



Strathbogie Shire Council

# Draft Budget Submissions

2023 - 2024 Budget

*Strathbogie*  
SHIRE COUNCIL

## Our Engagement Approach

This year the opportunity for meaningful input from our community into our Draft Budget was taken to the next level. Council Officers created a three-stage engagement program that ensured input into every stage of the Draft Budget's development.

In stage one (November 2022) we launched the innovative Pitch my Project initiative allowing the community several months to 'pitch' their ideas.

The new Pitch My Project Guidelines include an increased level of community input through the community preference period. Projects that passed through the assessment process progressed to Councillors to receive a score out of a possible 20 points. Ideas that received a score of 11 or over proceeded to the stage two of the engagement program – which was the community feedback stage.

Officers used the Share Strathbogie platform to create a participatory budgeting exercise that allowed the community to have input into how the \$300,000 allocated to Pitch My Project will be spent.

To ensure those who did not have access to the internet could have their say we established 'survey stations' in every township to gather hard copy surveys.

We also continued to seek submissions to the 2023/24 Draft Budget and Draft 2022/23 Fees and Charges during a 28-day public exhibition period. Submissions could be made online, in writing or via email.

Two face-to-face Draft Budget Workshops were held with the Share Strathbogie Community Panel – one online and one face-to-face.

Stage three of the engagement program will be closing the loop with the community to inform them how their feedback was used to inform the final 2023/24 Budget.

Throughout every stage we created simple, clear communication materials that provided our community with information about Pitch my Project and the development of the 2023/24 Budget to ensure they understand how they could have their say.

Stage	Goal	Tools and methods
1	<p>To provide every person living in Strathbogie Shire with an opportunity to Pitch their project ideas with Council.</p> <p>To ensure meaningful community input into the 2023/24 Draft Budget.</p> <p>To inform our community about the developments of the 2023/24 Draft Budget and ensure they're clear on how to have their say.</p>	<ul style="list-style-type: none"> <li>• Social media</li> <li>• Media release</li> <li>• Advertising</li> <li>• eNews</li> <li>• Share Strathbogie project page</li> <li>• Letters to key stakeholders</li> <li>• Website content</li> <li>• My Strathbogie Bulletin (delivered to homes throughout shire)</li> </ul>
2	<p>To ensure community's feedback on the Draft Budget is captured.</p> <p>To create a participatory budgeting exercise that allows the community to</p>	<ul style="list-style-type: none"> <li>• Communication tools as stage 1</li> <li>• Share Strathbogie participatory budgeting exercise</li> <li>• Draft Budget submission form</li> </ul>

	<p>decide how the \$300,000 allocated to Pitch My Project will be spent</p> <p>To inform the community about the Draft Budget and how to share their feedback.</p>	<ul style="list-style-type: none"> <li>• Letters to Pitch my Project submitters</li> <li>• Survey Stations throughout Shire with participatory budgeting exercise.</li> <li>• Two Budget workshops with Share Strathbogie Community Panel (face-to-face and online)</li> </ul>
3	<p>Provide the community with the 2023/24 Budget – once adopted.</p> <p>Ensure the community understands how their input created change</p>	<ul style="list-style-type: none"> <li>• Communication tools as stage 1</li> <li>• Letters to submitters</li> <li>• Letters to pitch my project submitters</li> </ul>

**Depth of engagement:** Collaborate.

**Public participation goal:** To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

**Promise to the public:** We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.

Fifteen submissions were received to the Draft Budget and the Pitch My Project engagement outcomes will be considered by Council at its Extraordinary Meeting scheduled for June 27, 2023.

## Submission one | Violet Town Streetscape Group

I am writing on behalf of the Violet Town Streetscape Group in relation to the development of the Cowslip Streetscape between High Street and McDiarmids Road.

The Violet Town Streetscape Group has commenced consultation with community on stage one of the streetscape project. We are looking forward to our engagement with Council on the planning and development of the Stage one section of the project in the coming months.

Our group has invested considerable time in the development of consultation strategies for the streetscape project. At this time, we are distributing and promoting the second survey data collection tool across the 3669 postcode.

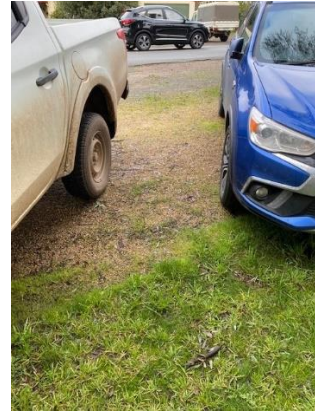
The group is keen to see a cohesive and consistent design overlay applied to each of the three stages of the streetscape development, the first being the central business district (between the rail and the CFA building). We envisage that the second stage will be from High Street to the rail, on the highway side of town' and finally the third stage between the CFA building and McDiarmids Road.

The group was delighted to see the allocation of funds for footpath infrastructure in the 2022/23 budget for Cowslip Street. We note with disappointment however, that the material for construction of the footpaths on both sides of Cowslip Street is currently listed as gravel.

Through our discussions within our membership and more broadly in our community, the consensus seems to be that gravel footpaths are not desirable in Violet Town for the following reasons:

1. Previous gravel footpaths have been short-lived with the footpaths becoming overgrown, and/or washing away in times of high rainfall. The pathway that was constructed between the railway bridge and High Street along the creek was washed away after the first heavy rain. Whilst the materials for the proposed path along the creek reserve between Baird and Orchid Streets were washed into the creek and a private swimming pool during heavy rainfall, before the path was constructed.
2. People, particularly those living with disability, or others who rely on walking aids find gravel pathways difficult to negotiate, especially in wet weather. Gravel is not suitable for wheelchairs and small wheeled prams/strollers and older people with mobility aids/issues.
3. Upkeep and maintenance of gravel pathways is expensive. A key element of lifecycle planning for gravel footpaths is the high level of maintenance. That being said, the current gravel pathways in Violet Town are not maintained, and large sections have disappeared under weeds and grass meaning that people revert to walking on roadways instead.
4. Gravel footpaths are not sustainable as they have an extremely short lifespan if they are not regularly maintained. High rainfall and flooding can wash away or make a pathway unusable.
5. Vehicles regularly park across the gravel pathways in Violet Town, blocking pedestrian access and accelerating the degradation of the gravel surface.

***Please see photographs below related to the above points.***



In line with the Sustainable Strathbogie ideology and understanding that key areas for Council are the four C's (Communication, Consultation and Engagement, Community-based decisions and Customer Service) we ask that Council consider the following request from the Violet Town Community.

That the footpath budget allocation be utilized to provide a footpath on one side of Cowslip Street between High Street and the railway station. That the footpath be concrete to increase walkability in the township. This would be consistent with the proposed third stage area that already has a concrete footpath from Honeysuckle Health to the Corner Store.

We ask that Council adopt an approach that all footpath infrastructure in Violet Town be concrete in the future to meet the sustainability ideology of our Shire.

Although the Strathbogie Bicycle and Walking Path Strategy outlines a number of areas for gravel pathways to be constructed in Violet Town, there is no evidence of site soil types, or erosion control being considered in planning for gravel pathways. We understand that the upfront cost is minimal for gravel pathways, however without proper planning, and ongoing maintenance, gravel pathways are a poor investment of Council and community funds.

Concerns have been raised in relation to the gravel pathways not meeting the Australian Standard AS1428 'Design for Access and Mobility.' As Council is aware, Violet Town has a highly valued and respected population of elderly people living both in the general community and at Honeysuckle (Aged Care Facility).

We believe that the quality of our footpath infrastructure will assist these citizens to better access and enjoy the amenities and services in town.

The Violet Town community would greatly appreciate a quality concrete footpath asset (as outlined in the IDM Standards for Typical Footpath Detail). As evidenced in many footpath research and evaluation papers, we know that a concrete footpath will encourage physical activity, provide a safe and accessible surface for people of all abilities to utilize. It will also extend the walking network to and from the rail station and improve the liveability of our town.

With the improvements to the service station and Bowser Bean Café, on the Corner of Cowslip and High Street, there is greater patronage (for food, drinks and groceries) at that premises. A quality concrete footpath would greatly improve connectivity of that business with the town centre.

In considering the sustainability of the concrete pathway over the gravel option, please consider the following:

- The lifecycle of concrete footpath infrastructure is far superior to gravel footpaths (50-75 years).
- Concrete footpaths allow for tactile indicators to be installed to support people with visual impairment to move around.
- The longevity and minimal (if any) maintenance required of concrete pathways is financially far superior to gravel in both the short and long term.
- A concrete path network will support sustainable environmental, economic and social objectives of our community.
- Inundation and heavy rainfall are not likely to affect concrete pathways.
- New green solutions to reduce Co2 emissions in concrete include using recycled plastic reinforcing instead of steel and using recycled glass as aggregate. Using fly ash is also another material that can be used in the mix to limit the amount of cement in the concrete.

Council might consider making Violet Town a demonstration site to trial these more environmentally friendly concrete pathways. In reviewing the Strathbogie Shire Asset Plan, there is clear analysis of the performance and lifecycle of concrete pathways being far superior to gravel pathways.

We request that you present our concerns about gravel footpaths to Council with a view to amending the budget allocation of \$25,000 for gravel footpaths to be used to construct a concrete pathway as described above.

If the current allocation of funds is not sufficient to complete a concrete pathway from High Street through to Primrose Street, we ask that a path from High Street to Dahlia Street be prioritised for the current year and the remaining pathway (between Dahlia Street and Primrose) to be completed in the next round of funding.

The community consensus seems to be that people would rather have a smaller amount of quality footpaths, than have money wasted on more of the inappropriate, inferior and temporary gravel footpaths.

Of the five key themes in the Strathbogie Shire Planning Scheme Review document, we believe that the concrete footpath option best aligns with the first three themes being:

1. Neighbourhood character
2. Sustainable Development
3. Connectivity

The streetscape group would be happy to make representation to Councillors to discuss our proposal. Also, our group would be happy to undertake further community consultation if needed to support Council in decision-making regarding any changes required to budget and asset plans in order to implement these changes.

Thank you for considering this proposal. We remain confident that the proposal outlined above in regard to future pathway planning is in the best environmental, social, physical and fiscal interests of our community.

### **Submission two | Violet Town resident**

Can I ask Council to consider putting \$65000 in the 23/24 budget to complete our platform that will then enable us to then complete the museum in the carriage and pretty much consider the Southern Aurora Memorial Garden almost complete.

I've included the CEO and Councillor Raeburn in this submission only to show how important such a commitment from Council would mean for the town, again thanks for the chat,

### **Submission three | Avenel Active**

We are writing on behalf of Avenel Active to express our dismay about Council's consultation and decision-making processes, following our receipt of the attached letter from [REDACTED] dated 11 May 2023.

The letter advised the cancellation of the Avenel Carpark Study due to diversion of allocated budget to flood recovery works. Avenel Active understands that flood recovery works necessitated diversion of 2022-23 Council budget.

We do not, however, understand or accept Council's failure to communicate with Avenel Active and the Avenel community before this decision was made, or Council's apparent decision not to include this project in the 2023-24 budget.

We are also concerned that cancellation of the project represents yet another failure by Council to progress and implement strategic land use planning projects critical to achieving sustainable, productive, liveable and safe growth of the Avenel township.

### **Background**

In January 2022 Avenel Active submitted a proposal to Council's 2022-23 Pitch My Project for planning of a car park in Avenel adjacent to the Avenel Railway Station, bounded by Bank Street and Saleyard Road, and development of a safe footpath connecting the railway pedestrian crossing and the west side of Bank Street.

The proposal built on Council's August 2021 Avenel Streetscape Renewal Plan which identified the opportunity "to improve and activate land use at railway yard with upgrades to parking, pedestrian accessibility and wayfinding for visitors."

Part of the land is owned by VicTrack and part by Council. It is mainly gravel and potholed. The land provides informal, inadequate and unsafe resident and visitor parking for the railway station and adjacent businesses on Bank and Queen Streets, ie. Avenel town centre).

Pedestrian access from the railway crossing to Bank Street and Saleyard Road is similarly unsafe due to the poor surface and lack of defined and accessible footpath. We note in this

context that Council-approved subdivisions on Bank Street and Saleyard Road will increase use of this area.

In July 2022 Avenel Active was advised the proposal had been successful and \$55,000 was allocated to the project in the 2022-23 Council budget. In December 2022 [REDACTED] attended our monthly members' meeting and advised that Council had requested a long-term lease of land from VicTrack to facilitate the project.

We heard no more about the project from Council until [REDACTED] letter of 11 May 2023, despite multiple requests in the intervening period to various officers for key project updates.

There are multiple channels available for Council to communicate with Avenel Active, via email, telephone and our monthly meetings, but it appears no efforts were made to advise us of the cancellation of the project until our Councillor, Paul Murray, followed up our most recent request for update in early May.

#### Council's alternate proposal for project advocacy

Council's letter expressed keenness to work with Avenel Active "to continue to advocate for improved (both vehicle and pedestrian) connectivity in this area".

We understand from this statement that Council does not intend to invest in the proposed Avenel Carpark Study going forward and that any improvement to this critical site will rely upon Council and community advocacy to the Victorian and/or Australian government.

Avenel Active does not believe advocacy to Victorian and/or Australian government agencies can be effective without a documented study of the strategic land use and community safety issues associated with this Avenel town centre site.

The letter also stated "As you know, it has been difficult to progress this project due to the lack of responses from VicTrack." Lack of response from or engagement with VicTrack is not adequate reason for abandoning this critical strategic land use study.

We understand from our own contact with VicTrack they have until last week (ie. for the past six months) been considering the incorrect site with respect to the application for lease, and are now revisiting Council's application for lease based on updated site information.

We have advised [REDACTED] of these developments and urge Council to ensure active engagement with VicTrack to support the application for lease and that VicTrack has all relevant and accurate information it requires.

We note in this context that many regional towns in Strathbogie Shire and across Victoria have grown relatively slowly around rail corridors established more than a century ago and which now present strategic planning challenges.

Sustained engagement and leadership by councils to all levels of government and relevant agencies, including VicTrack, is necessary to deliver the land use and planning changes required to meet the current and future needs of growing regional towns.

#### 2023-24 Council Budget

Council's letter advised the decision to divert project funding to flood recovery was made as part of a mid-year budget review, but does not state when that review took place.



If the mid-year review took place before 3 March 2023 (when the 2023-24 Pitch My Project round closed), early advice would have enabled Avenel Active to re-submit the project for potential inclusion in the 2023-24 Council budget.

If the budgetary impact of the floods was not evident until after 3 March, it is not clear why consideration was not given to rolling over and including the incomplete project in the 2023-24 budget, given its strategic importance in the context of the Avenel 2030 Strategy Refresh, currently open for public consultation, which states:

“The town centre of Avenel is generally defined as the area extending along Queen Street and Bank Street, around the intersection with the railway line.” ... “[The] railway crossing presents as a physical barrier between the town primary nodes within the activity centre (the northern end of Queen Street and the heritage hotel/ restaurant on Bank Street) and is a known safety concern for pedestrian and vehicles.”

In summary, Avenel Active believes the proposed Avenel Carpark Study project is critical to the Avenel township and to effective implementation of Avenel 2030.

Avenel Active will be making a submission via Share Strathbogie for reinstatement of funding for this project in Council’s 2023 -24 budget and will be encouraging our members to advocate for this outcome.

We would appreciate an opportunity to discuss these issues with you and/or with Councillors in person.

#### **Submission four |Avenel resident**

Support for Avenel’s submission, for funding reinstatement.

#### **Submission five | Avenel resident**

I am supporting Avenel Active’s submission for reinstatement of funding for the Avenel Carpark Study project in Strathbogie Shire Council’s 2023 -24 budget.

In January 2022 Avenel Active submitted a proposal to Council’s 2022-23 Pitch My Project for planning of a car park in Avenel adjacent to the Avenel Railway Station, bounded by Bank Street and Saleyard Road, and for development of a safe footpath connecting the railway pedestrian crossing and the west side of Bank Street.

The proposal built on Council’s August 2021 Avenel Streetscape Renewal Plan which identified the opportunity “to improve and activate land use at [the] railway yard with upgrades to parking, pedestrian accessibility and wayfinding for visitors.”

Part of the land is owned by VicTrack and part by Council. It is mainly gravel and potholed. The land provides informal, inadequate and unsafe resident and visitor parking for the railway station and adjacent businesses on Bank and Queen Streets, ie. Avenel town centre.

Pedestrian access from the railway crossing to Bank Street and Saleyard Road is also unsafe due to the poor surface and lack of defined and accessible footpath. Council-approved subdivisions on Bank Street and Saleyard Road will increase use of this area.

In July 2022 Avenel Active was advised the proposal had been successful and \$55,000 was allocated to the project in the 2022-23 Council budget.

In December 2022 Avenel Active was advised that Council had requested a long-term lease of land from VicTrack to facilitate the project.

On 11 May 2023 Avenel Active received a letter from Council which advised the cancellation of the Avenel Carpark Study due to diversion of allocated budget to flood recovery works. There was no consultation with Avenel Active before the decision was made.

The community understands that flood recovery required diversion of 2022-23 Council budget, but Council's failure to communicate with Avenel Active and the Avenel community before this decision was made is not acceptable.

The Avenel Carpark Study is critical for a functional and safe town centre and for effective implementation of the Avenel 2030 Strategy and should be funded in the next budget.

A documented study of the strategic land use and community safety issues associated with this site is also needed for effective advocacy to Victorian and Australian governments for funding to improve the carparking and footpaths.

Avenel Carpark Study must be included the 2023-24 Strathbogie Shire Council budget.

### **Submission six | Jubilee Park Committee of Management**

I am responding to the Strathbogie Shire draft 2023-24 budget and am requesting reinstatement of funding for the Avenel Carpark Study as this was an important and successful pitch my project initiative in last year's budget for Avenel.

Avenel does not ask for funding from the Shire unless it is wanted by the local community and there are no projects listed for the town in the current round so why is it that this cannot be carried over into this budget?

### **Submission seven | Avenel resident**

In the 2022/23 Shire budget Avenel Active Inc (AAI) was awarded \$55,000 for a scoping study to assess a proposal for a carpark in an area bounded by Bank St and Saleyard Rd, Avenel.

Subsequently, this money was diverted to flood amelioration projects. It appears from a recent letter from the Shire to AAI that this money will not be available until the 24/25 budget, when AAI is expected to reapply.

The money allocated by the Shire for the scoping study must immediately be re-allocated to AAI in the 23/24 budget. It would be grossly unfair and an indication of the Shire's indifference to procedural fairness if the group was expected to reapply for funds for a project that has already been approved. The provision of a carpark is considered essential to the development of Avenel as a safe and vibrant town.

The previously awarded funds must be included in this year's budget, or the credibility and social licence of the Shire will be indelibly undermined in the Avenel community

### **Submission eight | St John's School | Euroa**

St John's Primary School would like to apply for funding for the crossing supervisor for our school and for the other schools in the Shire. As council has voted to no longer subsidise this vital service to the children of the Shire, the school feels strongly enough to apply for funding through the Council's budget allocation.

The Councillor's decision has been met with great negativity and disbelief from the school community and the wider community. The safety of the children is of paramount importance to all in the Shire.

Our supervisor, [REDACTED] has been part of our community and the Shire for many many years and we would like to see him continue in this position. The budget submission would allow this to continue to happen and ensure a member of the Euroa community continues in employment.

This project would impact the continued safety of the children in the shire and also provide peace of mind for parents and school staff also ensuring continued employment for the current crossing supervisors. It is a very easy project to consider and to implement. The infrastructure and staff is already in place, with current staff willing to continue in their roles. I ask you to look favourably on our application. We have the support of the school communities and many in the community of Strathbogie Shire.

### **Submission nine | Avenel Cricket Club**

On behalf of the Avenel Cricket Club, I wish to formally request consideration of a portion of the upcoming Council budget be set aside for rectification works for removal and replacement of the chain mesh fencing that was installed as a consequence of the skate park.

This fence has significantly undermined the functionality of our cricket club's sole training facility, which itself is less than a decade old. I have provided a photo taken by one of our club members on Tuesday 30 May 2023, which illustrates the extent of the requested works.

The areas shaded red are to be removed, whilst the yellow dotted line represents the proposed replacement fence. The reason for the relocation of this fence is that it significantly diminishes the functionality of the cricket nets that were constructed only a few years ago – which I understand was jointly funded by the Avenel Cricket Club as well as generous financing provided by supporters and benefactors of the club.

These nets were constructed at great cost to the club at the time and replaced the ageing nets that had fallen into a state of disrepair. Of particular focus, these new nets incorporated a key feature – having a retractable rear net that can be drawn open like a curtain – which allowed wicketkeepers to actively train during practice sessions behind the batters.

With the construction of the chain mesh fence only a metre or two behind the nets, this key functionality of our \$50,000 nets is now entirely gone.

The Avenel Cricket Club is one of the major community groups within the Avenel community, and in the recent season had over eighty (80) unique participants represent the club. Fifty (50) of these participants were under the age of 15.

In order to continue to provide our club members with facilities, we request that Council make provision for the 18m of fencing required to rectify this issue. From our initial conversations with the relevant parties, we understand that the cost of the works would be in the vicinity of \$10,000. Thank you for the opportunity to make the submission.

### **Submission 10 | Euroa Memorial Oval COM**

The Euroa Memorial Oval Committee (EMOCOM) are seeking financial assistance in this year's public budget submission. EMOCOM is continuing the process of upgrading the female changeroom facilities at the netball precinct.

We currently have the architectural drawings completed with thanks to the Strathbogie Shire Council. Our next goal moving forward is to have a set of construction drawings completed. By having the construction drawings we are what is referred to as "shovel ready".

We would really appreciate our submission being included in the 2023/2024 Budget for funding, this will help us achieve the goal of moving towards upgrading our changeroom facilities.

We have been quoted an estimated costing of between \$35-40,000 for the completion of construction drawings. The Construction drawings, along with endorsement letters from Goulburn Murray Water, DWELP and the Shire, will allow our Committee to proceed with our project to be not only scoped but priced accurately.

This will enable us to provide accurate information when applying for future sport and recreation grants and funding, as well as continuing with fundraising from all our sporting clubs and committee of management.

Our Committee is committed to providing new changeroom facilities for our female sporting participants, as our currently facilities do not comply with basic standards. I would be happy to discuss this further with more in-depth information regarding our changeroom facility in the future.

#### **Submission 11 | Euroa resident**

Please continue to employ school crossing supervisors. These should be considered essential services regardless of where the funding is sourced.

#### **Submission 12 | Euroa resident**

I propose Council funds a Road safety audit (RSA) from Railway Street along Kirkland Avenue all the way to the junction of White St, Kirkland Avenue, Creek Drive and Apex Walking Track.

I am asking for this audit to be carried out in the hope that it will expose any need for traffic calming devices, such as line marking to help guide road users to safely navigate the intersections, the possible need for pedestrian outstands and islands, such as the those installed at the public toilets on Kirkland Avenue.

Hopefully outstands with islands will be located on the corner of Brock Street and Kirkland Avenue crossing from Burtons to The Northern Republic and from White Street across Kirkland Avenue to meet the Apex Walking Track.

Another place for these concerns is the Euroa Kindergarten site, where in popular opinion, traffic calming and safe crossings are necessary.

#### **Submission 13 | Longwood Football and Netball Club**

The Longwood Football Netball Club are seeking an allocation of \$50,000.00 in the 2023-24 shire budget.

The allocation would be going towards the planning and contribution to the purchase of the change facility. Our club has looked at a number of different options and we believe a transportable building is the best fit for purpose.

A portable building gives us flexibility with location, minimal disruption through the construction phase at the site and is easily moved if ever required. We have budget figures on the structure and have been working through site connections and other requirements. The club has a \$50,000 contribution ready for the purchase when funding becomes available.

### **Submission 14 | Euroa Friendlies Reserve COM**

On behalf of the Euroa Friendlies Reserve Committee of Management (FRCOM) I am writing to request that funding for detailed costed plans for an upgrade to the Euroa Friendlies Reserve be included in the 2023-24 Strathbogie Shire budget.

The FRCOM has been working with the Shire for some time to produce a master plan for the precinct. The latest plan, attached to this submission, addresses the needs and concerns of users, and will make the facility more inclusive, safe and useful. I am advised funds in the order of \$30,000 are required to enable the Shire to produce costed plans to make this project 'shovel-ready'.

The FRCOM does not have the means to pay for this and requests the assistance of the Shire. It is our hope and expectation that this project, to produce costed plans and a detailed design, will be managed by the Shire if it is funded.

FRCOM includes representatives of user groups including the Euroa Cricket Club, Euroa Hockey Club and Euroa Lawn Tennis Club. The FRCOM has endorsed this master plan and see great value for the community in it being brought to fruition.

Key features of the master plan which need to be costed (see also attached plans):

- New club room and change facility for the oval
- New multi-use hard court training facility
- Path and shared space connecting hard court / tennis clubrooms / oval rooms.

Since the redevelopment of the Friendlies oval surface in 2020, supported by community contributions of over \$100,000, increased use has highlighted the need for new facilities which are fit for purpose.

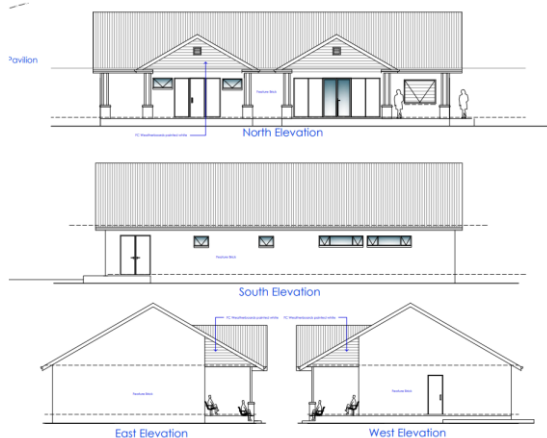
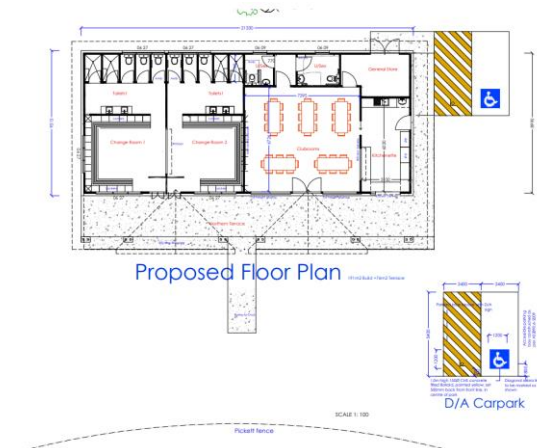
For example, a new change room will make the facility more inclusive, child safe and accessible. The current layout of the rooms caters for men only and continues to be a barrier to greater community use of the facility. Mixed gender team sports, hockey and junior cricket in particular, require safe and inclusive change facilities.

The mid-size club room space will also encourage and support use by community organisations, both sporting and otherwise. A new facility will further enhance the precinct and create a welcoming space where the community can meet and connect, as well as encouraging health and wellbeing activities.

Two examples of the types of activities which would be supported by the completed master plan include:

- 'My Future Academy' sessions at the oval which aim to engage young people through fitness and recreation, with a goal of reducing the negative stigma around mental health issues.
- The Euroa veteran's cricket team, affiliated with the Euroa Cricket Club, which provides social activity and supports the physical and mental health of people over 60.

Detailed costed plans are the next step to completing this master plan. We hope the Shire will be able to support us in this effort to further improve the Friendlies precinct.



### Submission 15 | Euroa resident

I regularly walk from Moglonemby Rd to the Butter Factory, onto the Apex Track to the new foot bridge and then back again. My walk is over 5km and often the need to find public conveniences come upon me. However, the closest one is if I continue walking to the Seven Creeks Park which is far out of my way.

I'm requesting from Council a small block of toilets to be placed near the new foot bridge area which I think would link in with the sewage and water line near the tennis club. Many people walk the track and I think would appreciate it along with me.

There's the park run people who often take their kids, the community group who often gardens along the track and general public. There's also the spot near the new tables and chairs that would be suitable. Could this possibly be a project for rotary?