the upcoming harvest season. We provide a very valuable service to the Geurie and surrounding area's grain producers, including those west of Scabby Flat Bridge. The situation is and will continue to have a significant economic impact on the district.

We understand that Transport NSW has undertaken a scope of works on the bridge and plans to implement initial repairs to temporarily alleviate the weight limit restriction. However, the lack of clarity regarding the timeline for these repairs and the subsequent implementation of a long-term solution is deeply concerning. We urge Transport NSW to expedite the necessary measures to restore the bridge to its full operational capacity as soon as possible.

In light of the critical importance of this matter to our business and the broader agricultural community, we respectfully request urgent action from Transport NSW to address the issues surrounding the Scabby Flat bridge. We stand ready to collaborate with Transport NSW to ensure the timely resolution of this issue and to safeguard the continued viability of our operations at Combo.



Address: 25-27 McNamara St, Orange, NSW, 2800, Australia
Postal: PO BOX 966, Orange, NSW, 2800, Australia
ABN: 85 623 903 079
www.clcommodities.com.au

Thank you for your attention to this matter. We look forward to a prompt and favourable resolution.

Sincerely,

Robert Lean
Director
CL Commodities Pty Ltd

Q1 First Name

Short Text Shafiq

Q2 Last Name

Short Text Haider

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Budget
Delivery Program

Q7 Written submission

Long Text

Dear Councillors,

I hope this letter finds you well. I am writing to express my enthusiastic support for the development of a Multicultural Garden in Dubbo and to respectfully request that the Council allocate \$50,000 in the upcoming budget to fund a comprehensive business case for this important project.

The Multicultural Garden represents a visionary initiative that has the potential to greatly benefit our community. By allocating funds to develop a detailed business case, the Council will enable a thorough exploration of the project's feasibility, design, and long-term benefits. This investment is crucial for laying a solid foundation for the project and ensuring its successful implementation.

A well-prepared business case will provide several key advantages:

1. Detailed Planning: It will offer a clear roadmap for the project's development, including design, construction, and maintenance plans. This will help identify potential challenges and opportunities, ensuring the project is well-planned and executed.

2. Community Engagement: The process of developing the business case will involve engaging with community members, stakeholders, and cultural groups. This will ensure that the garden reflects the diverse cultures within Dubbo and meets the needs and expectations of our residents.

3. Funding Opportunities: Having a detailed business case will strengthen our position when applying for grant funding from state and federal sources. It will demonstrate that the project is well-conceived and has strong community and Council support.

4. The allocation of \$50,000 for the business case is a prudent and necessary step toward realizing the vision of a Multicultural Garden. This initial investment will pave the way for a project that celebrates our community's diversity.

With regards

Q8 This submission will require consideration towards:

Select Box

A funding source from existing budget (at the cost to something else)

Q9 File upload

File Upload

Q10

I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

Q1 First Name

Short Text Mary

Q2 Last Name

Short Text Jane

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Delivery Program
Budget

Q7 Written submission

Long Text

TO WHOM IT MAY CONCERN,

I am writing to advocate for a Multicultural Park in Dubbo and to request your support for allocating the necessary funds for this significant project.

Dubbo is a community rich in cultural diversity, and it is essential that we have a space that reflects and celebrates this diversity. The creation of a Multicultural Park will be a landmark project that underscores our commitment to inclusivity and cultural harmony. Such a park would not only serve as a gathering place for residents of all backgrounds but also stand as a testament to our collective respect for the varied cultural heritages that make up our community.

The park will also enhance the quality of life for Dubbo residents by providing a beautiful, inclusive space for relaxation, recreation, and community gatherings. It will foster a sense of pride and belonging among residents, knowing that their city values and celebrates cultural diversity.

I strongly urge the Dubbo Regional Council to support the funding and development of the Multicultural Park. This initiative will not only beautify our city but also reinforce our commitment to being an inclusive and welcoming community. The long-term benefits of such a park—in terms of education, tourism, and community cohesion—are substantial and well worth the investment.

Q8 This submission will require consideration towards:

Select Box

I am uncertain

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

Q1 First Name

Short Text

Ferdous

Q2 Last Name

Short Text

Begum

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Budget
Delivery Program**Q7 Written submission**

Long Text

Dear Councillors and CEO,

I hope this letter finds you well. I am writing to express my strong support for the allocation of funds towards the development of a Multicultural Garden in our region. This initiative is of paramount importance for several reasons, and I believe it will bring significant benefits to our community and beyond.

The Multicultural Garden will serve as a vibrant symbol of our commitment to inclusivity and diversity. In a world where cultural understanding and acceptance are increasingly important, having a dedicated space that celebrates the rich tapestry of cultures within our community will send a powerful message. It will demonstrate that Dubbo is a place where all backgrounds are not only welcomed but celebrated.

The Multicultural Garden will undoubtedly become a key attraction for tourists visiting our region. As we continue to recover from the impacts of the global pandemic, attracting visitors is more crucial than ever for our local economy. A unique and beautifully designed garden that showcases diverse cultures through plants, art, and cultural events will draw many tourists. This influx of visitors will provide a much-needed boost to our local businesses, the hospitality sector, and overall economic growth.

The garden will also offer educational opportunities for both residents and visitors. Schools and community groups can utilize the space for educational programs, workshops, and cultural exchanges. This hands-on learning experience will foster a deeper understanding and appreciation of different cultures among our youth, promoting harmony and mutual respect.

I urge the Dubbo Regional Council to consider the long-term benefits of this project. Investing in the Multicultural Garden is not just an expenditure but a valuable investment in the social, cultural, and economic future of Dubbo. By allocating the necessary funds, you will be supporting a project that enriches our community, attracts tourists, and educates future generations.

Thank you for your time and consideration. I am confident that the Multicultural Garden will be a cherished addition to our region, reflecting the inclusive spirit of Dubbo and enhancing its reputation as a diverse and welcoming destination.

Yours sincerely,
Urmi

Q8 This submission will require consideration towards:

Select Box

A funding source from other means (funding or grant submission)

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Response No:
10

Contribution ID: 1846

Member ID: 421

Date Submitted: May 25, 2024, 10:29 PM

Q1 First Name

Short Text Jennifer

Q2 Last Name

Short Text Wykes

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Infrastructure

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Budget

Q7 Written submission

Long Text

Toilet block in Cameron Park Wellington. On inspection of the baby change room in the existing toilet block, I feel that the space could be better utilised, by providing additional toilets in this area. I feel the \$60000.00 set aside would be the best approach to more toilets in Cameron Park.
This morning the Rotary Markets were on, & there were quite a lot of people at the markets & families enjoying the kids playground & there were lineups for the 1 women's toilet. I daresay, a baby change area is still required, but a table as big as the one in there at the moment..I don't think so. Just a smaller area with a drop Disney table would be all that is needed.

Q8 This submission will require consideration towards:

Select Box A mix of the above

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Response No:
11

Contribution ID: 1822

Member ID: 884

Date Submitted: May 23, 2024, 08:55 AM

Q1 First Name

Short Text Gay

Q2 Last Name

Short Text Bennison

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Budget

Q7 Written submission

Long Text I am in favour of (c) construction of a four toilet block at original location in Cameron Park Wellington

Q8 This submission will require consideration towards:

Select Box A funding source from existing budget (at the cost to something else)

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Q1 First Name

Short Text Cathy

Q2 Last Name

Short Text Grear

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Infrastructure

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Budget
Operational Plan

Q7 Written submission

Long Text

We am writing with regards to the finishing of sealing the 1.1km of missing link along Tarrawingee Rd Mumbil. We have contacted Dubbo Regional Council (DRC) several times over the last year regarding this issue. We were told it was in the 10-year plan and would likely to be around 2028/29.

As mentioned, there is only about 1.1km of missing link left to be sealed, as both ends are already done. This, in itself seems very strange, as to why both ends were sealed and a small dusty and often dangerous 1.1km in the middle left.

This should have been done when the sub division properties were for sale. It now falls on DRC to rectify. Since purchasing our property we realise that waiting until 2028/29 or beyond is an unacceptable time frame.

This section is treacherous due to the dust, rocks and potholes, It is very dangerous and you often can't see when passing or following another vehicle because of the thick clouds of dust

Major concerns are

1. It's dangerous for Children and adults who walk along this road.
2. High chance of an accident
3. Health issues like asthma and breathing problems.
4. Potholes causing wheel alignment issues
5. Lack of maintenance
6. Livestock and wildlife cannot be seen
7. Dust accumulating within our fresh water tanks
8. Dust settling on vehicles and machinery causing additional maintenance

We have noticed that there has been, still is, and will be into the future, major road works done from Wellington right through Mumbil, Stuart Town and beyond. Our question is, why can't Tarrawingee Rd be done in conjunction with some of these works? It seems like common sense that while all the equipment, manpower and machinery are so close, to get this small section of Tarrawingee Rd included.

We don't ask for much, but we are asking that this section be completed sooner rather than later for the reasons above.

Thank you for your time.
Terry and Cathy Grear

Q8 This submission will require consideration towards:

Select Box

A mix of the above

Q9 File upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/1591

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes



Q1 First Name

Short Text Rosa

Q2 Last Name

Short Text Hartwig

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Operational Plan
Delivery Program

Q7 Written submission

Long Text

Pond Upgrade Victoria Park
As per FB post on Thursday 16 May, the public was made aware of the repairs to the fountain. The base of the fountain is painted a hideous bright blue colour that does not seem in-keeping with the surrounding landscape. This submission is for consideration to repaint the base of the fountain a darker more aesthetic colour so that the eyes are not drawn to the dreadful bright blue but rather the fountain as a feature. It appears that a response from CCL staff indicates the original colour was this hideous blue, however this seems hard to believe and even if that is true (although that sounds unlikely) it should not mean a re-colour should not be considered. Not sure why the existing budget cannot account for painting the base NOW while the pond is being pumped out rather than wait for a submission to repaint the base since it is a maintenance activity rather than a capital works activity.
I would appreciate the base of the fountain in Victoria park be repainted a more aesthetically pleasing hue/colour as part of the budget to enhance the appearance of this public space. Thank you.

Q8 This submission will require consideration towards:

Select Box

A funding source from existing budget (at the cost to something else)

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

Q1 First Name

Short Text Patricia

Q2 Last Name

Short Text Bost

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

[REDACTED]

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Q7 Written submission

Long Text

4 toilets in Cameron Park.
Relying on toilets in library or information centre entails signage,extra walking for predominantly seniors who are on bus trips and being there during office hours.

Q8 This submission will require consideration towards:

Select Box

A funding source from existing budget (at the cost to something else)

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

Response No:
15

Contribution ID: 1771

Member ID: 891

Date Submitted: May 20, 2024, 02:26 PM

Q1 First Name

Short Text
Melissa

Q2 Last Name

Short Text
Anderson

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Q6 Please indicate which plans you are making your submission towards?

Multi Choice
Macquarie Regional Library (Budget, Fees, Charges & Operational Plan)
Delivery Program

Q7 Written submission

Long Text
Eumungerie NSW 2822 doesn't have a playground or anything inviting e.g tables and chairs as a rest stop. We have a camp ground and school but people with families don't usually stop as there is nowhere to play. If people want to get hot chips or other food from the pub the children have no where to play and usually run around the beer garden (that's small and over grown clutter not child friendly)

Q8 This submission will require consideration towards:

Select Box
I am uncertain

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox
Yes

Response No:
16

Contribution ID: 1767

Member ID: 236

Date Submitted: May 19, 2024, 08:23 PM

Q1 First Name

Short Text Sam

Q2 Last Name

Short Text O'Leary

Q3 Organisation or Community Group

Short Text Elong Elong

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Housing
Infrastructure

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Operational Plan
Delivery Program
Budget

Q7 Written submission

Long Text Could the following please be considered for the community of Elong Elong for the 2024/2025 budget, delivery and operational plan.
- Town water investigation/feasability study
- Return of building entitlements

Q8 This submission will require consideration towards:

Select Box A mix of the above

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Q1 First Name

Short Text Jock

Q2 Last Name

Short Text Rice-Ward

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Housing
Liveability

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Budget
Operational Plan

Q7 Written submission

Long Text Dear Mr Wood,

In our ever-expanding urban landscapes, the quest for housing remains a pressing concern. As we navigate through economic fluctuations and societal shifts, the need for accessible housing options becomes increasingly paramount. The budget submission below aims to address this critical issue by proposing strategic allocations and innovative solutions to enhance housing affordability for individuals and families across our community. Through collaborative efforts and diligent planning, Council can endeavour to create a more inclusive and sustainable housing market that ensures the fundamental right of every individual to secure a safe and affordable place to call home in our wonderful region.

As we know, worsening housing affordability is a drag on Australia, our State and our local regional centre of Dubbo too, and therefore our productivity. When key workers who underpin and enable growth in high value sectors can't access affordable housing, our region's future growth and prosperity is at risk. These workers are our healthcare workers, cleaners, bus drivers, food and beverage workers and importantly too, employees from our construction, agriculture and manufacturing industries. As outlined in Council's Budget for 2024/25, \$78,000 has been set aside for a 'Workforce Attraction' and a 'New Resident Program' but where are these people to reside?

Housing Spectrum

Put simply, Dubbo needs to embrace a more diverse housing spectrum with affordable homes within reasonable distances from where people work. A diverse housing supply is fundamental to a city's liveability and productivity. Where this supply is located, its proximity to jobs, its diversity in price and type, and its quality are all factors that require careful planning and management.

I see affordable housing as one part of the housing spectrum but within this spectrum, there are different housing solutions that reflect the needs that people have across their lives, which is dependent on their situation, life events, aspirations, and economic capacity. There needs to be a range of options so that people can move up and down the property ladder. Dubbo has an almost unparalleled opportunity to facilitate this as we can provide dwellings that range from a first home buyers apartment to a first house to a larger block to a rural block then back down again. With each step, we relieve pressure on the previous which enables new entrants.

Incentivise Increases in Density

In Dubbo, Council should move to incentivise increases in density throughout our CBD. No. 1 Church Street shouldn't be a pariah. It should be the first of many medium density dwellings developed in and around the CBD at a range of price points. To achieve this, Council could waive development application fees and infrastructure charges for development that uses capacity within existing infrastructure networks. Whilst this would be a financial loss for Council, the rise in rate base can balance the budgetary impact. In fact, Council could scale the waiving of the fees

based upon the increase in dwelling numbers.

Of course, whenever increased density is proposed, existing homeowners – from Double Bay to Dubbo – protest, but this is one of the key failings of our planning system. As Peter Tulip of the Centre for Independent Studies opines, “Councils represent nearby residents, not the direct beneficiaries — the newcomers moving into the area – nor the indirect beneficiaries, the renters and future home buyers who pay lower housing costs. Councils will act like a cartel, restricting supply and driving up the price of housing. That benefits local property owners, but this is more than outweighed by the harm done to potential residents from outside the area and future generations.”

Affordable Housing

As stated above, Dubbo too requires affordable housing to be part of the solution, this is defined as housing that is appropriate for the needs of a range of low to moderate income households and priced so that these households are also able to meet other basic living costs such as food, clothing, transport, medical care and education. As a rule of thumb, housing is usually considered affordable if it costs less than 30% of gross household income (the % varies depending on a household's individual circumstances). Although affordable housing is sometimes available for purchase, it is most commonly available for rent.

Affordable housing is distinct from social housing which comprises c.4% of housing stock nationally and serves the lowest income households. The physical form of the social and affordable housing is similar (houses, townhouses and apartments). The differences in Australia relate primarily to the cohort served. Social housing tenants are primarily dependent, though not exclusively, on welfare for income whereas affordable housing tenants are, for the most part, employed in low-income sectors. Both social and affordable housing are owned and managed by community housing providers (CHPs). Traditional public housing is also a form of social housing and is owned and managed by the state housing agencies.

As one of our region's largest landholders, Dubbo Regional Council can leverage their existing land earmarked for development – such as Keswick Estate – and create mixed and inclusive tenure-blind communities, comprising social housing, affordable housing, possibly build-to-rent, shared ownership and on-market housing. Australia more broadly is investing in new social housing stock given recent underinvestment, but we should evolve our focus to creating mixed use communities, where good design, proximity to jobs, and appropriate wrap-around social supports (especially necessary in a youth crime crisis) can create highly equitable and inclusive environments.

Dubbo could become a national success story.

While it is ultimately Council's responsibility to determine the appropriate affordable housing provision within the respective localities and estates around, I would propose consideration be given to incentive mechanisms, to assist the commerciality of the delivery model. For example, an additional development yield bonus could be offered for delivering certain defined affordable housing minimums or additions over a minimum criterion. In situations where Council is the developer such as Keswick, they could reduce their risk and exposure to the market and form a partnership with a local developer which could then enjoy the incentives and take a proportion of the spoils received from on-market housing or perhaps deliver other works-in-kind.

Specific Planning Pathways

To increase the delivery of this too, Council should originate specific planning pathways for projects with affordable housing, or stand-alone affordable housing projects and even then, allocate land specifically for affordable housing at concessional prices. In this circumstance, Council can look to access early finance approval from the Housing Australia Future Fund and other State and Federal loans and grants. In order to support the feasibility of social and affordable housing, this type of project should be exempt from any land taxes and developer contributions and exempt from other Council costs such as Heritage Floor Space acquisition obligations as seen in major cities.

If Council wishes for social and affordable housing stock to increase in Dubbo with a simultaneous uptick in density within the CBD, these policies can work hand in hand for financial benefit as we can enable increased density as a bonus provision (such as free GFA for the social and affordable components). If this becomes the case too, then third-party appeals should be disallowed provided that it can be demonstrated that reasonable consultation has occurred. In the midst of a housing crisis, we should not be delaying delivery of more housing.

Short-Term Worker Accommodation

As noted on Council's website, “large infrastructure projects including the Central West and Orana Renewable Energy Zone and the Australian Strategic Materials Toongi project,” are also placing a strain upon our short-term worker accommodation. They go on to outline how Council prefers “accommodation to be provided within or in close proximity to existing urban areas and villages to ensure they have a positive and long-lasting legacy for these communities.”

One can not think of a better option than to renovate and then possibly sell the growing number of closed pubs and clubs throughout Wellington. Council could acquire these locations with financing guarantees from the proponents of these large projects or perhaps even sell them on once renovation has been complete. Whilst Council is not a developer, we see as a community their willingness to play a role in this space elsewhere across the community and whilst this would be a different style of project it could become an investment in the village's future and an additional revenue stream for the Budget. Improving the supply of short-term accommodation too, forms another key pillar of the housing spectrum as if these large projects don't absorb rental properties in town, there is more available for those otherwise looking for a home for their family.

Conclusion

In an inflationary period where cost-of-living pressures continue to bite, increasing the standard rates paid by everyday homeowners is – for lack of a better term – brutal. I believe it would be far more prudent to heed the aforementioned lessons and strategically grow the rate base and couple it with pragmatic fiscal restraint. By adopting a more considered housing spectrum plan, involving affordable and social housing, incentivising developers and offering strategic planning pathways, we can have a more inclusive and prosperous community. I commend the Council for having such a frank conversation with the residents on the budgetary direction we wish to take our region and I hope you field many varied but well thought through submissions on the case.

Regards,
Jock Rice-Ward

Q8 This submission will require consideration towards:

Select Box A mix of the above

Q9 File upload

File Upload https://yoursay.dubbo.nsw.gov.au/download_file/1572

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Response No:
18

Contribution ID: 1752

Member ID: 91

Date Submitted: May 15, 2024, 07:50 PM

Q1 First Name

Short Text Katrina

Q2 Last Name

Short Text Sheridan

Q3 Organisation or Community Group

Short Text

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice Liveability

Q6 Please indicate which plans you are making your submission towards?

Multi Choice Delivery Program
Operational Plan

Q7 Written submission

Long Text With regard to the planned fenced off-leash dog park in Wellington (thank you!). I am hoping you ensure * there is adequate seating and shade for dog owners within the dog park - not outside the fence. That would be irresponsible. Owners need to have immediate access to their dogs in case of eg a fight * That the fences you have bought include a double-gate system to ensure dogs don't escape onto the road and get hit by a car * That the grass is low allergy eg buffalo/kikuyu (because so many dogs are allergic to common grasses) and burr free * A good park would have areas to stimulate dogs of different sizes * A fresh water source * Adequate parking for dog owners. This is the opportunity for DRC to create from scratch an invaluable resource not just for DRC residents but visitors travelling with dogs as well - it could become a planned stop on their trip!

Q8 This submission will require consideration towards:

Select Box A mix of the above

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox Yes

Q1 First Name

Short Text Rod

Q2 Last Name

Short Text Fardell

Q3 Organisation or Community Group

Short Text Titan Macquarie Mud Run Inc

Q4 Email

Email

Q5 Please align your submission to the following themes

Multi Choice

Liveability
Infrastructure
Environmental Sustainability

Q6 Please indicate which plans you are making your submission towards?

Multi Choice

Operational Plan
Long-term Financial Plan

Q7 Written submission

Long Text

The TMMR has a strong interest in the development of recreational facilities in and around the City. We would like to see the ongoing commitment and allocation of funds to the development of area's that include Regand Park and it's master plan. It is paramount of the health of the Community that the promotion of these area's and the inclusion of events promote these recreational spaces. This development needs the support and allocation of funds to finer points like food vans or permanent sites at particular locations like Ollie Robins Oval. Regand Park would be perfect area for the creation of usable ponds to supplement it's use and the re allocation of trees and the continual planting of new trees in the area needs supporting.

We would also support the ongoing planning for the Pathways that continue to Dundullimal and from the new river street bridge. A long term commitment for TMMR to be part of the development will always be our desired outcome as we work with DRC in promoting health and recreational spaces.

Q8 This submission will require consideration towards:

Select Box

A funding source from other means (funding or grant submission)

Q9 File upload

File Upload

Q10 I acknowledge the Privacy Statement for Dubbo Regional Council.

Single Checkbox

Yes

31 May 2004

CEO

Dubbo Regional Council

Church St

DUBBO NSW

RE: 2024/2025 OPERATIONAL PLAN- THEME 1-HOUSING

I thank the Council for the opportunity to make a submission to the above. I make this submission as a ratepayer and not on behalf of any organisation, or real estate agency. I have no management or financial association with any property business in Dubbo.

1.1- Housing meets the current and future needs of our community.

This objective has been in the operational plan for many years. However, Council should review the success of this objective given the state of housing supply in Dubbo over the last 3 years.

What can Council, working with stakeholders do to change the policies of many years which have failed to increase supply of residential housing?

The council has failed to provide suitably zoned medium density land to allow developers to create the flats/units required to address the shortage of housing both owner occupied or rental.

1.2 - An adequate supply of land is located close to community services and facilities. Land is suitably zoned, sized and located to facilitate a variety of housing types and densities.

I request Councillors to consider this objective carefully as it does not appear it has been acted upon in the current term of Council. It is the only means of increasing the supply of housing in Dubbo.

The council since being elected in December 2021 has not met this policy in land releases. Since **December 2021** the Council has released **52 lots** in Keswick Estate in 3 public auctions of 17,17, and 18 blocks in October 2022. **12 lots** sold at the **3 auctions**. The latest sales figures I have is **4 lots** have sold in the **19 months since October 2022**. This period has been one of the best in residential property demand in Dubbo, with a record median house price as at March 2024 rolling year, of **\$556,500..**

In the period from October 2022 approx. **1330** residential dwellings have been sold (SOURCE- CORE LOGIC). This suggests the demand for residential property is sound, but Keswick estate marketing and pricing appears a barrier to sales.

The sale of **4 lots** since October 2022 is the slowest sale of Council land I can recall since 1982, a year of deep recession.

By comparison the last Council sold **59 lots** in a single release in **mid-2020**, when Covid incentives boosted the demand for land.

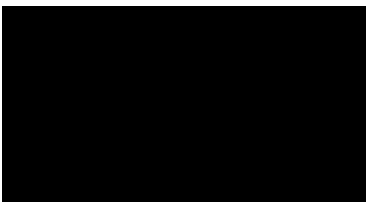
It is hoped the above heading under 1.2 will be placed before the new council after the election in September 2024 **to implement**.

The objectives of the Housing Policies can be shared with the community at meetings of the Residential Housing Reference group.

In 2005 DCC invited REINSW-Orena Division (REI) to join a Council working party of the Urban areas' development strategy review-Residential. The recommendations of REI were that whilst Dubbo was very well serviced for single dwelling residential land it lacked choices of flexible housing types.

I look forward to the Council taking a more proactive role in increasing land supply to enable new housing in the coming year, and consider all the different housing options available to increase available supply in Dubbo.

Yours sincerely



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