

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Re Management Plan

Dear Sir,

I have been reading the above plan & am concerned that nowhere is there mention of accessibility &/ inclusion for people with disabilities or the aged.

I know Tumut & Tumbarumba Shires had to put in place a document that covered these issues. It was mandatory that we did this & I worked with others on the Tumbarumba document.

Has this now been forgotten because we are amalgamated? This shouldn't be the case. Everything new should be accessible & anything being altered should also be made accessible.

My son is about to acquire an electric wheelchair with a range of 22kms. He is delighted at the prospect of being able to do something that regular people do. That is, use the rail trail & nothing special will need to be done to make this possible. We feel it is important too, even if he can only do it in stages. It will give him an opportunity & good reason to be out being in the fresh air & sunlight in a safe environment.

Carers of disabled people from Wagga can see it as a viable activity too. Some of their clients will also be able to walk the rail trail.

A healthy activity for all.

There is a business on the outskirts of the ACT, Kotzur Cycle Designs, that puts together bikes & wheelchairs as another way of getting disabled people out & about.

My last concern is when is our rail trail going to be started? If we were still Tumbarumba Shire this would have happened. Why the delay? If you wish to get Tumbarumba people on side you had better

get a start on this project. Our caravan park has been a fiasco. It should have been done before Xmas. If you can't manage these big jobs then call for tenders & we'll see contractors making progress.



The Tumbarumba Tourism Network



Mr Matthew Hyde

General Manager
Snowy Valleys Council
76 Capper Street
Tumut NSW 2720

27 May 2018

Draft Snowy Valleys Destination Management Plan and Visitor Services Strategy feedback

Dear Mr Hyde,

The Tumbarumba Tourism Network (TTN) formally supports the Tumbarumba Chamber of Commerce's submission to the Destination Management Plan and Visitor Services Strategy consultation.

The TTN is a sub-committee of the Chamber of Commerce. It consists of 15 local tourism operators/businesses from across the local tourism industry.

The TTN is very keen to see the Destination Management Plan delivered. Subsequently, it is concerning that, as identified in the Chamber of Commerce Submission, many of the DMP actions are not currently allowed for in the draft delivery plan or operational budget documents.

Additionally, the TTN believes that the Tumbarumba Region brand needs to be maintained and have a strong upfront presence. Tumbarumba is a strongly recognised brand, particularly in the wine industry, which has worked to develop it over the last 30 years. Whereas Snowy Valleys is not a recognised region.

In the previous SVC branding consultation workshop our members were led to believe that the name Snowy Valleys Council was an administrative title – similar to Indigo shire, or the Shire of Augusta – and are surprised to read that it is proposed as the master brand. The Tourism Network questions whether 'Snowy Valleys region' is the best regional destination brand from a tourism perspective. We think other options should be explored including if there can be links to the North East Tourism branding of 'High Country'. Eg. High Country NSW.

The TTN would like to add its support to the inclusion of the Cycling Theme and projects in the DMP. Including the project to develop a masterplan for the Batlow-Tumut Rail Trail. The more the region has to offer cyclists the greater its appeal for longer stays. Cyclists make good patrons for other tourism businesses, especially food and beverage services.

The draft DMP goes some way to defining Council's Role in helping to develop tourism. However in at least one example the DMP blurs the lines when it comes to singling out individual businesses. It would be less contentious if the DMP references industry sectors rather than individual businesses.

I hope this feedback is of assistance. Please do not hesitate to discuss.

Kind Regards,

██████████
██
██████████



Dear Mr Hyde,

We are landholders in the Gilmore Valley and would like to have the proposed Tumut to Batlow Rail Trail Project removed from the Destination Management Plan for the Snowy Valleys Council.

Although we do not reside in the Gilmore Valley, we do not wish for a Rail Trail to divide our property. We are commercial apiarists and at times throughout the year have hives on our property, we also have cattle and horses. If a rail trail were to be built there would be a risk of a cyclist being stung by bees. If this happened would we be liable ? It would not be possible to keep the bees of the Rail Corridor.

There has been a lot of discussion about the proposed trail, particularly on social media - the Tumut to Batlow Rail Trail committee claim to have spoken to landholders in the Valley, this is a false claim. Our phone number is on the gate, and not once have we been approached in regards to a rail trail. The unfair "labelling" of farmers in the Gilmore Valley as NIMBY and "hobby farmers" is uncalled for.

In 2016 the Tumut Shire Council agreed to support the Gilmore Progress Association in voting NO to a proposed Rail Trail, why over-ride that decision?

There is no denying that the Gilmore Valley is a beautiful part of the Shire, many cyclists enjoy it already. It is not uncommon for cyclists to be seen on the road. If Gilmore Valley is to be showcased, why not build a companion cycle path on the side of the road ? This could go from East Gilmore road and across to West Gilmore Road and head back to Tumut. The view from the road would be the same as from the Rail Line.

Please consider our request to have the Rail Trail project removed from the Destination Management Plan, there are a lot more noteworthy projects for the Council to approve.

Thank you





Mr Matthew Hyde
General Manager
Snowy Valleys Council
76 Capper Street
Tumut NSW 2720

27 May 2018

Draft Snowy Valleys Destination Management Plan and Visitor Services Strategy feedback

Dear Mr Hyde,

Thankyou for the opportunity to provide feedback on the Urban Enterprise draft Destination Management Plan.

Cycle Tumbarumba is encouraged to see that the potential for cycle tourism is recognised in the Destination Management Plan. We believe Cycling offers one of the greatest opportunities for driving visitation growth in Tumbarumba and the region.

One of the many benefits of creating a cycle tourism destination, is that it needs quality food and beverage (wine) offerings as much as these businesses need people who spend (cyclists). It is a synergetic relationship which will achieve greater growth for both sectors, than they could alone.

There is enormous opportunity for mountain biking in Tumbarumba and for the town becoming a genuine destination. You only need to look at the case study of Derby Tasmania to see that the opportunities are real and could be realised here. If Tumbarumba was to successfully develop 80-90kms of high quality MTB trail, it would become a bucket list destination for almost every mountain biker in Australia. This and the Tumbarumba and Batlow Rail Trails would be a game-changer for the region, attracting year-round visitation.

Cycle Tumbarumba has been very active in initiating the development of Tumbarumba as a cycling destination. This has included working with stakeholders to successfully obtain funding for the pump track; HH masterplan; MTB trail developments in Mason's Hill and the Police Paddock; training volunteers for building and maintaining MTB trail; skills and youth development; and advocacy work such as developing a vision for optimising our chances of successfully becoming a cycling destination.

Cycle Tumbarumba would like to submit the following feedback which we trust Council and Urban Enterprise will take on board.

Thank you,

[Redacted signature block]



Vision Statement

Given the significant opportunity which Cycling presents, Cycle Tumbarumba suggest developing the region as a cycling destination could be included in the Vision 2022 statement (p55).

Opportunities

Neither Mountain Biking and Motor Cycle Touring were listed as Opportunities in the SWOT analysis (p52). Both present significant opportunities for regional tourism.

Strategic Themes

The first three strategic themes: Nature Based and Heritage (theme 1); Cycling (theme 2); and Food and Agritourism (theme 3) are very much on target. We believe cycling presents the single greatest opportunity for generating consistent year-round visitation if Tumbarumba and the broader region gets serious about establishing itself as a cycling destination. However, success is very much dependent on themes 1 and 3 as they're all interrelated.

Broadly there are 4 categories of cycling which are: Mountain Biking; Rail Trails; Road Cycling; and Touring. Each has slightly different requirements, however what unifies these markets is that they all seek:

- **A rewarding and enjoyable experience on their bike**
This is what brings them to the area.
- **Good information about what and where to ride**
Maps, signage, detailed guides showing distance, elevation, where to park, recommended routes. Available online to help in planning, and on location to make it easier to focus on enjoying the ride and not a test of their research and logistical skills.
- **Quality food and beverage options (coffee, wine, craft beer)**
Cyclists are doing physical activity, they need fuel, it's easy to justify enjoying some of the finer pleasures. People who travel with their bikes generally fit a high yielding category of tourist. Often referred to as 'wallets on wheels', quality food and beverage options are crucial to the experience they seek.
- **A range of options for experiences both on and off the bike (outdoor, heritage, and agritourism)**
The more riding options the greater the appeal – which is why it is important to have as many trails as possible. However, very few cyclists ride all day every day, so they also look for complementary experiences and ways to fill an afternoon or wet weather day.

Game Change Projects

Cycle Tumbarumba is happy to see that a MTB Park in Tumbarumba is included as a project. However, we believe this has the capacity be a game change project, especially in-conjunction with a future MTB development utilising the H&H.

The more riding options a region offers, the greater its appeal to a potential visitor.

This is why Cycle Tumbarumba strongly supports the full suite of Rail Trail Investment Projects (9.2) namely the Rosewood to Tumbarumba and Batlow to Tumut Rail Trail developments. The Rail Trail actions listed in the DMP are necessary to progress the development of the region as a cycling destination so that we're not left behind whilst the rest of the state forges ahead with rail trails.

The opportunity these projects hold to make SVC a major cycling destination is enormous and must not be passed up.



Feedback on specific projects

Rail Trails – Projects 16, 17, 18, 20, 21

Cycle Tumbarumba is strongly in favour of these projects as it will deliver significant benefits and opportunities to the region. These projects underpin Strategic Development Theme 2.

It is important that the Tumut-Batlow Rail trail actions are retained as this presents enormous opportunity for Batlow and the region as a whole. It is also supported by most residents.

Project 16 – Action 1.8 – TRRT branding /promotion material.

Is \$10,000 a realistic budget for the creation of this material? We are concerned that this may not be enough for the initial establishment of branding and digital/print material, as these things seem to cost a lot more than expected.

HH MTB track – Project 15

Cycle Tumbarumba strongly supports this project and was instrumental in making it happen. NSW Forestry Corporation and Crown Lands need to be listed as interested parties in the 'responsibility' column.

Road cycling event – Project 25

Action 1.55 for *Project 26 – MTB event* specifies the location as Tumut, whereas action 1.54 for *Project 25 Road Cycling Event* doesn't specify Tumbarumba, but it does in table 9.3. We believe the way the actions are written should be consistent one way or the other.

There is also no mention of supporting a possible Rail Trail event which has a lot of potential for an annual event and is something that the Rail Trail committee is very keen to establish.

Mountain Biking – Project 23 Tumbarumba MTB Park

It is noted that *Project 23 – Tumbarumba MTB Park* is allocated \$25,000, whereas *Project 24 – Tumut MTB Park* is allocated \$30,000. From the perception of equity at least, the indicative cost/budget should be the same at \$30k. Tumbarumba has a very proactive cycling group which has made very significant progress since its establishment less than 2 years ago. It is not clear why Tumut MTB Park receives extra funding.

We have already mentioned that we believe the development of a MTB Park in Tumbarumba should be included as a Game Changer project for Tumbarumba. You only need to look at the success of other small towns which have invested in Mountain Biking to see that the potential really exists if you have terrain, and Tumbarumba has terrain.

The goal of creating 80-90kms of high quality single track in Tumbarumba, would position Tumbarumba in the minds of mountain bikers as a must visit destination for multiday stays. This total could include existing club trail developments, the HH developments and new developments. The Club is working on a concept for a gravity style mountain bike park close to Tumbarumba, which it hopes to work with NSW Forestry Corp to gain approvals.

The club has already had one of Australia's leading trail builders undertake a location assessment and the club has undertaken a master planning project. As such is has effectively already completed *Action 1.9* as written under *Project 23*. It is recommended that *Action 1.9* be changed to something similar to: "*Undertake a masterplan and environmental, cultural and heritage assessment for the development of a MTB park in Tumbarumba*". As this will be the next major step in delivering the project if approvals can be obtained.



Road Cycling

Cycle Tumbarumba submitted a copy of our 2 page summary on how to create a cycling destination to the DMP consultation. It was very encouraging that many of the actions are reflected in the Draft DMP. However, other than creating an event, there were no actions around developing Road Cycling opportunities.

We believe that there would be value in including actions such as: having filtered water stations in each town/hamlet; developing recommended rides brochures/advertising material; signage/markers; and a policy to recognise the tourism value of roadside vegetation. Many of which would not require a significant budget.

We have included a copy of the summary document for information and would be happy to answer any questions.

[REDACTED]

Attention: Matthew hyde
Re: Destination Management Plan

Dear Matthew,

I have found the DMP interesting and feel very positive about the tourism future in the region. We relocated here over 30 years ago from Canberra and felt the region had so much to offer then and still has. My background here being self employed involves Motel accommodation [REDACTED] establishing a BYO restaurant and the [REDACTED] retail businesses, currently [REDACTED]

[REDACTED] I am also the founder of the Lanterns on the Lagoon and a Committee member of the Tumut Regional Chamber of Commerce. I feel I have a wide understanding of the value of tourism to this region.

I feel excited about reading the many ideas in the management plan, but I have been to many, many, meetings, been on numerous committees etc over these years and the region had never managed to realise its full tourism potential. Somehow we need to attract clever business operators to the area and as pointed out make establishing new ventures a smoother process. (how to attract them? Brindabella Road could make this happen)

- The Town entrances need to be beautified (first impressions are so important)
- Fishing is still vitally important - we have a very strong history ... with the growth of fly fishing and championships held here recently ...and the growth of young women participating in this sport - there maybe more opportunities
- The main street is looking very shabby and needs beautification and upgrading - maybe closing it off - oneway traffic - plaza areas - town community centre - repaving
- More food and music events to attract more visitors- great idea, but who runs these? Volunteers?

Lanterns on the Lagoon is in it's 8th years now and as you are aware we are now reluctantly a Bi-annual Festival. I feel the Council does need to support running Festivals like us much more than it has done in the past. The Com Dev Team, who do a great job have always helped but in a very limited capacity. I know you have allocated a position for an events officer, which I welcome, because in reality running a successful Festival, which keeps growing can be a heavy burden on community members.

Many of these ideas in the MDP have been talked about for many years and I look forward to seeing many become a reality this time.

Kind regards
[REDACTED]

I am writing to put forward my objections to the inclusion of a Tumut to Batlow Rail Trail (i.e. through the Gilmore Valley) as part of the Snowy Valleys Council Destination Management Plan.

- The level of debate between the rail trail proponents and the Gilmore land owners has often seen the land owners labelled as self-interested, NIMBYs (not in my backyard). Apart from the fact that the back and front yards of a number of owners would indeed be significantly affected by the proximity of any proposed trail, the pejorative label of “self-interest” that has been applied could be seen to go both ways. How does the self-interestedness of people wanting to ride their bikes/walk anywhere they like, trump my self-interest of wanting to be away from others? One of the main reasons my family moved to our property in Gilmore was precisely because it was out of town, away from people and traffic (of all sorts).
- The rail trail proponents say that those of us who live in the proposed corridor should welcome the opportunity to start up small businesses such as bed and breakfast accommodation and selling goods to tourists. If we had wanted to, we could easily have done this already.
- The rail-trail proponents have consistently argued that the majority of properties in the Gilmore Valley are “hobby farms”. While this is patently false in a number of instances, why is the attitude towards those of us who work in off-farm employment one of scorn? It’s my understanding that people all over Australia are, more and more, having to supplement their farm income with off-farm employment. Additionally, there are people living in the Gilmore Valley who have worked (and are still working) in the fields of nursing, mental health, physiotherapy, teaching, agriculture and fisheries. Would the rail-trail proponents prefer that we give up our jobs in these areas of strong community interest so that we can be “real” farmers?
- One of the underlying arguments for increasing rail trails all over the state is that use of rail trails for cycling will provide public health benefits by increasing levels of exercise and decreasing obesity. On the other side of this argument, when considering the Tumut-Batlow rail trail proposal (and given our location), it is unlikely that people who would not usually consider cycling would make the effort to undertake the trip. In other words, it would only be those already committed to cycling who would use the trail and therefore any patronage would be of no overall public health benefit)
- Previous commitments were made which stated that rail-trail plans would not proceed without the agreement of all adjoining land-owners. This seems not to be the case for the current proposals.
- While the rail-trail concept seems to be embraced in the Snowy Valleys Council Destination Management Plan, surely any economic benefit realised (and this is still very much a moot point), would have to be balanced by the expectation that the Council would be required to maintain the trail (and presumably budget for future upgrades etc). While capital expenditure may be forthcoming from the State government budget, with LGA rates mostly being pegged, what areas would Council be prepared to cut in order to ensure sufficient funds for a rail trail?
- Recently the Tumut- Batlow Rail Trail Committee presented a change.org petition to Council. When looking more closely at some of the responses to the petition, it is interesting to note:
 - One respondent from Dubbo highlights the: “lack of traffic and gentle gradients are what make a rail trail so appealing”. The Tumut-Batlow trail would certainly not involve gentle gradients along its full length.

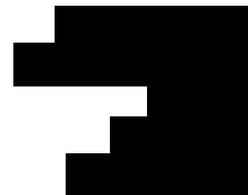
- Another respondent says: “I would use it for walking.Would love to visit the are and would feel safe on a designated track”
- Yet another respondent says: “A train to tumut would assist the community and other surrounding communities to grow. Back the train to tumut”

Thus, while the Committee has claimed huge success with its petition of 1588 respondents, a small sample of responses shows that not all are necessarily well-informed as to the actual proposal.

In my view, it would be much more preferable for The Snowy Valleys Council to see what the results are for the Tumbarumba-Rosewood rail trail implementation (costs – capital and recurrent, actual usage and economic benefits) before committing to any further development of any other rail-trail projects in the Destination Management Plan.

[REDACTED]

[REDACTED]



General Manager,
Snowy Valleys Council:

Re: Draft Snowy Valleys Destination Management Plan

Since 2006 the residents and landholders of the Gilmore Valley have objected strongly to the idea of a rail trail from Tumut to Batlow.

This concept has been consistently pushed by a minority group in our community and they strongly advocate to spend NSW taxpayers funds to support a concept that will be utilised by a small part of our community. There have been suggested alternatives to the rail trail by the people of the community but the proponents seem to be head strong to interrupt people livelihoods and way of life for their short-sightedness.

The only factor which has changed over the past twelve years are the differing people who have picked up the rail trail baton to persistently advocate the wondrous benefits by this tourist addition to our region, many advantages of a rail trail have been refuted and demonstrated to be untrue.

As we have watched this persistence over the years, ministers of the NSW government, general managers of our previous Shire and councillors have come and gone. Yet landholders in the Gilmore Valley have been taken for granted, considering the issues that we have to continually address to demonstrate the effects to our livelihoods.

Gilmore Valley:

This region of the Snowy Valleys Council consists of many landholders that have diverse interests in the rural industry ranging from intensive orchard production to crop, livestock & pasture enterprises. The rail line, while unfenced, bisects many of these rural holdings. Landholders have adapted farming strategies with the rail through their properties over time & managed their rural enterprises accordingly. The Gilmore Valley is bisected in the valley floor by a rail line that was solely constructed in the early 1900s to transport primary industries products on a return trip to Tumut & Batlow on a daily basis. About two thirds of this rail line is on the valley floor while the last third is positioned to the south of the Gilmore Valley; on a very steep incline that for its time of construction was the steepest in NSW.

Public Meetings:

Residents and landholders of the Gilmore Valley have voted unanimously on many occasions against any rail trail development. Many issues of concern from residents have been discussed at both community and council meetings.

These issues are outlined as followed:

i. Residents Privacy:

Many residents have expressed the concern that if the trail were to be approved, then landholders' privacy would be invaded & jeopardised.

When the rail was used for its original concept, there was no frequent stopping of trains or movement of people along the line, thus affecting the residents' privacy.

A number of residents' homes & machinery sheds are no greater than 30 metres from the rail line. This is of great concern as a number of residents have the rail line bisecting their homes & machinery sheds. This would equate to people unknown to the landholders passing within metres of their back door at any time of the day without notice to the land owner. People in town limits do not tolerate unknown people trespassing in their backyards.

ii. Biosecurity:

Landholders have a responsibility to manage biosecurity risks identified in *The Biosecurity Act 2015* from animal and plant pests and diseases, weeds and contaminants by

- Preventing their entry onto properties
- Quickly finding, containing and eradicating any new entries
- Effectively minimising the impacts of those pests, diseases, weeds and contaminants that cannot be eradicated through robust management arrangements.

The establishment of any rail trail through properties creates added risk to the introduction of pests, diseases, weeds and contaminants by cyclists, walkers and all users of the trail. Locals and visitors from other communities run the high risk of pest, noxious weeds and disease introduction to the Gilmore Valley. This adds further costs to any rural business to contain the spread and contamination by these biosecurity risks.

iii. Security:

This is a major concern to residents as many farm holdings have machinery & equipment unshedded for very good reasons. This equipment is open to perusal by people unknown to the landholder. This would increase the cost of security & installation of structures to shed such equipment. The rail trail would provide an avenue for cyclists to view farming equipment with the possible intention of theft. Arson & larceny is of a great concern in the rural communities, with a rail trail this only increases these risks.

iv. Safety & Insurance:

Residents have expressed the concern that cyclists could be placed at risk when entering landholders' properties by the exposure to livestock & structures such as electric fences, dams, creeks & gorges that are hazardous items on farms. Young children or cyclists are not familiar with the changing temperament of livestock & this identifies issues of safety when these people are confronted by the unpredictable nature of overprotective cattle with young calves or bulls with an aggressive nature.

The cost of such injuries would be placed on the landholder, thus adding to unnecessary insurance costs & added burden to the landholder. Added to this the liability to landholders' caused by people leaving the trail & ensuing injury occurring to the public on the landholders property.

The safety of residents in their own homes was identified as a concern; this is due partially to the isolation of some residents & the distance from emergency services and their response times.

The security of people in their homes is an extra threat identified by the residents. As landholders would be unaware of when the trail is in use or time of day that people are accessing their properties.

The safety of cyclists crossing major roads is a concern expressed by residents, in particular the sight clearance for motorists & cyclists on the Batlow Road at Windowie.

v. Chemical Use:

All aspects of WH&S and chemical use on farms creates concerns with landholders. Chemical sprays used in agricultural operations are hazardous to the operator let alone the unsuspecting cyclist who may enter a paddock within the re-entry period for a chemical.

This poses the question will landholders be required to notify people through public notices in local newspapers or appropriate signage about chemical use in their businesses so that cyclists can be aware of the risks?

Potentially this can cause unnecessary costs to their business & cancellation of chemical contractors due to the possibility of cyclists accessing the trail.

Landholders are required by law to control feral animals & noxious weeds on their properties. Many landholders are part of a poisonous baiting program conducted in conjunction with the Local Land Services to control & eradicate feral animals such as foxes & rabbits. These baits are unfamiliar to the general public & thus become a safety hazard for transient people through properties.

vi. Litter:

Unwanted litter would become a concern along the trail. Stock can ingest plastic objects leading to death & income losses. Stock owners are aware of this problem & take measures to counteract this problem of plastics on farms in their management operations. The control of this problem by landholders is now reduced with people accessing properties with foodstuffs & water containers.

vii. Fire Hazard:

In summer months the Gilmore Valley is prone to potential bushfires due to the nature of the grasslands & sclerophyll forests in the area. During this period caution needs to be taken with

farming operations on properties. Cyclists accessing properties will increase this potential through the bushfire period through discarded cigarette butts or camp fires.

viii. Fencing:

Fencing of the train line would create a corridor effect which limits the movement of stock to water & animal camping sites. The fence would reduce the passage of farm machinery to various locations throughout the property while adding to the increased burden and frustration to farm management.

ix. Loss of Income:

The mismothering of lambs & calves would represent a loss of income to landholders by animals being frightened by people without rural experience, transiting the property.

x. Policing of Track:

An important issue of concern is who would be responsible for the policing of the trail? Who will ensure that motor bikes do not become a danger to landholders & a public nuisance along the trail? The hours of usage & the locking of entrance gates along the trail were also identified concerns. The potential for boundary & internal property gates being left open causes issues of lost stock & boxing of mobs & herds of livestock.

Cyclists using alternative venues such as:

i. Walking tracks:

The Tumut region has many facilities to cater for the visiting tourist. The National Parks, State Forests, the Snowy Mountains Scheme all provide facilities that cater for the tourist. This region has 3100 kilometres of walking tracks for visitors, all of which are maintained by organisations in the immediate vicinity. These tracks could be modified to cater for cyclists at a lesser cost to the community.

ii. Existing Infrastructure:

Throughout this region there already exists road infrastructure which has the potential to cater for tourists such as cyclists. Snowy Valleys Council could investigate these avenues such as mentioned in the draft management plan including: the Hume & Hovell mountain track adventure trail & Tumbarumba creekscape bike precinct; modify to a safe standard for ensuing cyclists. A civil engineer's costing on the Tumut to Batlow rail trail, some twelve years ago, was estimated between ten to twenty million dollars. This money could be used more wisely in other areas of our community.

iii. Gilmore Road Loop:

An alternative to the Gilmore Batlow rail trail is the road infrastructure which currently exists throughout the East & West Gilmore Roads. These roads could be widened to incorporate a cyclist's track. This track would provide easy access to cyclists at any point in the loop of the Gilmore Valley. The track would also allow for easy access to emergency services and a direct emergency escape route required for cyclists in the event of bush fires or health emergencies. The community cost associated with this concept would be much less than the proposed rail trail.

As a landholder in the Gilmore Valley I am opposed to the rail trail concept for the reasons outlined.

Regards,





Mr Matthew Hyde
General Manager
Snowy Valleys Council
76 Capper Street
Tumut NSW 2720

Mr Hyde,

I commend Snowy Valleys Council's efforts in putting together the Destination Management Plan Draft and believe that it outlines a constructive and positive pathway for development of what is an important industry to the prosperity of the region.

I have one or two comments or queries regarding some aspects of the plan. I write both as a resident of the shire and also a Tumbarumba tourism operator.

The plan mentions in a number places a commitment to "support investment". I think this needs to be more clearly spelt out as an overall governance approach. I know from experience, both with the former and present Councils, that the "support" is not always forthcoming in terms of businesses and bodies attempting to establish or expand a business. Red tape and unacceptable delays frequently occur with not much justification or explanation.

I do not agree with the statement that "Snowy Valleys adequately describes the region from a tourism product perspective and with further marketing and brand development could be developed as a regional tourism brand" (p. 72). I think that the Tumut and Tumbarumba regions are two distinct destinations and I think their brand strength lies entirely in their names and links to specific locations. The same argument could be mounted for Khancoban which is over 70km from Tumbarumba and sits more closely to Kosciuszko and the Snowy Mountains in terms of a tourism destination. In fact, I have never thought that Snowy Valleys adequately described the new shire. The draft plan itself does not make it entirely clear how the "sub regional brands" will work and actually implies it will not continue.

I think that accommodation is a massive problem within the region and while the draft plan addresses this, again with statements of "support", I think this needs to be clarified in more material terms. As a tourism operator one of the major hurdles is to market adequate and available suitable accommodation for my market segment. Consideration should be given to zoning restrictions, potential subsidy to council rates and charges (given that council continues to support free camping at rate payers expense) in such a way to encourage and foster an increase in available accommodation. At the moment the focus is principally on itinerant worker

accommodation which, frankly, is still not adequate and a good deal of 'tourist' accommodation is taken up by these workers.

As the draft report rightly points out, a significant proportion of the tourism budget is spent on local information centres and marketing. The major challenge is to get tourists here in the first place so I support any moves to better promote tourism experiences outside the region, particularly in supporting participation in trade events and appropriate festivals etc.

I think that related to the commitment to "supporting investment" that a specific strategy be articulated when addressing support for business as opposed to non-profit enterprise in actual financial terms. I know that from time to time former Tumbarumba Council would not provide financial assistance - grants etc - to business enterprises. The Woodland Film Festival is a good example. While strictly speaking such events are commercial they deserve support as promoting to and drawing visitations from outside the region. Snowy Valleys needs to articulate an overall policy with regards to its support of such activities.

Thankyou for your time, and happy to discuss any of this feedback further should you wish.

cheers



-Response to Strategy and Destination Plan..

Att Natasha McQueen

Thank you for the opportunity to respond to the draft plan which I have found in some sections somewhat disappointing,

I do however realise much of the information has been based on what was provided to the consultants and afterthought and hindsight are always great assets.. I question if the consultants were able to assess the Snowy Valleys council area from the ground and in person.

After reviewing both documents what is lacking in the Strategy many items have been included with more detail in the Destination plan this I find confusing

As one who has been involved in tourism over the past eleven years in managing what is possibly one of the most important industrial heritage sites The Adelong Falls Gold Mill Ruins I am pleased council has commissioned this report, however it lacks a lot of information is not consistent and I found it disappointing that all images have been accessed from Google, Trip Advisor etc

NB page 28 An example of this is the Tumut town entrance sign this image is some 5 years old as the signs now are changed with seasonal images which are difficult to see and often mirror the surrounding landscape rather than a feature of the district eg Yarrangobilly caves the Tumut labyrinth

Within both documents there are reference to nature base heritage and adventure tourism these appear to all coupled together and confusing all should be separate categories.

The plan connects with the Murray RiverIna ,and there is some reference to connecting Tumbarumba with Snowy Mountains tourism however there is a great need to connect all neighbours and it should be recognised visitors know no barriers travelling should be all encompassing and this should connect routes and trails across the country

I am pleased the Peter Ellyard document has been revisited where reference is made to well being the newly built labyrinth should be included in this category

The strategy

Within this document there are many comparisons and I question why when even though the wheel should not be reinvented we should have some originality

1. There are lots of statistics and numbers such as for the Tumut V Centre 29,000 but not the estimate for Adelong Falls for 2017 was over 30,000

2. **Page 11**

The reference to the 2016 branding strategy was poorly handled when those who participated were told by the consultants "they were not developing a logo" ...and what did we end up with a logo...this has not contributed to confidence within the community

of those interested in tourism and as with all the other documents that have ended up on the shelf over the years the community are jaded.

3. Page 13

Tumbarumba Museum as a visitor the visitors centre works very well and is a model how both can work together as it enables the museum to be open 7 days...something sadly lacking in the three ex Tumut shire museums

An omission is one of the very important features of the Tumba museum is indigenous history which should be linked back across the entire Snowy Valleys area and beyond in developing an indigenous trail following the song lines of the local tribes

4. Page 17 3.5.1.

While the digital provision of information is being used more it must be recognised that in this area at times there is no reception and there is still a need for hard copy brochures .People appreciate coming out of the VC with something to read – a hard copy

5. Key findings 4.2

There is no mention of Rosewood or Cabramurra

6. Visitor economy attractions

Adelong Falls Gold Mill Ruins there is no consistency in referencing this name with other mentions of mining ruins which they are not .Another reference is Adelong Creek Gold Mill Ruins

7. Page 19 table of festival and events is very deficient missing are –and there may be more all of these contribute to the local economy and involve the local residents .There is an extension of these in the Destination Plan

- Lanterns on the lagoon that attracts 100s during the day (for which a strategic plan has been developed)
- Rosewood car rally
- Golf tournaments
- Tumut Rodeo
- Tumut Camp draft
- Tumut Art show and other art shows across the region
- Local agricultural shows
- Tumut Mountain bike challenge and other smaller competitions

8. Page 20Key visitor attractions

Combining heritage and nature becomes confusing and does not give significant recognition to the heritage items within the area.

While items such as the Hume and Hovel Track interlink both should stand alone as major attractions

Heritage omissions

- There are 4 state listed heritage items in the Tumut area Junction Bridge the Montreal Theatre ,the Tumut railway precinct and the Adelong Falls Gold Mill Ruins
- all the local museums that generate funds in to the local economy
- the indigenous Amphitheatre in the state forest Tumut
- the marker for Ken Warby water speed record Blowering dam
- Tumut Pioneer cemetery
- The major churches All Saints Anglican church The church of the immaculate Conception the Uniting church
- All the various war memorials
- The Heritage Trail, developed that links all the Tumut shires museums and identifies points en-route of historic interest
- The heritage Walks of Tumut and Adelong
- The Tumut broom factory
- The considerable documents of the Mr .and Mrs Frew in Tumbarumba that have documented much of Tumbarumba's heritage
- Linking the Gold Trails network across southern NSW
- Indigenous Heritage must link Tumba to Tumut but also the Murray River Gundagai and Canberra the SVC area should not be addressed in isolation but inclusion of the neighbouring council; areas and beyond

Nature

- Tumut river walk
- The Tumut Community Labyrinth for Peace
- I question highlighting the iconic brumby these are an extremely contentious issue

Agri-tourism

- Happy Wombat hazelnuts and Bees and Berries orchardists are not open to the public –are not attractions both wholesalers and sells elsewhere ,yet this is recognised in the Destination Plan ,
- The Tumut brewery is referenced several times maybe an attraction however as all wineries and ciddersies etc they are all private enterprises and a private operations

Cycling

- Tumut mountain bike trail located in the Tumut state forest
- Motor cyclists ,the extraordinary number of motor cyclist that visit the area must be recognised :referenced in touring
On no account should councillors remove any reference to the Tumut Batlow Rail trail; this is a significant community contribution

9. Online branding and marketing this is clearly the future and should be linked into the Snowy Valleys Way which is recognised in the documents

Page 21.5.2 the reference to Melbourne Discover Your Own Backyard is critical in visitation and pride and ownership by all residents in what the region offers. Locals must be educated in what is available

- Car convoys could be an option

6.3 Snowy Valleys Council

The new Boundary signs the pillars are effective however recognition of the traditional owners is poor and would not be seen by travellers at 100kms compared to the previous totem symbol while simple it was readily understood

6.4 Tumut township signs infills were replaced almost 4-5 years ago. And are not as the included image

Page 45

Township strengths

Figure 15 there appears little understanding of the heritage in Tumut ,Batlow and Tumbarumba all with excellent museums and town walks ,pioneer crematories and this must be the case the former Tumba shire towns that are not mentioned such as Rosewood

There does exist a Heritage Trail brochure that connect the museums of Tumut Adelong and Batlow

SWOT

Page 6

- indicates strong history and heritage with items unique to the area and connect other areas across southern NSW such as the Gold Trails
- Emerging local producers there is no mention of others providers such as the Riverside café Tumut ,Coffee and More Batlow and the many coffee shops in Tumba and Rosewood

Opportunities

- Development of education experience is not all about food and beverage .Laurel Hill Forest Lodge is an excellent educative recourse as the Adelong Falls Gold Mill ruins using the site as an outdoor classroom .The detailed folder “Life Among the Ruins” distributed to all local schools provided information for teachers to develop excursions based on many subjects available to study
- Underutilised towns again Rosewood is not mentioned and nor is Brungle
- Film Festival One opportunity could be have a film festival connecting the heritage listed Montreal Theatre and Nest Café and all the towns

10. Strategic Themes

- Iconic Nature and Heritage must be separate .Wellbeing and Nature could be one theme. Adventure tourism another and History and Heritage must be standalone

8.2 Blowering Dam Eco tourism...

- I question this with Talbingo just up the road with under-utilised facilities and Junema dam that retains a constant water level
- The facilities in the shopping precinct alone offer opportunities and the proximity to Talbingo and Blowering dams
- The infrastructure is in place

NB it should be noted that Blowering dam has significant rise and fall and is subject to drought and call on the downstream supply, over the past few years it has been very low with the original road visible

“Source of the Blowering image was from Social Fishing 2017

8.3

Tumut River Walk should include the Tumut Community Labyrinth for Peace
An excellent recommendation is Second tier **heritage audit** should also include a complete audit of all war memorials

There is sadly an omission to continue and improve the support of local museums and the provision of a community keeping place which in itself will be a heritage tourist attraction

NB I have also reviewed the draft SVC budget and note there is funding to support the museums however a lot more is needed

Medium Term Projects

- Sugar Pine Walk the charm of this place is that it is not spoilt with large parking areas etc access should simply be safe .and retain that element of surprise.
- A master plan for the arboretum with good sound advice of trees ,species and additional plantings is important
- An additional improvement should be the Lochinvar Park on the southern side of Laurel Hill
- There is little comment on the forest Industry as a tourist attraction discussions should take place with the Forest Industry Council on how this can be achieved across the entire Snowy Valleys Council region .Such as tours and additional signage on the plantation industry

Thank you for the opportunity to comment, should the idea of a tourism group be realised I am interested to contribute



Draft Destination Management Plan Feedback



I feel there are some very appealing ideas proposed, some far more than others. The suggestion of the **BRINDABELLA ROAD UPGRADE & DEVELOPMENT OF NEW TOURING ROUTE** is a ***fantastic idea*** due to the potential of easy, safe access for a large quantity of tourists throughout all seasons, who have the ability to economically participate in our region in a diverse way. The quantity of tourists this option could provide far outweighs that of other smaller niche ideas. Tourism is a numerical game and the scale of increased tourism this option provides is unquestionably higher in its ability to draw members of metropolitan communities to our rural area for varied interests.

Another ***attractive idea*** is **FOOD AND AGRITOURISM PROJECTS** many areas throughout NSW and across Australia have seen massive economic growth as a result of introducing Agritourism and food and wine festivals. This again allows for multifarious guests in our region, these guests often bring family, friends and can even bring both professional and personal groups that stay and reward many different economic participants within our community rather than only a small few.

Another idea that received multiple suggestions at the town meeting was sporting facilities such as **INDOOR SPORTING COMPLEXES** these are ***outstanding additions*** to any community's infrastructure with the dual benefit of rewarding the local community as well as offering sporting competitions for tourists to attend. In a climate such as ours these suggestions should not be ignored as outdoor sporting facilities are affected negatively by the natural weather patterns of our region. Many of these competitions occur annually and entice entire families to attend again resulting in diverse spending within our region.

The local council have shown wisdom in their efforts to promote health and safety for our mothers and babies, youths and adults engaging in swimming locally, this could be affirmed with the enhancement of an **INDOOR AQUATIC CENTRE** (another idea that received collective support during the town meeting). This idea has nationally shown to be a concept hesitantly approached by councils but one that is ***universally applauded*** after implementation (some examples include Wagga Wagga, Orange, Bathurst etc) as it helps the local communities of colder climates with sport, leisure, health (–physical, physiological, rehabilitation) and safety, particularly as we are faced with an aging population, an area that affects asthmatics and unfortunately the opportunity for drowning in rivers and dams. As stated in your own document; *“There is strong strategic support from both Federal and State policy to grow tourism in regional NSW. This is to be achieved through a change in mindset and improved services, private sector investment, tourism infrastructure and marketing.”* This idea fits beautifully as it is equitable to the needs of both the community members in all their multifaceted requirements and that of tourists visiting the region. This idea also has the added benefit of providing local permanent annual employment as opposed to the current seasonal employment.

The repair and maintenance of the **HUME AND HOVELL TRACK** seems ***logical*** as this is a track that the council have previously committed to and requires attention in order to be maintained as a safe and useable asset to the regions infrastructure.

I ***firmly disagree*** with the addition of the **Tumut to Batlow Rail Trail**, a concept that was minimally supported in the town meeting and is both divisive and detrimental to the local community. ***It is the council's responsibility to promote tourism but never at the expense of the local community.*** The topic is extremely contentious as a result of the direct and negative impact it places on positive and hardworking members of the community. It affects local business and local families equally and undesirably. The trail was never built with the intention of being transformed for this use and therefore simply will not result in the desired effect. The railway was an industrial transport trail not a civilian transport trail which means the views are not what has been experienced elsewhere in Australia. The local farmers are extremely concerned with biosecurity issues that directly affect their livelihood and security issues that directly impact on their families (trespassing, theft, loitering, harassment, property damage) particularly with their natural vulnerability as a result of their distance from town. This idea whilst passionate (by a small few) is misplaced as it provides for a niche market (adult males) that requires expensive equipment from participants (not bought

locally) and delivers no clear job opportunities for the local community. This idea unfortunately does not work in conjunction with the local climate and will be unused for the majority of the year. This does not provide a facility that can be used by all members of the community (mothers and babies, children, elderly, people without equipment, assorted interests, those requiring rehabilitation) as the previously mentioned ideas are able. Also simple logic dictates that any tourist that is actively 'lead away' through infrastructure from the community hub/ economic centre of town, will unsurprisingly not spend their money, as it is difficult to spend in an area you have left. Many towns and communities that have previously invested in such ideas have since abolished the community funding as the economic expense is simply too much to endure and as a result the responsibility is now placed on the local council taking away from other more universal opportunities they wish to provide.

Finally, I would request on behalf of your local people that you choose opportunities that benefit the majority, that are logical for the region and its climate and that reward subjective/ diverse interests, that generate and share economic remuneration, maximise the quantity of tourists and ensure quality experiences for all not just a few visitors at the expense of residents.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.



Mr Matthew Hyde
General Manager
Snowy Valleys Council
76 Capper Street
Tumut NSW 2720

25 May 2018

Draft Snowy Valleys Destination Management Plan and Visitor Services Strategy feedback

Dear Mr Hyde,

Thank you for the opportunity to provide feedback on the Urban Enterprise draft Destination Management Plan, and draft Visitor Services Strategy documents.

It is the view of the Chamber that the planners have created a robust document which recognises the value of tourism as a major driver of growth.

The Chamber has compiled the attached feedback, which we trust Council and Urban Enterprise will take on board.

In particular the Chamber strongly supports the emphasis given to the Cycling Game Changer Projects (9.2) namely mountain biking tracks (H&H) and rail trail developments Rosewood to Tumbarumba and Batlow to Tumut.

The opportunity to make SVC a major cycle destination built around these three crucial projects is enormous and must not be passed up.

As well as the enormous opportunities presented by the cycling aspects of the DMP, the following items we also feel to be of significance and need due consideration in the overall formulation of the DMP.

We are also concerned that the funding allocations in the DMP are not reflected in the draft Delivery Plans and trust that this will be rectified by Council when the IPNR plans are formally adopted.

Thank you,

A large black rectangular redaction box covering the signature and name of the sender.



Destination Management Plan General Comments

The DMP marks an important direction and strong vision for the new Council. It recognises the value of tourism as a major driver of growth for our region and town. In general the document reflects the submissions from the consultation period and suggests a broad range of strategies across the whole Council area.

Strategic Themes

In the chamber’s opinion the 5 strategic themes are appropriate and on target. It is very good to see that Cycling and Food & Agritourism experiences have been identified as major themes.

The Chamber strongly supports the emphasis given to the Cycling Game Changer Projects (9.2) namely mountain biking tracks (H&H) and rail trail developments Rosewood to Tumbarumba and Batlow to Tumut.

The opportunity to make SVC a major cycle destination built around these three crucial projects is enormous and must not be passed up.

The Rail Trail studies listed in the DMP actions should be completed to ensure that the future development of the region as a cycling destination can continue and it is not left behind as the rest of the state develops rail trails.

Governance and Resources

We support the recommendation that SVC should focus further on areas which will attract visitation, including “a greater focus on digital marketing and social media – A dedicated resource in this area could also be used to support information services content” (12.2 Resources, p71).

Budgets and Delivery Plan

It is of major concern to the Chamber that there is currently no money in the draft delivery plan for many of the projects as outlined in the DMP Implementation Plan (p76) and summarised below.

Short Term projects	Years 1-2	\$755,000
Medium Term projects	Years 2-3	\$615,000
Longer Term projects	Years 4-5	\$125,000
Total		\$1,495,000

The total \$1,495,000 over 5 years equates to approximately \$300,000 per year, which is currently not allowed for in the draft delivery plan. Is Council prepared to find this funding? If not, then there needs to be a closer look at what really are the priority projects in the short term.

This is also based on some cost estimates which are possibly too low. Such as \$40,000 for project 42, Brand Development, or \$10,000 for project 16, develop branding and promotional material for the Rail Trail, which are both likely to cost significantly more.



Branding

The DMP and Visitor Services Strategy document indicates that 'Snowy Valleys' will be the regional brand.

"Whole of region marketing initiatives (e.g. promotional brochure outlining all towns and activities) to support the new Snowy Valleys brand" (p52.). And

"Snowy Valleys adequately describes the region from a tourism product perspective and with further marketing and brand development could be developed as a regional tourism brand" (p72).

Snowy Valleys is not a recognised region. In the previous SVC branding exercise we were led to believe that the name Snowy Valleys Council was an administrative title – similar to Indigo shire, or the Shire or Augusta – and are surprised to read that is a fait accompli.

The document even admits that "it is not often that Council areas are utilised as a tourism brand" (p57). But goes on to say "however in the case of the Snowy Valleys there is opportunity for an overarching regional destination brand that sits above Tumut, Tumbarumba and other destinations".

The Chamber understands that there will be a regional destination brand, which sits above sub-regional brands such as Tumbarumba Region. However these sub-brand must be maintained and prominent. We also question what market testing has been conducted on Snowy Valleys as a brand. Would there be an opportunity to link with or copy the Victoria High Country brand (NSW High Country) through the UM2030 strategy?

Upper Murray 2030 plan

In relation to regional and local policy documents listed and described in pages 27-33 there is no mention of the UM2030 suite of documents that were developed by the Victorian Government, Towong Shire and the former Tumbarumba Shire with extensive consultation across the Upper Murray area, including Khancoban, Tooma and Jingellic. There were significant findings in relation to tourism for the Upper Murray.

Opportunities or points of difference which were missed in the DMP

- Motorcycle Touring – already a significant market segment
- Sporting Events, including equine events – these events would represent a significant day visitor market. Large numbers of people travel for weekend sporting meets every weekend. Having quality grounds and playground facilities helps to service these events.
- There are 59 horse events in SVC area each year, ranging from significant annual events: rodeos camps, to competition rounds – representing another significant market segment.
- Caravanning/touring group Events – there is significant opportunity to attract caravan groups and events, such as the highly successful Rosewood Country RoundUp (400 vans for 7+days). Particularly in-conjunction with the rejuvenation of the Council Caravan parks and outside of existing festivals and events.
- Four distinctive seasons offer natural beauty and capacity to grow niche produce: Berries, truffles, hazelnuts, chestnuts and of course apples – we can be famous for speciality produce
- We are the most scenic gateway to the Australian Alps
- Cycle Tumbarumba's suggestions for making Tumbarumba cycle friendly for visitors has not been wholly included and should be if we're serious about becoming a cycling destination.

Specific comments / corrections

Pg.6 locational context – should mention that Tumbarumba is 113km (1h10m) from Wagga. Why only mention Albury which is further? And the Snowy Mountains Highway traverses the region, but so too does the Alpine Way which should be included.

Pg.23 misrepresents that Working Holiday Makers (WHM) stay in a particular destination for 88days. This is not the case, they stay whilst there is work and then move on. They need to accrue 88days across any regional area.

Pg.25 Section 3 – Strategic Context. The upper Murray 2030 suite of documents that were developed by the Victorian Government, Towong Shire and the former Tumbarumba Shire should be included under 3.4 Regional Policy.

Pg.36 Table 6 Experience Strengths. Not sure why the Riverina Murray DMP doesn't rate Events/Festivals or Sport/Rec as emerging strength for SVC

Pg.37 4.5 Snowy Valleys. Touring should include Motorcycle touring. Motorcycles are an existing significant tourism segment which has not be mentioned anywhere in the draft DMP.

Pg.39 Section 4.5.3 Food and Agritourism experiences missed out the Tumbarumba Local Produce & Handmade Monthly Market held lawns of Nest, the other truffleries, chesnuts, and Wilgro Cider

Pg.42 Table 8, Accommodation Providers, does not include a number of providers including the Club Motel and 4 bears.

Pg.46 second last dot point should read 'used' not sued.

Pg.48 Tumbarumba salaries and wages, is the \$39,000 for events correct?

Pg.50 SWOT Analysis, Strengths. Equine events should be included as strengths.

Pg.51 SWOT Analysis, Opportunities.

Connection and proximity to NE Victoria should be included as an Opportunity. It is important to tap into findings from the UM2030 study.

There is particular opportunity to draw visitors from the south up through the Snowy Valleys but this isn't identified. In general we seem to get relatively low visitation from Albury-Wodonga compared to Wagga, because we are relatively unknown as a destination there.

The fact some many things are produced here– such farm visits apples, chestnuts, grapes, truffles etc - is an opportunity and is visible providence for craft food and beverage. Motorcycling and MTBiking are not listed as an opportunity and should be.

P.55 7.2 Vision 2022. The vision statement should include reference to becoming a cycling destination.

P.61 9.2 Cycling Game Changer Projects. Development of a MTB Park in Tumbarumba which would link in with the Hume and Hovell Development should be included as a Game Changer project for Tumbarumba

P.70 Khancoban township - undertake a community planning project for Khancoban which identifies beautification considerations. Think this has really been done - need to refer to conclusions from UM2030

P.72 12.6.1 Tourism Advisory Committee.

Urban Enterprise suggests an informal tourism working group should be formed. It goes on to say that "decision making should rest with Council officers and Councillors as elected representatives rather than a two-tier process of a formal advisory committee and council"

The Chamber is not comfortable with the suggestion in regard to decision making as it appears to give the Council the right to determine policy without regard to the priorities arrived at by extensive community consultation and promulgated in detail in the Draft DMP.

If the consultation process is to have any integrity its findings must be broadly accepted by Council and not altered unless a logical and compelling argument to the contrary can be established.

Implementation Plan Projects (beginning p76) (in table order)

Project 15 – HH MTB track

- should include NSW Forestry Corp and Crown Lands under responsibility.

Project 16 – Action 1.8 – TRRT branding /promotion material.

- Strongly support this action
- Is \$10,000 a realistic budget for the creation of the material?
The chamber is concerned that this may not be enough for the initial establishment of branding and digital/print material, as these things seems cost a lot more than expected.

Project 23 – Tumbarumba MTB Park

- From the perception of equity, let alone anything else, the indicative cost/budget should be the same as Tumut MTB Park \$30,000. Tumbarumba has a very proactive cycling group which has made very significant progress in the last 2 years. Not sure why a Tumut MTB Park receives extra funding.
- Recommend changing the action to: *"Undertake a masterplan and environmental, cultural and heritage assessment to develop a MTB park in Tumbarumba"*.

Project 28 – Tumut River Brewery Destination Development.

- The wording of this action 1.12, should be more detached. Eg. Ensure Council is facilitative of the opportunity for the Tumut River Brewery to expand into a key icon for the township. Preferably the reference should be to the industry and not a particular business. Eg. Ensure council is facilitative of the craft brewery industry. Or ensure Council is facilitative when a business plans expansion and development to become a key icon for tourism.

Project 33 – Tumbarumba Creek Caravan Park

- Strongly support. This is a crucial project for tourism development and must be retained, funded and fully completed as a matter of high priority.

Project 36 – Snowy Valleys Way touring route repositioning.

- The new route should include Corryong, Towong and Tallangatta (the Upper Murray) to Albury – so not solely NSW. There are strong synergies and links with this area which attract similar markets and will enable drawing visitors from the south as well as Wagga and Canberra.

Project 38 – Contemporary redevelopment of existing caravan parks

- This project should also inform the development of an internal Council Policy for managing the leases of council caravan parks, and identify sources/methods of funding future (re)investment/renewal to avoid crippling uncertainty which is bad for all involved.

Project 42 – Brand Development

- This budget appears to be very small for such as project. Will this be adequate?

Project 45 – Investment Business Case

- Which are the 'key projects'? The Tumbarumba Community at the consultation workshop identified the cycling opportunities including the Rail Trails and MTBiking as the key projects.

Project 17, 18, 20, 21 – Rail Trails

- Strongly in favour of these projects as it will deliver significant opportunity and benefit and underpins Strategic Development Theme 2.
- It is important that the Tumut-Batlow Rail trail actions are retained as this presents enormous opportunity for Batlow and region as a whole.

Project 25 and 26 – road cycling event, MTB event.

- Strongly in support of attracting events.
- MTB event specifies Tumut, whereas Road Cycling Event doesn't specify Tumbarumba in the action but does in the document.
- What about Rail Trail event?

Project 31 – Tumbarumba Craft Brewery or Distillery

- Strongly support this action.
- But how does Council promote the opportunity? How would the budget be used?

Snowy Valleys Council

RE: Draft Destination Management Plan

We would like to take this opportunity to thank Snowy Valleys Council for the opportunity and invitation to comment on the recently released Draft Destination Marketing Plan.

As a major provider of accommodation in the region we share a common goal of driving tourism and implementing change where required to increase the flow of visitors to our region and as a result increase the economic benefits to the community. We welcome and appreciate Council facilitating this important document and feel that generally it outlines some excellent ideas on how these goals can be accomplished.

The key items within the plan that we feel are mostly relevant for us to comment on include:

- A plan to develop a resort style caravan park within Tumut

Whilst we are unsure exactly what Council envisions in relation to a “Resort Style Caravan Park”, we take this to involve the provision of a water park, jumping pillow and other modern facilities often seen in coastal caravan parks similar to those operated by Big 4. We welcome any plan to upgrade services within the caravan park, however would suggest considerable feedback be gathered from the “grey nomad caravaners” that are currently the largest market base visiting Riverglade Caravan Park. Feedback provided to us suggests that any upgrades that result in increased tariffs and/or an increase in young families during off-peak times, may impact on visitor numbers from the older demographic, who are currently keeping tourism afloat in Tumut during the off-peak times and prefer to not stay in parks where those facilities are common.

Any plan to include a swimming pool within Riverglade should also be considered alongside potential flooding issues. We would welcome the opportunity to discuss further how this goal can be met whilst still meeting the expectations of our existing customer base with a clearer understanding of what is meant by “resort-style”.

- The implementation of kiosk style touch screens to complement the local Visitor Information Centre

Riverglade Caravan Park would welcome the installation of a Tourism Touch Screen within our reception area, to allow our overnight visitors to expand their knowledge of local attractions more easily and encourage both extended and return stays from our existing customers. Whilst many of our customers are referred on to the local Visitor information Centre, we are certain that if this equipment was made available at the Park, this would result in increased visitation to local attractions and businesses.

- Tourist and Caravan Park Improvements

Improvements to caravan park facilities is paramount to the ongoing growth of tourism in our region. Over recent years, much work has been done to renovate the toilet/shower blocks within Riverglade Caravan Park, a new playground was installed, the private ensuite sites were renovated and some tree work has been carried out to remove dangerous trees. In 2015 Star Ratings Australia provided a report detailing a number of major items that it considered needed to be updated by both Tumut Shire Council and Riverglade Caravan Park management, for the Park to maintain its 4-star rating.

In 2016 it ruled that insufficient work had been completed and this resulted in the Park rating being reduced to 3 ½ Stars. The work required to restore the 4 star rating primarily included a renovation of the laundry (completed 2017), a full resealing of the road surfaces (some completed in 2017, others were never repaired after the 2012 flood and remain unsealed), replacement power heads for every powered site, shade to be installed over the playground to ensure its usability during summer, refurbishment of the camp kitchen area, upgraded street lighting (completed 2018), major tree works to be completed.

Much of this work is still outstanding and as a result Riverglade Caravan Park remains rated 3 ½ stars. Riverglade management has invested in refurbishment of the BBQ's, new appliances in the BBQ and laundry facilities (over \$20,000 worth of new machinery) and the installation of a large flat screen tv in the TV room. However, the outstanding works falling under the responsibility of Council under the existing lease arrangement remain incomplete. Riverglade management remain committed to investing significantly in future upgrades of facilities within the Park. Limited tenure remaining under the existing lease arrangement will allow for only minimal investment in the next two years.

The most critical outstanding improvements required within Riverglade Caravan Park are:

1. The removal of trees that have reached their life expectancy and no longer remain attractive, and/or have become dangerous, resulting in branches falling on vehicles/tents/caravans and resulting in significant loss to customers, and remain a health and safety hazard.
 2. The provision of suitable shade over the children's playground to ensure that during peak periods over Christmas and New Year when hot weather is most common, the equipment remains usable for visitors and their children. Ideally additional BBQ and seating facilities will be installed in this area.
 3. The complete repair and resealing of all road surfaces, including those damaged during the 2012 floods that require an asphalt surface.
- New Target Markets – Specifically Millennials/Young Travellers

Riverglade Caravan Park has a keen following on social media, having grown it's Facebook followers by over 1000% in the last 3 years. We are very much in touch with this market and have found significant growth over the last 2 years in attracting these customers during the Winter period and continue to market specifically to this customer base sign social media. In addition, we have recently contracted the services of a 3rd party social media consultant to promote not only our business but the region across multiple platforms. We have also commenced working alongside Tumut River Brewing Company to promote both businesses into this market segment, with a view to increasing visitation to the region. We appreciate Councils focus on this market segment and look forward to working with Council in this area.

- Growth opportunities within the Cycling Communities

It is the opinion of Riverglade Caravan Park management that the success of the Destination Management Plan for our region is critically dependant on the effective implementation of policies supporting increased visitation from cyclists and others with a passion for eco-tourism. We believe it is vital that the opportunity be seized to create a “Premier Cycling Destination” and put our region on the map in conjunction with Rail Trails of NSW.

A great opportunity exists in this market to leverage from our iconic nature assets. However, Council must commit to progressing all 4 proposed stages of the local rail trails to achieve this goal. We also see real value in completing upgrades and future developments of the local MTB tracks, with a steady flow of customers already using our business for accommodation to utilise this attraction on a regular basis. We form these opinions from the feedback of our existing customer base, along with the interest we have had online and communications with cycling groups who are in contact to arrange visits to the area.

- A need to encourage development of Glamping and Contemporary Accommodation services

Over the last 3 years Riverglade Caravan Park has undergone significant renovations to 9 of our cabins to update their interiors to a modern appearance. These renovations resulted in an improvement of more than 20% in occupancy rates for those cabins. In addition, we have purchased 2 brand new cabins, including a limited mobility cabin and a deluxe spa cabin with views of the Tumut River that rival that of any luxury accommodation in regional NSW. Further, we have plans underway to complete renovations on a further 5 cabins over the coming months, that all share the same beautiful views of our local river. These renovations will ensure that Riverglade Caravan Park continues to be the premier provider of accommodation in Tumut and allow us to maintain our very high ratings with Trip Advisor. In 2017 Riverglade Caravan Park was named on the Gold List of Accommodation providers for Trip Advisor, ranked number 2 for the whole of the Snowy Mountains region. We have been awarded a Certificate of Excellence by Trip Advisor every year since its commencement, based on outstanding feedback and reviews by our customers.

We have recently commenced plans to install a number of TeePee style glamping tents to target that growing customer base and are investigating the possible purchase and installation of a number of Eco-pods, designed to assist with growing the millennial and eco-tourism markets. These plans co-exist alongside a longer term plan to replace many of the cabins at Riverglade Caravan Park. However significant investment is required to fund the purchase of these assets, and a return on investment is unlikely given the short tenure remaining on our lease agreement. Riverglade management continue to seek input from council regarding the future lease arrangements to commit the funding required to turn these plans into reality over the coming years.

Once again, we appreciate the opportunity to comment on the draft Destination Management Plan, and we feel it should be adopted in its entirety bearing in mind the points we have made above.

We would appreciate the opportunity to discuss these points further with Council.

[REDACTED]

Dear Mr Hyde,
my name is [REDACTED] and I am a Batlow resident. I am writing to express my support for the Tumut-Batlow Rail Trail.

This project is essential for the growth of our town. Our beautiful town is full of empty shops. Recently, our fish and chip shop closed down due to lack of business. It has been devastating for the owner, who tried everything to make it a viable business. Now, they are lumbered with trying to sell the business.

We need to bring more tourist dollars into our town. Urgently. Our town is a beautiful one, with much to offer tourists, particularly cyclists, with our spectacular scenery.

I am also interested in the trail because I am an exercise fanatic, and I want to be able to walk from Batlow to Tumut regularly and safely. I feel that this would expand and develop my fitness regime beautifully, without having to pay for a gym, which I cannot afford. I would take my three children and partner walking with me the trail. It would be an affordable family activity for weekends and holidays.

I often hear the older generation complaining that our children's generation does nothing but play on technology all day. While this is not always the case, I still feel that this rail trail will help promote fitness and good health to our children. It's another fun activity for them, with the added bonus of seeing and appreciating more of the beauty this excellent town has to offer.

Our town needs this rail trail to go ahead. The majority of people are in its favour.

Regards, [REDACTED]

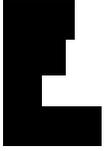
[Redacted]

[Redacted]

I fully support the Tumut to Batlow Rail Trail project remaining in the Destination Managements Plan for future consideration.

Regards

[Redacted]

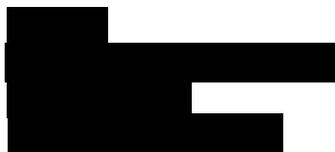
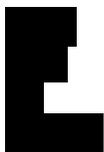


Dear Matt

I would use the proposed Tumut Batlow Rail Trail if it were built. We visit Victoria every year to cycle their rail trails. Some times we even drive through Tumut to get to Victoria . We have visited other states and NZ to cycle as well.

Cheers





Dear Mr Hyde,

As a very keen bike rider and having enjoyed many bike rides in both Australia & New Zealand I fully support the Tumult-Batlow auk trail being in the Snowy Valleys destination management plan.

Regards





To Mr Matt Hyde,

Reference: Draft Tumut Destination Plan.

I'm writing in support of the Tumut-Batlow rail trail project that's being left in the draft Tumut destination plan. I'm in full support of this plan and think it is of importance to all local communities in the area. I feel this is most important to Batlow for tourism that it could offer so much more to this small town that's in need of support to keep the few shops they have open for its locals. It will also create jobs for the already dying town.

In saying that all local towns would benefit with tourism traveling through to the trail also those travelling to the snow.

I would also be keen to take my family on this trail showing the area of which I was born and raised. This would be an attraction for holiday makers, young and old.

I look forward to your response on this plan.

Regards,



[REDACTED]

Dear Mr Hyde and Snowy Valleys Council.

I would like to express my strong support for the development of the Tumut Batlow Rail Trail.

I think it would bring a much needed boost to the local area. Small regional towns appear to be in decline and this does not appear to be different in Tumut and Batlow. We need to bring in whatever opportunities we can that would bring growth and development to this region

I believe the development of the rail trail would bring a boost in visitors to the area and bring a much needed economic boost to businesses in Batlow and Tumut. Without innovation and forward thinking our communities will continue to stagnate and decline.

I have experienced the rail trail in Victoria around Mytleford and Bright and seen the numbers of people using it and the vibrancy it can contribute to an area. Where there have been rail trails such as this there do not appear to have been any dire consequences to farmers and they have only contributed to those regions.

Please do not let backward thinking stop positive progress in this region.

Yours faithfully

[REDACTED]

Batlow.

[REDACTED]

[REDACTED]

I am an experienced touring cyclist who has visited the Tumut / Adelong / Batlow / Tumbarumba / Cootamundra area and well beyond on a number of occasions. Each time I've done the hard slog up the hill on the narrow road from Tumut to Batlow I've lamented the lack of use of the abandoned rail corridor as a rail trail between the 2 towns. It would make that part of the journey much safer being away from the many trucks, as well as making it an easier ride.

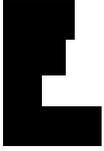
Three years ago, I rode from Adelaide to Goulburn utilising as many of the Victorian rail trails as were practical, and on another ride back from Adelaide during the last few months, I did a similar thing. They make cycling so much safer and enjoyable. On my recent trip, I was in the caravan park at Heathcote, and the park had many cyclists who had just come to specifically ride the rail trail through to Bendigo. I stayed in a motel at Alexandra, and fortunately a number of cyclists who had been staying to ride the Great Victorian Rail Trail between there and Mansfield or Tallarook had checked out that morning. Otherwise I wouldn't have had a room. The group of 100+ cyclists that I ride with in Newcastle has a planned trip to a few of the rail trails in NE Victoria for later this month. It's a common thread! Where there are rail trails, cyclists come to use them, and often travel large distances to do so. They stay for a number of days and spend a lot of money locally.

As an example of my daily spend while bike touring, on my recent trip back from Adelaide, I spent over \$125 per day on food, accommodation and incidentals. None of it includes travel costs incurred in getting to Adelaide or from my finish point to home. The accommodation varied between caravan parks to motels to hotels, and in most cases the food that I bought was prepared on the premises at bakeries, cafes, pubs, etc. This is a typical spend for me while travelling. As you can see by the nature of what I spent my money on, a large proportion of that remained in the local community. I should also point out that my daily distances averaged <75kms, so that money remained in a relatively confined area, and usually was spent in each of the towns along the way of each day's ride. So, it's not like vehicle travellers who spend up big on fuel and food in the one town, maybe 500kms apart, it's disbursed through the local area.

I fully support the development of this corridor as a rail trail and I encourage the Council to proceed with it and others in its LGA.

Best wishes,

[REDACTED]



To Mr Matt Hyde

I would like to voice my support for the Tumut to Batlow Rail Trail. I can only see positive results from the project for Tumut, Batlow and surrounding areas. Tumut unfortunately seems to be in decline with many shops closing over the last few years and only a few new businesses opening in their place.

If you look at other areas within Australia that have had the forethought to support Rail Trails, you will only see positive feedback. I have yet to see any negative feedback.

Hopefully the same will be said about our area in the future.

Regards



[REDACTED]

Dear M. Hyde,

I would like to write of my full support of the Tumut Batlow Rail trail remaining in the Snowy Valley destination management plan.

A little about ourselves. Our business is essentially growing Truffles. I also plan to also set up a Glamping and Archery business. I can afford to build accomodation for cyclists for short term stays.

Having spent many of my younger years in Thredbo and Jindabyne I know how sports can change a town. The success of Mountain Biking, BMX and road racing in the snowy mountains region of Thredbo and Khancoban is astounding. With the grants also on the table for Batlow streetscape and development plan it is a very good time to link it all together.

Batlow has a fresh flow of business people arriving from around the country and they can see the potential in Batlow. If you can provide a Tourism opportunity there will be plenty of creative and financially savvy people in Batlow to support new business.

Batlow is a beautiful little town that just needs a chance to show how accommodating it can be.

Thanks for your time

[REDACTED]

[REDACTED]

G'day Matt, my name is [REDACTED], I am also a keen MTB rider and [REDACTED]. the body that has developed a 55km network of MTB trails in our local forest. Ours is only one of the multiple MTB facilities in the north east of our state. Last month we had over 1500 riders pass the counter at our trailhead. On average 50 riders a day. They all need coffee! Many travel from Canberra, Melbourne and Wagga, they need accommodation and food.

I have been a passionate advocate for the extension of the Victorian rail trail network from Beechworth to Tallangatta via Yackandandah, we have been successful in getting this project funded, attached is a letter that demonstrates the Victorian Government's commitment to our new rail trail and enhancement of the existing rail trail network. The potential for your council area to piggyback on to the Victorian investment and success is obvious.

It is a couple of years since my wife and I travelled through your region, I have a clear recollection of my sadness at the obvious struggle of some of your towns, Batlow in particular. The question needs to be asked, what realistically can a council do to help the recovery of a town like Batlow? Farming is and always has been a tough business, society continues to centralise in both physical terms and as a result of the online revolution currently underway. What can Batlow and your other towns do to attract visitation and investment from our capital cities and overseas?

NSW has a massive network of decommissioned railway lines in public hands, it is hard to believe that this incredibly valuable asset has not been leveraged to the benefit of towns like Batlow, Tumbarumba etc. Obviously there will be some impact on the landholders adjoining the corridors of land that the public owns and could be utilised for rail trail development but realistically those impacts can be managed easily and as has been demonstrated all over the world, there can also be substantial benefit gained by those same landholders.

Could I suggest that a delegation of councillors, farmers, residents and business owners seek advice from the 3 local government areas down here that have dealt with these projects? Alpine Shire, Indigo Shire and Wangaratta Shire are all more than familiar with all of the issues around rail trail development and the farmers down here can surely allay some of the fears being felt by farmers in your area.

Yours sincerely

[REDACTED]

Dear Sir

As a ratepayer of this beautiful shire I'm writing to you to show my support for the proposed Rail Trail that is being pushed for between Batlow and Tumut.

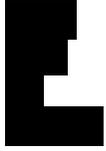
I think it is quite clear that this area needs a breath of fresh air and this project is certainly one that can provide it.

We now have a new merged shire, millions of dollars have been thrown at it, the N.S.W Government has money allocated for Rail Trail development, independent consultants have indicated in their report (after community input, yes i attended the Batlow meeting , one of many such meetings over the years) the community want this.

My hope is that a new council with newly elected councillors can have a positive, can do attitude and get projects like this up and going to not only attract visitors to the area but also improve the livability for the residents who call this great place home.

Thanks for your time.

[REDACTED]



Dear Sir

I am writing to let you know support the Tumut-Batlow rail trail being in the Snowy Valleys Destination Management Plan.

I live in Sydney and have cycled the rail trails in Victoria and South Australia and would certainly cycle in the Tumut Batlow area if the facilities were better for cycling.

Regards



[REDACTED]
[REDACTED]
[REDACTED]

Matt Hyde

General Manager

Snowy Valleys Council

Dear Matt

I would like to express my support for the inclusion of the proposed Tumut to Batlow Rail Trail (TBRT) development in the public presentation of the Destination Development Plan (DDP).

As reported in a recent Tumut Adelong Times, there seems to be some debate amongst Councillors as to whether the TBRT should be omitted from the public presentation. Whatever my opinions on the TBRT, I believe it is vitally important to include it in the public presentation for the following reasons:

Far from confusing the public, the inclusion of this project gives a more rounded view of what may occur in our shire in the future, particularly as it is an integral part of tourism development for our shire. As the DDP shows, our local economy will be enhanced by increased visitor numbers.

As an integral aspect of the DDP, to omit the TBRT renders the commissioning of professional Urban Planners a somewhat waste of council funds.

The TBRT has its detractors and supporters and to offer it up for public presentation gives the community an opportunity to respond and, SVC an opportunity to gauge the amount of support from the community.

SVC has made a commitment to community consultation and by omitting the RT it smacks of pandering to those in opposition. This would not be satisfactory on any account, especially as Batlow Development League, a 355 Committee, has expressed its support for the TBRT.

Sincerely

[REDACTED]

[REDACTED]

Dear Matt

We are happy with the DDP as it currently stands, hence we fully support the Tumut-Batlow Rail Trail being in the Snowy Valleys Destination Management Plan. It is important to maximise all tourism potential whether it be cycling, walking/hiking, fishing, motor bike touring, horse related activities or just general car touring. All options should be explored and it would be unwise to eliminate possibilities.

Most of the councillors stood on a platform of supporting Rail Trails, we should not be swayed by the opinions of one or two councillors.

Regards

[REDACTED]

[REDACTED]



Forestry Corporation of NSW ABN 43 141 857 613

Hardwood Forests Division

Crown Street Batemans Bay NSW 2536
(PO Box 42 Batemans Bay NSW 2536)

T 1300 880 548

F 02 4472 6557

www.forestrycorporation.com.au

24/05/2018

Natasha Borschmann - Snowy Valleys Council
PO Box 61
Tumbarumba
NSW 2653

Feedback on Draft Snowy Valleys Council Destination Management Plan

Dear Natasha

Forestry Corporation of NSW (FCNSW) wish to thank you for the opportunity to provide feedback on the development of Snowy Valleys Council's new Destination Management Plan.

We have reviewed both the Visitor Services Strategy and the Destination Management Plan and have the following points to pass forward.

General Observations:

Firstly there lacks proper clarification regarding Forestry Corporation of NSW's role as a State Owned Corporation. There also lacks discussion regarding the difference between FCNSW & National Parks and Wildlife Service as land managers. The ability to "bring your dog" when visiting State Forest's is an example point of difference which is worth exploring under pet friendly tourism. Each document describes FCNSW as a private plantation operator, this needs to be corrected to reflect the fact FCNSW is a State Owned Corporation as discussed above.

The author describes numerous examples where council should take the lead on projects that would occupy State Forest. It is critical that these projects are discussed with FCNSW prior to promotion to the general public or grant funding bodies. Developing a partnership after the fact is problematic and runs the risk of negative publicity for both organisations.

We are excited to see reference to the development of authentic Aboriginal tourism opportunities and would support the investigation of opportunities in this field. FCNSW has experience in this area via tailoring experiences at our visitor sites and through partnership with Aboriginal tourism service providers.

Within the SWOT analysis the author notes the large proportion of "low yielding" family visitors to free camping areas or free experiences. FCNSW opposes this viewpoint and puts forward that this is a "Strength" which actually provides "Opportunities" to cafes, restaurants and ancillary services. Our experience is that visitors who save on accommodation will frequently spend this saving within the local visitor economy.



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FCNSW acknowledge the need for improved wayfinding signage across State Forest's of the Snowy Region and have a project in train for the new financial year. This will provide greater clarity with regard to the location of each State Forest and the visitor areas contained within.

Regarding Tourism Governance we would also like to see a deeper discussion relating to the commercial opportunities tourism operators may have on State Forest, with a focus on how council may assist in this process.

Specific observations - Draft Destination Management Plan.

The following points have been passed through from our staff local to the Snowy Valley Region:

- Pg37. 4.5.1 H&H Walking Track traverses through Bondo & Micalong rather than Buccleuch. Please also remove reference to Paling Yards as a location to camp. FCNSW no longer promote this as a camping destination – instead promoting it as a general point of interest, this is due to the surrounding Endangered Ecological Community.
- Pg 57 Nature Based Game-Changer Projects
 - Blowering Dam – This should be a project led by the land manager – either FCNSW or NPWS depending on what side of the Dam.
 - Sugar Pine & Pilot Hill Arboretum are both FCNSW assets within Bago State Forest. Pilot Hill Arboretum is currently listed within planned minor upgrade works for the new financial year.
 - ~~Mountain~~ Alpine Ash Tree Top Walk. Is another project that should be led by the land manager.

Please feel free to contact me via the details below, should you wish to discuss these points further.

Regards,

[Redacted signature block]

Gilmore Progress Association Inc. ABN: 24 249 897 018

Gilmore Hall: 5870 Batlow Road, Gilmore.

Snowy Valleys Council
79 Capper Street,
Tumut NSW 2720

23rd May 2018

Mr. Matthew Hyde GM & Snowy Valleys Councillors.

Re. Snowy Valleys Destination Management Plan (Final Draft Report Submissions)

Dear Matthew & Councillors

Thank you for the opportunity to comment regarding a fundamental Council error. You have included the proposed Tumut to Batlow Rail Trail Project in the final draft of the Destination Management Plan contrary to the Tumut Shire Council resolution Ordinary Council Meeting held on the 23rd February 2016 and the Snowy Valleys Council failure or oversight to notify or consult with the GPA.

*Attachment (1): 75 **Resolved** that Tumut Shire Council support the Gilmore Progress Association in its position on 'rail trail' in the Gilmore Valley.*

The Gilmore Progress Association is fully supported by the Member for Wagga Wagga, Mr. Daryl Maguire MP in their stand to uphold the rights of Farmers and Landholders to farm, privacy, amenity and security over their land.

We include correspondence dated 20th March 2017 resulting from consultation with Mr. Maguire urging the GPA to present him with a formal petition to fully close the "Gilmore to Batlow Branch Line" citing the precedent of the partial closure of the same Branch Line from Batlow to Kunama.

Attachment (2a,2b,2c): FYI a copy of the NSW Gov. ACT and relevant pages, the cover letter and stamped copy of the Petition preamble which was signed by 56 Landholders dissected or adjoining the rail corridor between Gilmore and Batlow.

The NSW Farmers Association Gundagai supports farmers and landholders in Gilmore and Batlow whose properties are traversed or adjacent to the Tumut to Batlow Railway Line, passing a resolution dated 9th February 2017 to Lobby NSW State Government in support of farmers opposed to Rail Trails and have Rail Trails included in the NSW Farmers State Convention agenda.

Attachment (3): Copy of letter from Mr. Derek Schoen NSW Farmers to NSW Deputy Premier Mr. John Barilaro MP.

[REDACTED]

Tasmanian Tourism experts 'Inspiring Place' were hired to conduct the Wagga to Ladysmith Railtrail Feasibility Study, However their presentation created a bombshell when their Director told everybody at the Council Forum "RAILTRAILS ARE NOT ECONOMIC TOURISM DRIVERS" Mr. John Hepper said; "Recreation Trails and Mountain Bike Trails bring far more Tourists." He then proceeded to say Loop Trails or Circuits around towns are far more beneficial for tourism and residents combined.

The NSW Farmers Association Regional Chair Mr. Alan Brown has been successful in liaising with Wagga Wagga City Council on behalf of Farmers affected by the proposed Wagga to Ladysmith Rail Trail.

The Wagga Council active Transport plan link: <http://www.wagga.nsw.gov.au/city-of-wagga-wagga/business/projects/current-projects/active-travel-plan>

Landowners agreed to a conditional lease of the land near their road boundaries along the proposed route to the Council at no charge.

Gilmore and Batlow Farmers are subject to recent NSW Government Bio-Security laws and are required to log all access and stock movements. It is an offence to enter a Farm without first seeing or calling the owner or manager, any unauthorized access can spread disease or incur loss of market access for the Farmer.

The Tumut to Batlow Rail Trail Chair Mr. Phil Barton who professes to have all the answers to farmers concerns was caught in an act of petulant defiance breaching the Bio-Security Act entering the Suttons Farm to photograph the Wreboldera Railway bridge after the Council had passed Resolution 75 supporting Gilmore Farmers and the GPA.

Attachment: (4) Letter to John Holland P/L re. Bio-Security Breach and Trespass.

Gilmore residents are justifiably appalled by the lack of common respect and derision spread by the Tumut to Batlow Rail Trail Committee insulting them, the Mayor and other Councillors with alternative views.

We urge the Snowy Valleys Council to acknowledge and respect the Gilmore Progress Association Inc. position on a rail trails through Gilmore.

Regards
Gilmore Progress Association Inc.



CC. Mr. Daryl Maguire MP

RKS:DVC

Trade and Tourism
Xref ID: 1922348

1 March 2016

Tumut Shire

[REDACTED]
Gilmore Progress Association
PO Box 24
TUMUT NSW 2720

Dear [REDACTED]

Opposition to the Rail Trail through the Gilmore Valley

Thank you for your correspondence expressing your opposition to the proposed Rail Trail through the Gilmore Valley.

Your correspondence was included in the correspondence section of the Ordinary Council Meeting held on the 23rd February 2016. At that meeting Council resolved;

75 RESOLVED that Tumut Shire Council support the Gilmore Progress Association in its position on 'rail trails' in the Gilmore Valley.

Cr G Pritchard / Cr P Cross

This resolution will now govern Councils strategic consideration of the proposed project.

Yours faithfully



R K Stewart
GENERAL MANAGER

Gilmore Progress Association Inc.

Gilmore Hall: Batlow Road, Gilmore.

Member for Wagga Wagga
Mr. Daryl Maguire, MP
76 Morgan Street
WAGGA WAGGA NSW 2650

20th March 2017

Re. Petition to close The Gilmore to Batlow Rail branch line

Dear Daryl

We thank you for your patience and understanding over the many years the Gilmore residents have battled against the Rail trail.

During our recent visit to your office we discussed a broad range of issues including the cost of building Rail trails, maintaining rail corridors, the Gilmore Community's preference for the line to be completely closed and converting the rail corridor to Crown Land for disbursement.

We also discussed the fact that a precedent had already been established in closing part of the Gilmore to Batlow branch line (the Batlow to Kunarma portion) and felt the same argument and outcome could be justified for the complete closure of the branch line.

The Gilmore Progress Association Incorporated therefore presents this Petition on behalf of all affected Gilmore and Batlow residents that are identified on the Satellite images provided.

We attached for your information the Act No. 19, 1961 which deemed the Kunama portion closed the 1st February 1957. We also include some of the Hansard record discussing the closure and the original Act No. 20 1919 The Gilmore to Batlow Railway Act.

We hope you, the Ministers and the Parliament support the good people of Gilmore in our desire to close this disused branch line and believe Tourism and the Cycle fraternity can be supported in so many other ways.

Kind Regards


Secretary Gilmore Progress Association Inc.

Maguire
03.04.17

Minister Constance

PRESENTED BY
Daryl Maguire
AND RECEIVED

4/4/17
In accordance with Standing Order 120
I certify that this Petition conforms to
the requirements of the Standing Order

Helon Minnicass
Clerk of the Legislative Assembly

PETITION

**To the Honourable the Speaker and Members of the
Legislative Assembly of New South Wales.**

The Petition of Farmers and Residents owning property traversed or adjacent to the Gilmore to Batlow Railway Branch Line in the electorate of Wagga Wagga.

Brings to the attention of the House the inordinate amount of stress and anxiety endured by the residents opposing Rail Trails in our area for over 13 years. This is due mainly to varying Government policy, Rail Trail lobby groups and harassment by proponents and advocates. The Gilmore to Batlow Branch Line was first partially closed in 1957, it has not carried passengers since 1975 and has been non-operational since 1984.

It is unlikely the line will ever open again because of the decline in population, the closing of the Batlow Cannery and the area is now serviced by buses and road transport.

The line has a long history of landslips being the steepest grade in NSW and should be officially closed.

The undersigned petitioners therefore ask the Legislative Assembly to close the remaining portion of the Gilmore to Batlow Rail Branch Line.

We ask the House to then consider 2 options.

1. To instruct the Crown to sell those portions of rail corridor either traversed or adjacent to Landholders at unimproved land value to those adjacent Landholders.

Or

2. To instruct the Crown to hold the land for future Rail use and lease to adjacent Landholders in perpetuity.

**GOVERNMENT RAILWAYS AND TRANSPORT
(AMENDMENT) ACT.**

Act No. 19, 1961.

An Act to make further provisions relating to level crossings over railways and the power of The Commissioner for Railways to enter into special contracts for the carriage of goods or parcels; to make provision for the recovery of payments made by The Commissioner for Railways, The Commissioner for Government Transport and The Commissioner for Motor Transport in respect of injuries arising out of and in the course of employment; to penalise persons avoiding payment of certain charges; to discontinue the operation of certain Railway lines; for these and other purposes to amend the Government Railways Act, 1912-1959, and the Transport Act, 1930-1960; to validate certain matters; and for purposes connected therewith. [Assented to, 27th March, 1961.] Elizabeth II,
No. 19, 1961
BE

Government Railways and Transport (Amendment) Act. 175

(c) the cessation of operation of that part of the railway between Batlow and Kunama constructed pursuant to the Gilmore to Batlow Railway Act, 1919, shall be deemed to have commenced on the first day of February, one thousand nine hundred and fifty-seven. No. 19, 1961

4. The Transport Act, 1930, as amended by subsequent Acts, is amended by inserting at the end of section one hundred and twenty-four the following new subsection:— Amendment
of Act No.
18, 1930.
Sec. 124.
(Officer
incapaci-
tated by
injury.)

(4) Where the injury for which any amount is payable under this section was caused under circumstances creating a legal liability in some person other than the Commissioner to pay damages in respect thereof— cf. Act No.
15, 1926,
s. 64.

(a) the officer who has been so incapacitated may take proceedings both against that person to recover damages and against the Commissioner to recover the amount payable under this section but shall not be entitled to retain both damages and such amount.

If the officer recovers firstly the amount payable under this section and secondly damages he shall be liable to repay to the Commissioner out of such damages the amount which the Commissioner has paid under this section in respect of the officer's injury and the officer shall not be entitled to payment of any further amounts under this section.

174 Government Railways and Transport (Amendment) Act.

No. 19, 1961

**Cesser of
operation of
The Rock
to Westby,
Roslyn to
Taralga,
Batlow to
Kunama
Railway
Lines.**

3. (1) The Commissioner for Railways shall cease to operate the railways constructed pursuant to The Rock to Pulletop Railway Act, 1919, and the Roslyn to Taralga Railway Act, 1915, and that part of the railway between Batlow and Kunama constructed pursuant to the Gilmore to Batlow Railway Act, 1919, and any duties or obligations imposed upon The Commissioner for Railways by the Government Railways Act, 1912, or the Public Works Act, 1912, as amended by subsequent Acts, or any other Act of Parliament, or by agreement, contract, deed or by operation of law in relation to the said railways or to the said part or any of the lands or works connected with or adjoining to either of the said railways or the said part, or the carriage of persons, animals and goods upon either of the said railways or the said part, are hereby extinguished.

(2) Any land resumed or taken for the purposes of the works described in the respective Schedules to The Rock to Pulletop Railway Act, 1919, or the Roslyn to Taralga Railway Act, 1915, or for the purposes of the works between Batlow and Kunama described in the Schedule to the Gilmore to Batlow Railway Act, 1919, may be dealt with as superfluous lands under the Public Works Act, 1912, as amended by subsequent Acts.

(3) The provisions of this section in their application to:—

(a) the cessation of operation of the railway constructed pursuant to The Rock to Pulletop Railway Act, 1919, shall be deemed to have commenced on the tenth day of July, one thousand nine hundred and fifty-six;

(b) the cessation of operation of the railway constructed pursuant to the Roslyn to Taralga Railway Act, 1915, shall be deemed to have commenced on the first day of May, one thousand nine hundred and fifty-seven; and

(c)



Derek Schoen
President

15 March 2016

The Hon John Barilaro MP
Minister for Regional Development
GPO Box 5341
SYDNEY NSW 2001

Dear Minister

Re Rail Trails

I am writing to update you on a recent resolution passed by NSW Farmers members in Southern NSW regarding rail trails.

NSW Farmers opposes the construction of rail trails on disused rail corridors unless it can be demonstrated that a majority of adjoining landowners fully understand and support the proposal. This support should be demonstrated before any public funding or approval is awarded for a project.

As you are aware, NSW Farmers' members in Southern NSW have been actively engaged with a number of proposed rail trails. These include the proposed pilot between Tumbarumba and Rosewood, as well as the mooted rail trails between Tumut to Batlow, Coolac to Tumblong (Gundagai) and north from Wagga Wagga.

Resolutions were passed by NSW Farmers' Wagga Wagga Branch (2006) and by the Tumbarumba Branch (2009) opposing the rail trails in their respective areas. There is overwhelming opposition from adjoining landholders to the proposed Tumbarumba to Rosewood line. I understand that your office has received signed declarations from individual landholders to that effect.

In February 2016 the NSW Farmers' Gundagai Branch met and passed a motion opposing both the proposed Tumut to Batlow line and the Coolac to Tumberlong line, recognising that a majority of adjoining landholders opposed the proposals.

NSW Farmers also understands that the Tumut Shire Council has recently voted against supporting the Batlow to Tumut rail trail.

As you indicated in your letter of 5 August 2015, the NSW Government will be seeking to amend *the Transport Administration Act 1988* before any projects commence. NSW Farmers understands that considerations of how this Act might best be amended have been referred to the *Tumbarumba Rail Trail Steering Committee*, headed by Margaret O'Dwyer from the Office of Regional Development.

NSW Farmers has been in communication with Ms O'Dwyer, and has requested that the association receive regular updates on the work of the *Steering Committee*.

Ms O'Dwyer has indicated she is happy to provide updates to the association and we look forward to receiving these in the near future.

We appreciate the proactive approach that you have taken on this issue to date. However, given that work on the Tumbarumba to Rosewood Rail Trail is intended as a pilot for future projects and is opposed by a majority of landholders, we are keen to meet with you as soon as possible on any proposed legislative change so that we can provide guidance to our members.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Schoen', written in a cursive style.

Derek Schoen
PRESIDENT

CC: The Hon Katrina Hodgkinson MP
Member for Cootamundra
Parliamentary Secretary for Southern NSW

CC: Mr Greg Aplin MP
Member for Albury

CC: Darryl McGuire MP
Member for Wagga Wagga

Gilmore Progress Association Inc.

Gilmore Hall: Batlow Road, Gilmore.

Kristy Morris
Property Officer
Country Regional Network
John Holland Pty Ltd
5th June 2017

Re: Breach of biosecurity protocols

Dear Kristy

We are writing to you as property officer for John Holland in our region regarding possibly dangerous and unwelcome access to the Gilmore Railway Corridor near Wereboldera Siding, Gilmore.

As you know the Gilmore to Batlow railway corridor has never been fenced and adjoining properties have always had consent to graze sheep and cattle over the line as it intersects their paddocks.

The problem facing our farmers is the unannounced entry of Rail Trail Advocates to enclosed lands that the rail corridor traverses possibly endangering themselves and moreover breaching biosecurity protocols. Some of the farmers in the Valley have Maremma Sheep dogs to protect stock from wild dogs and other predators and it is currently the calving time for Angus cows which are notoriously protective of their calves.

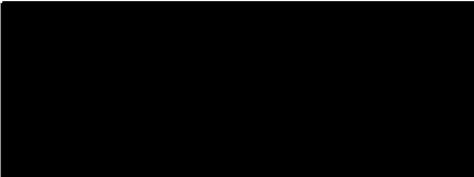
[REDACTED] Chair of the Tumut to Batlow Rail Trail Committee has posted a series of photographs on their Facebook page showing his vehicle and also a young Angas calf in photos and other various locations including the rail bridge at the Gilmore Creek. He reports to have permission from Authorities to enter the Rail Corridor but as you would know all utilities and Government departments must comply with biosecurity protocols and report to the owner so that the entry and the history and precautions following previous farm visits can be recorded in the farmer's biosecurity log.

We would appreciated your response as to whom and how many Rail Trail advocates have authority to enter the Tumut to Batlow corridor and what protocols they have been instructed to observe so that appropriate action can be enforced.

Kind Regards.

[REDACTED]
Secretary GPA

23 May 2018



Subject: Tumut-Batlow Rail Trail Project

Dear Sir,

I would like to add my support to the construction of the proposed Rail Trail between Tumut and Batlow. I have walked the old railway line from Kunama to Batlow and then onto Gilmore where the station once stood in my teenage years and still have vivid memories of the beauty of the area.

I enjoy walking trails and, have walked hundreds of kilometres in the Snowy Mountains the Jungungal Wilderness Park, the Hume and Hovell trail from Yass to Albury to name a few.

I can appreciate the concerns of a few of the residents who reside in the picturesque Gilmore Valley, but I think from what I have read about how the Rail Trail Committee can allay the concerns needs to be taken on board so that this wonderful location can be appreciated by dedicated walkers and bike riders.

This is public land and only a portion will be used, and safeguards will need to be put in place to protect the rights of all neighbours to the trail.

The economic benefit for the district will be immense if the success of rail trails in Victoria are used as an example. I have personally been a regular visitor to North Eastern Victoria over the past 4 decades and marvel at the growth of

towns such as Myrtleford and Porepunkah compared to the decline of Tumut and Batlow over the same period.

We are leaving for a 3-night stay in the Ovens Valley area with 3 other couples on Friday to enjoy the trails and our spending will help the local economy as we enjoy the location and the facilities that rails trails have helped deliver. My neighbours in Evatt along with 3 other couples are currently enjoying 4 days in Gippsland Victoria riding on bike trails.

It is inconceivable to see that the Mayor of SVC is openly opposed to this development. Perhaps he is reverting to the old Tumut Shire Council "can't do attitude" instead of taking a leaf out of the old Tumbarumba Shire "can do attitude" and develop SVC into a council for the future of this beautiful region.

Our elected leaders should be supporting the clear majority rather than pander to the very small minority of self-interested individuals. This is especially so when considering the opposers, have little or no basis to stop the general public accessing public places.

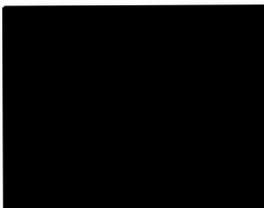
The Tumut Batlow Rail Trail will help bring people to the region and provide recreation for locals. I see some economic improvement in the short term but enormous assistance to the regions financial viability in the long term. Now the Rosewood to Tumbarumba trail looks like being a reality it is essential that Tumut to Batlow progress.

From my experience over many decades of walking, bike riding and cross-country skiing is that the concern of vandalism and littering the country side is unfounded as the people who use these types of facilities are there to enjoy not tarnish the landscape.

I only spend about 6 months of the year at home base and enjoy meeting other travellers and can honestly state that almost 100% of people I talk to are in favour or have not got an opinion on rail trails. I cannot recall anyone who has major concerns about facilities such as rail trains.

The proposed trail will provide both a healthy recreational and an economic benefit to the region and in the short-term Batlow and Tumut and your efforts to progress this facility has my unqualified support.

Sincerely





Hi Tash,

Thank you for allowing me to provide feedback on the development of Snowy Valleys Council's draft Destination Management Plan. I have had a read over both the Visitor Services Strategy and the Destination Management Plan and I have some feedback to provide on both documents.

I must mention firstly, that as a resident on and off for 35 years, I was a little concerned as I read along that the consultant had not seemed to have undertaken much, if any, background research into Forestry Corporation or our management policies/procedures of recreation and tourism as compared to their obvious knowledge of National Parks management, nor is there any mention of Jingellic as an area of opportunity and focus to capture tourists entering our region from the Upper Murray/ NE Victoria.

The lack of acknowledgement of Aboriginal occupation in the old Tumbarumba Shire is not made mention of either even though there is much evidence of there being so. Given my own Indigenous heritage and my occupation involving Cultural Heritage management I know of many, many sites in our local area. The wonderful council run Tumbarumba information centre even has the most amazing Coolamon on display. Perhaps this was an oversight??

Please see below my feedback on both documents:

Visitor Services Strategy

- Throughout the document, the author refers to national and state parks whereas this should be changed to national parks and state forests as there is a difference in how these two forested landscapes are managed and legislated which in turn creates differences in tourism and recreation management activities and how each can respond to and fund projects. Each also has different environmental protection obligations and restrictions.
- Pg 19 Table 3. My personal view is that I believe the Tumba Cup Race Day in February, the Tumut Boxing Day Races, Zone 20 Pony Club Camp in Tumbarumba and the Khancoban Fishing Classic should all be included in our major events within the region.
- Pg 27. Figure 15. Since the Strategy was written and my previous feedback submitted to Council prior to public viewing of the document, the 3 different signs for SugarPine Walk on Batlow Rd as shown in Figure 15 has now been reduced to 1. The most recent blue street sign style sign remains whilst the two old style signs were removed in line with Forestry Corporations' current branding program. Branding and signage upgrade of FCNSW recreation sites and forest entrances is currently in progress and this roadside area should also be considered in FCNSW's program. As a side note, the old Tumbarumba Council erected sign at Lochinvar Feeder picnic area is not consistent with

any branding anywhere else in our area and actually contains false information about our forest history, industry and tree species and should be removed.

- Pg 30. Tourism Maps. FCNSW can tie in here with Council by updating and then officially releasing and promoting our own free App ‘My Visit – NSW State Forests’ available now from the iTunes app store.
- Pg 34. 8.1 Direction 4. Personally, I believe an unmanned information service should also be located at Jingellic to capture the visitors coming in from the Upper Murray and NE Victoria. The Jingellic Store, Hotel or even Council’s own free camping ground would be ideal.
- Pg 35. 8.2 Direction 6. Council, FCNSW & NPWS should use and promote each other’s social media sites and taglines to further increase online exposure for our region e.g. #visitnswforests etc
- Pg 35. 8.3 Direction 8. ‘Signage guidelines for attractions that are not under the jurisdiction of NSW Parks and Wildlife’ may well be under the jurisdiction of other agencies which includes the mentioned Sugar pine walk!! I agree that Council does need to brand themselves consistently at their own managed sites, but at FCNSW managed sites, this should be left to FCNSW as part of our current Tourism Branding strategy that has begun for the State Forests of the Snowy Mountains similar to other projects in our broader State Forest areas across the state.

Destination Management Plan

- Pg37. 4.5.1 H&H Walking Track traverses through Bondo & Micalong rather than Buccleuch. Just a typo there! Also, I’m not very comfortable with promoting the Paling Yards too publicly due to the sensitive natural environment at that site. FCNSW have actually now changed this site on our own maps from an official campground to a Point of Interest/Bush Camp. We have concentrated our recreation upgrade efforts at Paddys River Dam where environmental issues are not so great. Camping is still allowed at Paling Yards but we have had discussions on reducing the widespread promotion to reduce the environmental impact at this site.
- Pg 42 Table 8. Seems to be missing Tumba’s other great motel owned and operated by the Bowling Club as well as the camping and cabin facilities at the Rosewood Golf Club.
- Pg 57 Nature Based Game-Changer Projects
 - Blowering Dam – great concept but this should be a project investigated by the actual land manager – either FCNSW or NPWS depending on what side of the Dam.
 - Sugar Pine & Pilot Hill Arboretum are both FCNSW managed sites so the proposed ‘masterplan’ should not be a Council project but rather any upgrade works should (and are currently being) incorporated into FCNSW’s current State Forests of the Snowy Mountains project. Remove this Project from the Document.

- Mountain Ash Tree Top Walk. Sorry but this is my Forester pet hate right here! Correct species here is Alpine Ash. Mountain Ash is across the state border into Vic and Tassie. Again, poor research on the consultant's behalf. A good concept in theory but would need to be further investigated for compatibility with current forest activities and environmental sensitivities and whether this was to be located on either FCNSW tenure or on NPWS tenure. Again, this should not really be a Council project but rather something for either of the two forest based land management agencies to discuss and consider given our own in-house agency knowledge of ecological and cultural heritage exclusions and sensitive areas as well as our own state based legislation and restrictions as I outlined above.
- Pg 60 Cycling Game-Changer Projects
 - Hume & Hovell MTB Trail – I won't add any further comment here as I already provided feedback via Brendan Grimson as I couldn't personally attend the recent meeting with council & the masterplan consultant.
 - I do love the idea of a bike playground at the creekscape as this would tie in nicely with our current equipment and exercise area. The current exercise area plus any new bike focused play areas need to include weather/shade shelters of some kind so their use is extended into very hot or even light rain days.
 - The establishment of a formal MTB park in conjunction with the Police Paddock would be ideal. Some signage leading off Gilbert St is required also.
- Pg 63 Food & Agritourism Game-Changer Projects
 - The cannery buildings in Batlow certainly could do with a facelift! I think the cidery experience plan for this location is fabulous if it fits into the current owners plans.
 - Our Region could certainly piggyback on the NE Vic High Country Harvest <https://www.highcountryharvest.com.au/> . We are right next door and have very similar opportunities. Events have been held as close as Towong during the 2018 event.
- Pg 66 Asset Game-Changer Projects
 - Brindabella Road Upgrade would definitely be a game-changer!! Both FCNSW and NPWS could also benefit from this and both agencies could increase signage and tourism awareness at that north eastern gateway to our respective areas. Both agencies and Council could also then look at promoting our region into the Canberra market more frequently.

I am happy to discuss or clarify any points I have raised 

Kind Regards,





23 May 2018

The General Manager
Mr Matt Hyde
Snowy Valleys Council
76 Capper St,
Tumut, NSW 2720

mhyde@snowyvalleys.nsw.gov.au

Rail Trails Australia Inc.

ABN 94 479 743 813

PO Box 2127

Oak Park, Vic 3046

Phone: 03 9306 4846

Email: admin@railtrails.org.au

Support for Tumut Batlow Rail Trail in Draft Destination Management Plan

Dear Mr Hyde

Rail Trails Australia strongly supports the inclusion of the Tumut Batlow Rail Trail in the Snowy Valleys Destination Management Plan.

It will be a fantastic asset for the region, both for residents and for all the other people in Australia and overseas that would love to experience your beautiful area from the safety and gentle gradients of a rail trail.

Rail Trails Australia (RTA) is the national organisation promoting the use and development of rail trails throughout Australia. All over Australia and internationally, former rail lines have been converted into multi-use trails by councils for walking, cycling and horse riding, providing a safe, health-promoting corridor between communities for locals and visitors alike. Please refer to our website for more information.

RTA has supported local groups wanting to establish the Tumut Batlow Rail Trail for nearly 15 years now, after first viewing the corridor. RTA's support is based on experience that this corridor has the potential to be a very successful rail trail given it has most of the key features including:

- Spectacular scenery,
- Tumut and Batlow are both attractive towns for visitors, and
- The distance between Tumut and Batlow is perfect for less fit cyclists only wanting to go one way in a day, or fitter cyclists doing a return trip.

A successful rail trail is one that is well used and attracts many visitors from outside the region. Having experience with over 100 rail trails RTA believe the Tumut to Batlow Rail Trail would be successful.

The economic benefits to attracting many visitors has been well documented from the 2006 feasibility study and by other organisations who have made submissions on this Management Plan.

The many other benefits of the rail trail to the community, particularly that it will be a backbone of other trails and activities, are well documented in the Rail Trails for NSW submission.

The Snowy Valleys region has the Tumbarumba to Rosewood Rail Trail, the pilot rail trail for NSW. Like everywhere else in Australia, RTA is very confident that this rail trail will demonstrate that



perceived issues with rail trail that are addressed are quickly forgotten, and the rail trail is viewed as a positive for the whole community.

Having a second rail trail in the Snowy Valleys shire would really increase the motivation for the increasing number of people who love experiencing a region by walking and riding, and love rail trails, to visit (and revisit).

Once again, we congratulate the council on taking the opportunity to further enhance the appeal of your region and include the Tumut Batlow Rail Trail in the Snowy Valleys Destination Management Plan.

Yours sincerely

[Redacted signature]

[Redacted contact information]



Destination Master Plan Input re Snowy Valleys Council

General Comments

The SVC area needs to be looked at as a whole.

- Whilst it is centrally situated between the major capitals it is too distant for simple day trips and as the attractions are mostly small we are unlikely to draw tourists in a constant stream unless they are coordinated across the whole council area.
- Our area's strength is affordable family tourism in a safe natural area in a world of increasing degradation. Our attractiveness is augmented by traditional rural activities, a modern timber industry and the Snowy Hydro system.
- Our trees are significantly better than Canberra etc because of the better soils, higher rainfall and because of long established native and exotic stands
- Standalone festivals have a place but mostly are open to competition from elsewhere.
- Access to the SVC area is by road and a limited country link service. In the past there was a light aircraft service to Sydney and also to Canberra/Wagga. Presently the airfield has limitations which should be addressed. Caravan/campervan and motorbike traffic is steadily increasing but coaches not so.
- Accommodation is mostly limited to dated motels and hotels and some airbnb.
- Maps are many but very disjointed and old.
- Signage generally is haphazard and inadequate

Specific Suggestions (in no order)

- Produce a circular SVC tourism trail map with optional side diversions and also different special interest versions.
 - a. Tumut-Batlow-Back Kunama Road-Laurel Hill-Tumbarumba-Courabyra Road-Old Tumbarumba road-Tumut.
 - b. Some diversions:- Pilot Hill, Khancoban, Adelong, Talbingo to Batlow.
 - c. Some versions:- Tree Trail, Harvest Trail, Snowy Hydro Trail
- The tree trail be connected to the National Arboretum via the Kurrajongs at Wee Jasper or the Brindabella Road.
- Discuss with State Forests the permanent preservation of Pilot Hill, sugar pine walk etc
- Ensure the preservation of public access to the Hume and Hovell Track, and lobby for complete mobile coverage
- Help the coordination of open gardens/art shows /etc
- The SVC harvest trail concept to include roadside stalls and local restaurants etc
- Promote the Tumut River for canoeing
- Extend the riverwalk to circle around the back of the golf course
- Extend the river walk to junction bridge
- Help restore Trout "fish out" facilities.

- Encourage development of Tumut as an electric car charging centre
- Encourage coordination of some of the district show categories by giving SVC trophies (in consultation)
- Upgrade the electricity capacity of railway precinct (for markets/ caravan overflow)
- Identify and promote a site for a modern hotel
- Extend Tumut airport
- Explore the possibility of tourist guide training
- Extend the rail trail at Rosewood to the golf club
- Lobby for the country link service be extended to 7 days a week (now not on Saturday) and for larger coaches re restored (the seats are too close).
- Wait for the Tumbarumba-Rosewood rail trail to be completed and assessed before considering any other rail trail
- Explore the possibility of restoring the MBT at Khancoban along the lines of Derby, Tasmania

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Hello Natasha,

At 3.00pm today our committee is delivering a folder to the GM Mr Matthew Hyde containing hard copies of our Change.org and Ciderfest petitions, inside the folder is another three letters of support for the Tumu-Batlow Rail Trail Project.

We trust these documents will form part of the public exhibition response to the Draft Snowy Valleys Destination Plan. Attached above is electronic copies of the Change.org petition.

Regards [Redacted]

Tumut-Batlow Rail Trail Committee.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Miriam,

Thank you very much for the time on the phone this morning. I am sure that you understand our frustration.

I am taking a short cut by sending my response this way as I have spent so much of my life filling in forms and getting nowhere.

I therefore comment.....

1.This study and plan must have cost a lot, as so many have before it, but does contain some insight and useful observations.

2.The study seems to be Tumut and Tumbarumba centric. (with a much lesser regard to the region).

3.I concur with the observation that particularly Tumut lacks good quality eating /refreshment establishments, particularly on weekends. But how do you get people to open when it is not viable? Over the years I have suggested a roster system, at least until things become more viable. The short sighted (by Council) introduction of Woolworths, Coles, Caltex , Etc have gutted the local economy. Small business (as opposed to Visy and the above) dominate Council perceptions.

4. Likewise,the study seems to imply that the Tumut River is the only one (Now ruined anyway by its continuous high flow to suit irrigators downstream). The Goodradigbee, Upper Murrumbidgee, Goobragandra ,etc .appear to not rate a mention.

5.Mention is made of Miles (Stella) Franklin with no reference to her childhood home ("Childhood at Brindabella") nor regional areas such as Brindabella.

6.Brindabella road is mentioned a few times, but the fact that it is not signposted as one exits Tumut is just one of hundreds of omissions in signposting. (Brindabella itself is not mentioned as far as I can see).

7. "Glamping" is frequently suggested, but only in National Parks. Whilst substantial, the National Parks do not constitute all of the region.

8. Whilst on accommodation, there are a couple of mentions of Brindabella accommodation. One is nowhere near Brindabella. The information on accommodation actually at Brindabella (Ours: Brindabella Homestead and cottages, as well as others) is totally wrong. Let us hope that the research is better in other directions and not just desk based.

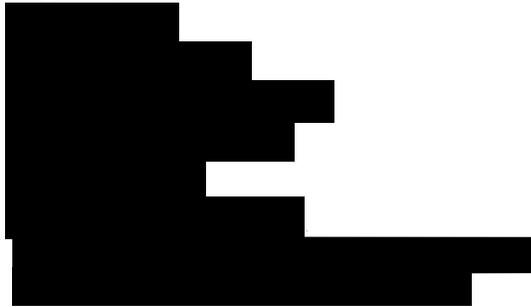
9. There appears to be an obsession with cycling. Cycling is once again becoming more popular (after a relapse of around 50 years or more). Cycling venues in themselves may be useful and attractive. Cycles on existing roads in the Shire is a significant hazard and a positive disincentive to travellers in buses or cars. And the number of people arriving by cycle is insignificant as compared to car, bus or train. Also why not push for a re-opening of the Gundagai/Batlow rail link, as is being successfully undertaken in Australia and overseas?

10. Very little mention was made of communication. The fact that there is no mobile phone coverage outside the towns is a huge disadvantage to modern day travellers/tourists. (Who seem to have lost touch with their roots).

11. Substantial weight is accorded to Sydney and Melbourne. OK, both large cities and a day away in both directions. Why not equal emphasis to the closer markets of Canberra, Queanbeyan, Yass, Goulburn and the NSW south coast?

12. The study and recommendations seem to rely heavily on grants and government hand outs. Has not anyone realised that small businesses in the regions have already invested hundreds of millions of dollars, and would invest more themselves IF Council and other governmental bodies were less inhibiting to business? After more than 30 years in the tourism and other businesses (60 years) I cannot believe that we are forced to suffer so many negative impacts.

Regards,

A large black rectangular redaction box covers the signature and name of the author. The redaction is complete, obscuring all text in this area.



Attention - General Manager, Snowy Valleys Council

I am writing to express my feedback regarding the draft DMP document. Overall I think this is a great document, with interesting data and findings. I also believe the consultants have done a great job in understanding where our strengths are, but more importantly where our weaknesses lie.

I would like to make a few comments:

- I would agree that all accommodation and food and beverage options are dated and off trend. None are appealing to the millennial demographic (Apart from Nimbo). The document suggests that the council support the new TRBC, and i would like to see added, that other new or refurbished food or accommodation businesses would also be supported (as i suspect more will appear in the next 10 years.)

- I LOVE the idea to explore the development of a Riverfront Activation Masterplan. A Tumut river and Tumut township link. ie upgrade to Bila Park!!

- I believe all items in table 9.3 should remain. Setting this area as a Cycling destination is a fantastic and highly achievable idea. I fully support the development of the Batlow to Tumut rail trail and this item should NOT be removed from the DMP.

- Other ideas that I do not want to see removed are:
 - Brindabella Road
 - Blowering eco accommodation and cafe
 - Wellness retreat opportunity for an investor
 - Tumut River walk loop to be completed

- Table 10.3 show ideas for food tourism improvements. I would like to see the "Our Table" long lunch added to this list. We (the committee) are proving that this is a highly successful and popular lunch and we are already celebrating seasonal and local food. This is a NFP run event and we should be recognised to get Council support in this document.

Thank you for the opportunity to provide support. I do hope our Councillors listen to the community.

Regards,

A black rectangular redaction box covering the signature of the sender.



In General, excited by the DMP lots of good stuff but some important things overlooked/need editing
Key areas that have been either missed or not emphasised enough:

- Four seasons for distinctive natural beauty and capacity to grow niche produce'
- Most scenic gateway to the Australian Alps
- Berries, truffles, hazelnuts, chestnuts and of course apples – we can be famous for speciality produce
 - Support to market and showcase this within and beyond our region and ensure we back our farmers
 - Any restaurant In the world can use the produce from anywhere – we are so blessed to have this speciality food grown here so focus should be on the producing side of it- driving past apple orchards, visiting a chestnut farm... and where visitors can experience it locally– eateries, events, producers.

Agree need to expand marketing focus for resources vs visitor centre spending as **getting people here is our biggest challenge**. Once people come they experience it and love it and want to return.

Love the idea of Dark Sky project

IN SECTION 4.5.3

Missed out Tumbarumba Local Produce & Handmade Monthly Market held lawns of Nest
The other truffleries, chesnuts
And Wilgro Cider

Have an issue with:

“Visitor activity data highlights a low proportion of visitors who are eating out when compared to the Regional NSW and conversely a much larger proportion who are experiencing nature-based tourism activities. This highlights the strength of the region in nature-based tourism but also highlights the need for Snowy Valleys to deliver an improved food and beverage experience, which can leverage from the region’s local produce strengths”

Caution with these assumptions from statistics.

It’s a strength and uniqueness that visitors come for our nature based activities including bbqs picnics fishing etc THIS IS the reason dining out is going to be a lower percentage than other shires(indigo) not necessarily that there are limited options. People want to experience the outdoors so that should always be a higher percentage.

As a venue centred around a local produce authentic experience etc we are after 9 years just becoming viable seeing in past couple of years more consistent tourism growth (tourism is critical to our business). We have hung in with the hope tourism will grow and we can be a consistently profitable business. Council role is to support and promote what we do have and allow organic authentic growth of new business as the demand grows not necessarily create more places. Grow the pie first through marketing our region strengths otherwise the pie is not big enough to go round and existing business will fail. Reality is if another eatery opened in town, we currently haven't got enough tourists to go round. We still have empty tables at nights and rarely sell out in the cinema. (yet whenever visitors come they love it and can't believe there aren't more people there)

Including the Tumut Brewing Co as a project is a problem. Singling out businesses in strategic plan seems to be a conflict of interest. Each business has their own goals and growth plans. Council's role is to remove barriers and encourage growth of business and help market. Nest for example already runs and continues to plan events that draw in producers, vignerons, arts, film, live music. I don't expect this to be on council's plan but expect council to help us in promoting what we offer to the market. (perhaps I can discuss this further with the DMP writers???)

NEED TO INCLUDE

- Council to foster growth through business/industry collaboration not stand alone businesses. EG packaging support, offer matched investment for promotion to businesses working together to further the tourism goals.
- Opportunities/ways council can support growth of tourism – mentoring, coaching, training for tourism businesses who demonstrate value add to our tourism economy.

Backing business not council pushing or deciding what's needed. Successful authentic/unique businesses and events come from passionate people who seek opportunities and make it happen. If council invite or try and get for eg new private enterprise, it can threaten existing business and also bring in 'tourism business for sake of tourism' not authentic and aligned to our shire's unique offering. The right people who want to live here will find the right opportunities. Council just need to be supportive and help foster collaboration between businesses and promote area to the world.

OTHER unique opportunities overlooked

Snowy Valleys is home to two very unique cinemas – The Montreal Theatre and Nest Dine In Cinema in historic Masonic Lodge. PLUS the Woodland Film Festival

22% of visitors came to movies vs 18% in Indigo shire. 20% came for wineries.

These are unique cultural/arts attractions that visitors get very excited about. It's different from the city. It's personal, charming, historic and experience/service based. Can this be included as a tourism product to promote?? Happy to discuss as I don't want it to be just about my business but with Montreal and Woodland Film Festival we have a niche offer.

Tour route for live music/arts/cultural events

With location between Melbourne & Sydney, we are ideally situated to be a venue for bands travelling between festivals. Nest has been approached by a number of bands touring who want to do a show between capital cities and align with creative intimate venues. We've hosted some incredible bands who have then shared their experience with others and booked future gigs with us. It also means they as visitors go and promote Tumbarumba.

We as a region can really capitalise on this. The local crowd isn't enough to support these bands but to visitors we as a shire can add this to our bespoke tourism product. To experience quality

arts/culture/live performance in small charming venues at night and explore the natural beauty by day could be a huge drawcard to the millennials and mountain biking target market

Happy to discuss further and assist getting this right as my business and my family are now dependant on tourism for our future.

Thankyou & regards

[Redacted]

Dear Miriam

Thank you so much for sending this through. It is an excellent report that I wish to look over in much greater detail - nevertheless the quick scan I have given it appears to be well researched with some very important ideas that need to be captured.

I will be very interested to know when it goes to final form and what the action plan will be that results from this stage.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gosh Miriam

This is an impressive and I have to say useful document.

I will be looking more closely at this when we are ready to promote our Self-contained B&B (yet to be built!).

I think the cycling focus is really important as is the focus on local food and natural assists.

I'm not sure i have critical feedback except to say that in my experience tourists really do want local and authentic experiences including local food.

I have already held a few events here and been involved lamb wise with the Taste of Tumut events. I am very keen to be part of any forthcoming food focussed events and love the idea of a LONG TABLE down the Adelong main street in Autumn when it looks its best.

We will be having short tables here on our verandah at some point - degustation menu with EVERYTHING from our farm.

I will keep you informed and thank you for including me!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hi Miriam,

Possibly the most important point that needs to be made clear. This DMP does not cater for the anticipated growth within the Industry. None of Councils plans avail themselves to the reality that Tourism /the Visitor economy will be one of 5 super economic drivers of our nation, Council's strat plans are only looking toward 2028 WRONG.

The DMP should align with the Deloitte's report. Has Council knowledge or awareness of the Deloitte's report.

Regards

[REDACTED]

[REDACTED]

Good morning,

Touched on the DMP thru feedback form, however with 500 characters only one only touches the sides and question is this just a feel good exercise for Council to tick a box and please do pass this on to the new GM.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hi Natasha,

It's been brought to our attention that our farm business - [REDACTED] has been mentioned in the SVDMP in [REDACTED] as a visitor attraction.

While we are flattered to rate a mention & would dearly love to open out gates to visitors, or better still, a lovely rail trail running through or past our property, we cannot be listed as a visitor attraction.

We are located on a road that council have deemed unsuitable for retail or visitor traffic. As such, we should not be listed as a visitor attraction. Which is a shame because it is a stunning place & would make a fantastic rail trail stopover & a great opportunity to promote our region's fantastic & diverse produce. We wouldn't want to sell alcohol, just promote the beautiful produce we have in the area & the fantastic natural attributes the area has. Unfortunately we have feral horses too, I don't rate them highly at all.

If you could please do 1 of 2 things for me. Either request to have our name removed from the list of visitor attractions or, preferably, reclassify [REDACTED] as suitable for visitor traffic & we'll take care of the rest. The latter is our preference, the former probably a lot easier for you.

Regards

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Dear

Pedal Power are really excited that the Snowy valley Council working to make the Snowy Valleys a premier cycling destination, and in particular the prospect of the establishment of a rail trail between Tumbarumba and Batlow extending the existing trail from Tumut.

If established this will quickly become a popular cycling destination for many Canberra Cyclists. Pedal Power would also be interested in working with the SVC to explore options of running tours or events along this trail.

Yours sincerely

[Redacted]
Pedal Power ACT Inc
[Redacted]



P 02 6248 7995
F 02 6248 7774
E office@pedalpower.org.au
W pedalpower.org.au
A GPO 581, Canberra ACT 2601

ABN: 98 440 716 821

Natasha McQueen
Coordinator Tourism & Economic Development
Snowy Valleys Council
nborschmann@snowyvalleys.nsw.gov.au

Dear Ms McQueen

Draft Snowy Valleys Destination Management Plan

Pedal Power ACT congratulates Council for including in the Draft Plan a key theme of creating a premier cycling destination.

Over 7,600 people in the Canberra region belong to Pedal Power ACT, Canberra's community organisation for people who enjoy cycling for transport and for its sheer pleasure. We support the development of cycle tourism in southern NSW as well as in the ACT.

Our members already ride individually in the Snowy Valleys and come to mountain biking events in Tumut and the Easter cycling event at Laurel Hill. Your Plan contains exciting projects that is sure to attract more of our members to your region.

Pedal Power ACT has long supported the development of rail trails in NSW. As well as organising bike rides each week in Canberra, our members regularly organise trips away, including trips to interstate rail trails.

The economic stimulus that groups like our thirsty, hungry and, at the end of the day, tired riders bring to rural communities is significant. Last year a small group of Pedal Power riders spent around \$4000 over 3 days on Queensland's Brisbane Valley Rail Trail. As I write, 55 members are cycling on Victoria's East Gippsland Rail Trail. As an example of their effect on the local economy, I have just arranged payment of \$12,200 for 4 nights accommodation. And our riders are appreciated. On another of our trips on the Murray to the Mountains Rail Trail, the Everton camping ground owner told our group "Cyclists are great. We used to rely on fishermen, who'd be up half the night drinking. Cyclists come in, eat and then hit the sack. That's great for us!"

There is great potential for Pedal Power ACT to organise rides based on Tumut to Batlow rail trail and for families and individuals to do likewise, thereby reaping health benefits for themselves, while preserving some of the area's history and enabling the enhancement of facilities for locals and visitors alike. It will also offer an easy, safe and quiet off-road link that reduces motorists' concerns about encountering people riding on the main road.

The Tumbarumba to Batlow link project in the Plan would enable people to enjoy a complete off-road circuit using the Tumut to Batlow rail trail and the Hume and Hovell Track.



More Canberrans cycling, more often, for a better community



Cycling Advocacy – Recreational Rides – Big Canberra Bike Ride – Fitz's Challenge – Cycling Participation Programs



In time the Snowy Valley rail trails will become part of the network of rail trails in the region, attracting visitors from the nearby Victorian rail trails, especially when the Tumbarumba to Rosewood Rail Trail is extended to Ladysmith as proposed in your Plan.

The Snowy Valley rail trails in your Plan will also be an asset for the local community. After one of our trips to Victoria's High Country Rail Trail, our members reported seeing people zipping along on their mobility scooters, others walking their dogs, and even one walking their pet sheep.

The Hume and Hovell MTB Track and Adventure Trail is an exciting proposal that is bound to attract people to the region. We have a similar trail in the ACT – the Canberra Centenary Trail, a 145 km loop that is shared successfully by people who are walking as well those who are riding.

The road and MTB events proposed in your Plan also have significant potential. Each October for the last 20 years Pedal Power ACT has run [Fitz's Challenge](#) with rides of between 50 and 260 km in the hills of the Brindabellas, regularly attracting around 1200 riders. Capital Punishment was a MTB endurance ride of 50 or 100 km held in the ACT that in its day attracted between 1400 and 2000 entrants. While the market for events like these is very competitive, there is an opportunity for Snowy Valleys to offer fresh terrain in well organised well marketed offerings. Should Council wish to develop a Snowy Valleys road ride Pedal Power ACT would be happy to offer Council our experience in organising Fitz's Challenge.

On priorities, works on the Tumbarumba to Rosewood rail trail are about to start. The next logical project to focus on would be the Tumut to Batlow rail trail as it would cater for the widest range of visitors; it would spread its economic benefits almost year-round; and it would be of benefit to both residents and visitors. Once planning for that rail trail is under way Council could turn its attention to a challenging road ride in the Snowy Valley hills.

Pedal Power ACT is pleased to offer its strong support for the draft Plan's aim in creating a premier cycling destination In Snowy Valleys.

Yours sincerely

A large black rectangular redaction box covering the signature area.

A black rectangular redaction box covering contact information.

Tumut Community Association Incorporated

Snowy Valleys Council
79 Capper Street,
Tumut NSW 2720

8th May 2018

Mr. Matthew Hyde GM & Snowy Valleys Councillors.

Re. Snowy Valleys Destination Management Plan (Final Draft Report Submissions)

Dear Matthew & Councillors

Thank you for the opportunity to give feedback and comment on the final draft report of our Destination Management Plan.

The community consultation covered the newly amalgamated council area quite well with all input well documented for the DMP, however like most community consultations the broader community failed to engage with only 1% to 2.5% actually participating making the task more difficult having to weigh your decisions against many ideas promoted by vested interests.

The last Council budget for Tourism was \$629,000 representing about \$100 per household per annum but just 1.2% was spent on marketing the remainder going on wages and Tourist Information Centre's.

The report gives strong recommendations regarding the standard of all accommodation and restaurants stating they fail to meet current market expectations and also generally fail to subscribe or engage in tourism promotions.

The Snowy Valleys Council should be spending 10 to 12% of our tourism budget on advertising and promotion with similar contributions encouraged or sourced from all tourism operators.

New investment should be encouraged to boost bed numbers and competition or tourism infrastructure investment will fail to thrive.

Our repositioning in the Riverina Murray Region and revisiting the Snowy Valley's Way improves lost potential from a former investment and along with a Brindabella Road upgrade featured in all reports is capable of the biggest game changing influence. Sealing the Brindabella Road would provide all weather access to both Canberra and International Tourist markets whilst providing locals an alternative road to visit family in Canberra or visit loved ones air lifted to Hospital.

A lot of emphasis has been put on Cycle Tourism with Adventure Cycling potentially attracting the most visitors it requires the least ratepayer investment.

[REDACTED]

The Tumbarumba to Rosewood Rail Trail is unfortunately underfunded at \$4.9m the benchmark cost for premium Railtrails was around \$800,000 per km plus bridges, it will require significant investment if it is to go beyond the Vineyards. Factors such as community use, maintenance costs and visitation numbers will determine its success and any further investment for a Tumut to Batlow Rail Trail should wait till the Pilot Trails business case is properly documented.

The Tumut Region urban walking/cycling network urgent needs improvement the River Walk and the Wetlands are extremely popular trails and the perfect foundation for connecting holiday makers and residents. Every effort should be made to connect our CBD, the Railway Precinct, the Mountain Bike Track, Schools, Parks, the Junction, Blowering Dam and the Hume and Hovell Track to encourage healthy living and affordable transport options. Grant funding is available for these projects and investment in a Cycle Pump Track should be considered as a commitment to our youth and Adventure Tourism.

The 99% of mainstream tourists that enjoy our region come to experience some form of adventure, walk the trails, fish or sightsee, arrive by motor cycle or four wheel drive and caravan, canoe, sail or water ski, see the brumbies and native wildlife, relax by the river, picnic, or catch up with friends or family.

An investment in our Tumut Urban Walking/Cycle facilities would greatly improve the livability and safety for all residents including tourists with Adventure Tourism creating the best 'bang for buck' promoting our region.

Regards


Tumut Community Association Inc.


[REDACTED]

Hi All

The support for the Rail Trail becomes now an urgent matter due to recent developments in our shire.

We all from the BDL agreed to fully support the Batlow Tumut Rail Trail.

Despite the fact that the development of Rail Trails in our shire was put into the Destination Development Plan by professional and well paid consultants, at the last council meeting which was held in Tumbarumba, it was suggested by some councillors that it should be taken out of the plan and that before it enters the public display - and with the comment of one councillor like "not to confuse the public".

How dumb are we when we all say we support the RT and would be confused if it is in the plan? I would be confused if it would not be in the plan.

It was in our minutes and since we are a 355 committee noted at the meeting with another councillor commenting that the BDL "went in a cheeky way into the council meeting". Is this a respectful comment for our 355 committee?

However, we all should write a letter to the General Manger (please with cc to [REDACTED] - that we do not "lose" some in the system?) and make sure that we are noticed and hopefully without degrading comments.

[REDACTED]

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Dear Mr Matt Hyde

I probably wont ride a rail trail from batlow to tumut that often, but I fully support the Tumut-Batlow rail trail being in the Snowy Valleys Destination Management Plan.

I understand the market is strong for this rail trail. better than leaving it as a undeveloped opportunity. i also think its a great idea for helping to connect the new council area. I find it is also the best new idea for Batlow and Tumut.

thanks

--
[REDACTED]

[REDACTED]

[REDACTED]

Dear Council

As a ratepayer of the Snowy Valleys Council I write in strong support of the proposed rail trail between Tumut and Batlow. It would be a wonderful tourism and lifestyle asset. I am astonished that **ANY** council would be so short-sighted, so captured by vested interests and so undemocratic as to deliberately shut down an infrastructure option that offers such enormous social and economic potential.

To Mayor Hayes, Deputy Mayor Larter and Councillor Pritchard (and any other non-supporters), you do not represent my wishes, nor that of my extended family - all of whom are residents and/or ratepayers of your Council. Nor do you represent a democratic model of local government as you are intending to allow the voices of a few to have the right of veto. That Gentlemen, is not democracy and is certainly not what I voted for.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The General Manager
Snowy Valleys Council

Dear Sir,

I would like to make comment on the proposed Tumut Batlow Rail Trail.

Firstly, a little of our background. [REDACTED] I moved to Tumut in the year 2000 as we wanted to bring our family up in a country town after having spent ten years on the [REDACTED]. Tumut ticked all the boxes and nineteen years later we have retired with three of my children have there own homes in Tumut with my son and his wife running a successful business in town.

Initially we worked a few different jobs, eventually buying the [REDACTED] and staying there for fifteen years. During this time we won the Tumut Business Award for Tourism three times. This brings me to the importance of the Tumut Batlow Rail trail. Having been involved in the local tourism industry we quickly were able to gauge the amount of people coming to Tumut as visitors as compared to work related visitors. The percentage of tourists was very small. This led us to finding out things like country motel occupation rates and seeing how Tumut compared with other towns. Tumut was below the state average and I would suggest still is. To make our business viable we ran coach tours which became a large part of our business.

To ignore the possibility of funding by state Government to build a world class Rail Trail and at

last have a major drawback for our area would be a huge opportunity lost. One only has to look at New Zealand and now Tasmania as to how people will travel to find new places to cycle. One last comment is the misunderstanding of where the tourism dollar goes after it is spent on accommodation, food etc by the travelling public. During our time running a Motel we took approximately seven million dollars. Ninety per cent of our turnover went back into the local economy. Hire of coaches, local tradesmen whilst renovating, purchase of food not to mention the employment were were able to create. Let's not miss this opportunity to be part of the fastest growing sector of Australian tourism.

Kind Regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

Dear Mr. Hyde,

I write to you in support of the development of the Batlow-Tumut Rail Trail. I have been involved with the Wagga-Wagga and Tumut communities for over 5 years in helping to assess and promote the development of the rail trail across that corridor as well as being involved in other projects across the state.

The evidence is clear that rail trails are an enormous boost to the economy but also offer a healthier recreational alternative for many families - tourists and locals alike. The effects have many positive effects for all concerned.

Given our busy roads, rail trails also offer a safer alternative for those who enjoy riding or walking in the outdoors. This in turn allows more kids and also more senior members of our community to be and stay active.

That NSW has been slow to accept and support rail trails despite having a wealth of disused corridors has been disappointing. But I believe the tide is turning and those communities who look at such a project as a way to enhance the attractiveness and economic resilience of the area are sure to enjoy its benefits now and for generations to come.

I heartily endorse this project and recommend it to you as a wonderful opportunity.

Sincerely,

[REDACTED]

President
Australian Cyclists Party



Hi

I am probably a bit late on feedback, some feedback re khancoban

- 1)Khancoban needs branding "Gateway to the Snowies"
- 2)Improve the walking/cycling track to the pondage just some tidying up etc
- 3) Tidy up some of the broken timber, trees and weds to improve views of the pondage from the Alpine Way
- 4) improve the Rose Garden make it a botanical garden
- 5) Force the owners of the Snow gum lodge to pull it down
- 6) Owners of the pub should be encouraged to apply for grants to upgrade the motel, and improve the pub
- 7) clean up the rest of the derelict buildings in town
- 8) Signage for local walks 1) the lookout, 2) Khancoban Crk
- 9) A map of the the town and nearby attractions
- 10) work with NPWS to better publicise nearby hikes in the national park e.g. the walks along Cabramurra Rd the new estired Hannes Spur etc
- 11) sort out the insurance issue for the MTB tracks in town

Regards



[REDACTED]

Hello,

Being a long time resident of Tumut I have contributed to the economy greatly from purchasing cars , houses , white goods and my weekly shopping.

And I feel tourism is important to the future of a town but.....

I feel too much weight has been put to catering for tourist who visit then to I who is here day in day out supporting this town.

I do not support a rail trail to be made in the Gilmore area.

It would be less then 10mtr from my front door. I feel my security of myself / family and my belongings would be in danger.

I also feel the biosecurity of my land would also be jeopardised.

I would love to see this idea used around the foreshores of Blowering dam.

Thank you.

Regards,

[REDACTED]



To whom it may concern,

I grew up in Batlow and own the property [REDACTED] [REDACTED] that I farm with my husband. I am also the [REDACTED] that covers from Snowy Valleys Council (SVC) to Hay in the western NSW. Both roles give great insight and exposure to networks, regional issues and opportunities from an agricultural and natural resource perspective. I have had a 30 year career linked to environment, conservation with much of that time working with landholders and landscape conservation.

I commend SVC on these two documents and would like to provide feedback on what is described in the reports as the *Natural landscape or Natural assets*.

The *SNOWY VALLEYS DESTINATION MANAGEMENT PLAN* quotes

*“The **strength** of the region’s nature-based attractions is evident, with sightseeing (31%); bushwalking (25%), visiting national parks/state parks (24%), fishing (17%), picnics and BBQs (12%), and water activities/sports (6%) all popular visitor activities. The proportion of visitors who participate in bushwalking, visiting national /state parks and fishing are significantly higher than for both comparison regions” (page 14)*

BUT also identifies this popular strength as a weakness

*“Although Natural landscape is a tremendous strength of the region, awareness of the region and its assets are a **key weakness**” (page 51)*

I concur with the above but would like to provide some dot point feedback.

- Based on the two quotes below, could the report please revise the phrasing of how it associates brumbies with nature. Wild brumbies are NOT Unique flora and fauna. They are an exotic species that lives wild. Their presence is controversial and emotional and SVC must present correct information on this matter. I have personally seen the damage they do in the national park, state forests and on one occasion my farm, causing damage to irrigation infrastructure. They are also a traffic hazard, the horses themselves and people who stop in the middle of the road to watch and photograph them. I also see the contribution they make to tourism but correct information should be presented please
 - *“Unique flora and fauna - including emu, kangaroos, and the wild brumbies which inhabit Kosciuszko National Park and are an iconic feature of the region.” (page 37)*
 - *Distinct and diverse local fauna including those unique to the region (such as wild brumbies); (page 51)*

- Given the lack of information that this document presents on *unique flora and fauna*, I would like to add some suggestions. Firstly though, kangaroos and emus are NOT unique to the area and suggests to me there has been very poor research into this topic for this report.
 - I imagine that Natural Parks and even Forests NSW would have comprehensive flora and fauna lists, I have actually completed some of them myself for OEH. Mason Crane based in Gundagai will have comprehensive species lists from his research work with ANU Fenner school as well;
 - SVC has nominated [significant roadside](#) vegetation sites that contains significant native biodiversity. These roads are even sign posted as such eg. Old Tumbarumba Road and Back Kunama Road. These could be incorporated in the tourism drive.
 - There is no specific mention of Tumut wetlands which has cultural and biodiversity assets. In the last 6 years, 100 bird species have been identified. It is a well-kept asset of SVC and visitor access very easy (close to the brewery even!)
 - The SVC is rich in bird life. It is a bird watchers paradise and it would be ideal to promote this to tourists. For starters Lyrebirds, water birds and many woodland birds migrate to, or live permanently in the region, some listed as threatened species [Here](#) is a tourists reference There is poor mention of fauna diversity. SVC has for eg two egg laying mammals (platypus and echidna), many tree dwelling animals such as micro bats and the magnificent Greater Gliders. Fish, Frogs, reptiles and other wildlife will be of interest given the statistics in *sightseeing (31%); bushwalking (25%)*
 - These two documents may help provide a better perspective on natural assets and tourist opportunities as well.
 - [Ecological Communities in Tumut Shire, Australia - ACT Government](#)
 - [Ecological Communities in Tumbarumba Shire ... - ACT Government](#)

Two final comments:

- The report does not reference the many hunters who visit the area. Would this be seen as a desirable activity to promote?
- I also think the report doesn't really capture the tourism opportunities around the climate and seasons, the mountains, fresh water recreation and fishing in good quality water. eg. At present I am working with the Hay community who are 6 weeks into a blue green algae alert and they cannot go anywhere near the water on the Murrumbidgee River. The beauty of being located in the upper part of the Murrumbidgee catchment presents many tourism niches that will differentiate them from other "competitive" regions using the standard "in fashion" attractions like wineries, sightseeing, breweries, cycling and eating,

Given my current time constraints I'm not able to provide further information. However, I would be able to meet in person if that was appropriate. I could also comment from a regional food

perspective as well. The SVC tourism has so much untapped potential and having worked in Canberra there is a big tourism market “just over the hill”.

Thank you for the opportunity to present feedback and I look forward to seeing how these reports develop with other feedback

Regards [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Sir

I urge you and the Council to retain the Tumut to Batlow Rail Trail in the forward plans. Our club, Bike Leichhardt, has been on several rail trail tours recently in Victoria and Tasmania and loves bicycle touring in country NSW. In fact we are setting off to Wodonga in June to cycle the High Country rail trail. We would definitely come to Tumut if this rail trail was built.

Research says that cyclists spend a sizeable amount of money in the local area when touring for a few days or longer. It would surely be of economic benefit to the community if the rail trail was built, as is the case in Victoria. The project would stack up on health and environmental grounds as well.

Yours sincerely,

[REDACTED]

[REDACTED]



To: Mr Matt Hyde, General Manager, Snowy Valleys Council

RE: Feedback on the Snowy Valleys Destination Management Plan

Dear Sir,

Rail Trails for NSW is pleased to submit feedback in regards to the Draft Final Report of the Snowy Valleys Destination Management Plan.

Rail Trails for NSW is a non-profit, volunteer run, community group dedicated to promoting economic, social and community benefits in regional NSW through the re-utilisation of some of the 3,100 klns of disused railway routes that criss-cross rural NSW.

Rail Trail developments in Australia and overseas have repeatedly demonstrated their capacity to generate significant benefits for their local communities and regions. There are numerous examples in Australia, New Zealand, Canada, USA, UK, Ireland, many nations of Europe, Taiwan, even in Bermuda and Thailand.

For a comprehensive list of studies and information from Australia, New Zealand, the USA and elsewhere, please see the appendix at the end of this submission.

In support of our submission, we wish to emphasise several points, being;

It is the quality of the trail experience that will generate repeat visits. The combined experience of many members of Rail Trails for NSW (who have ridden many trails both in Australia and overseas) is that trails develop reputations and those noted for their quality are the ones that people are happy to plan to travel considerable distances to visit again and again. Constructing a quality trail is more easily achieved when the pathway is on the formation, giving all users the benefits of the engineering that once facilitated train travel. In particular, the gentle gradients making it quite easy to travel surprisingly long distances, the sweeping curves, excellent visibility ahead and behind and of course, no steps to impede any user whether on foot, pushing a pram or wheelchair, on a scooter or a bicycle.

The spectacular scenery. The Tumut to Batlow rail trail is potentially extremely BEAUTIFUL. The W.A. based Recreational Trail consultant who undertook a survey of the line a few years back (and who has been involved in many hundreds of trail developments over several decades) says **it would be the most spectacular rail trail route in Australia!** I have visited the area many times (My grandfather was born in Tumut and his mother was from the Gilmore Valley) and I know how beautiful the area is, especially from the broad views as the landscape rises towards Batlow.

The easy access to the trail from the Hume Highway. Tumut is well situated to attract many holiday makers who drive to Victoria to ride their well established and well known rail trails. A longer trail or

series of trails (both Tumut to Batlow and Tumbarumba to Rosewood) will attract even more users, including overseas visitors. People will travel considerable distances for multi day rides or walks.

The climate and other activities. The Snowy Valleys and districts are well placed to attract users during the spectacular spring and autumn seasons. Add to that the chance to experience a 'real' winter are attractive for walking and cycling long distances. The prospect of experiencing snow from time to time is also a big treat for coastal city dwellers. The opportunity of a warming real fire at days end is a bonus many city folk do not normally enjoy. Add to that the opportunities to go fishing, horse-riding, visit the wonderful natural beauty spots of the region and enjoy clean country air are all catalysts that together with a rail trail, serve to generate more visits to your wonderful Shire.

Rail trails build on existing tourist markets, encourage repeat visitation and definitely increase the length of visitor stays. Families with young children and grey nomads find rail trails amenable to several relaxing days of enjoyable and safe activity. Many walkers attracted by the Hume and Hovell track will take time to visit the rail trail for some easy walking.

Rail trails will build on your region's existing strengths in sightseeing, bushwalking and visiting state and national parks and visiting friends and relatives,

“The strength of the region's nature-based attractions is evident, with sightseeing (31%); bushwalking (25%), visiting national parks/state parks (24%), ... , picnics and BBQs (12%), ... all popular visitor activities. The proportion of visitors who participate in bushwalking, visiting national /state parks and fishing are significantly higher than for both comparison regions;...”

“Sightseeing/looking around (26%), visiting friends and relatives (26%), visiting national / state parks (18%), and bushwalking (13%) were the most popular activities participated in, more popular activity than for the comparison regions; ... “

(‘Domestic Overnight visitors’ and ‘Domestic Daytrip visitors’ Report page 14)

Rail Trails complement the growth in more strenuous and adventurous cycling activities such as road cycling and MTB. While one family member tests themselves on the hillsides with dare-devil MTB riding, their partner, parents and children can enjoy a day on the rail trail on a safe and scenic journey through the countryside. The next day the dare-devil can take it easy with the kids with a gentle ride or walk and a picnic along the rail trail while taking in the spectacular scenery.

Rail Trails are great venues for community events. The Otago Central Rail Trail in NZ and the Brisbane Valley Rail Trail in Qld are two in particular that have built a range of regular community events around their rail trails. Existing events such as Ciderfest, can be expanded by offering activities that utilise the rail trail.

We strongly urge Council to retain both the Tumut to Batlow and Tumbarumba to Rosewood rail trails in the Snowy Mountains Destination Management Plan

The establishment of the rail trail at Tumbarumba and hopefully at other nearby locations will only serve to attract more users to all of the trails, as occurs in any marketplace. The demand for outdoor experiences has been and is continuing to grow steadily. Many city dwellers no longer have country cousins to visit for a taste of the bush. Rail trails can provide the experience of moving safely through the countryside without interfering with farming activities and away from roads, free of vehicle noise

and road debris, to listen to birds, see wildlife, hear leaves rustle in the breeze, smell the earth and the bush and take in spectacular views from vantage points along the route.

New Zealand, Victoria, Queensland, South Australia, Tasmania, Western Australia (the home of the first rail trail in Australia some 23 years ago) and the Northern Territory have rail trails and are creating more, yet rail trails have remained largely unknown in NSW because we have almost none (largely due to legislative impediments). Meanwhile those that are interstate attract good visitor numbers without expensive mass media advertising campaigns and we also don't hear much of them because once they are established, they are overwhelmingly uncontroversial.

Disused rail routes like the Tumut to Batlow line can still provide the service to the local community they were intended for, to facilitate trade, travel and communication from town to village to locality, albeit using different forms of locomotion. The trail will preserve the route in public ownership for generations to come.

A quality rail trail will generate social, health and economic benefits that will steadily grow as the trail becomes better known and is integrated into the life of the local community.

I and many members of Rail Trails for NSW, our family and friends, look forward to visiting both Snowy Valleys rail trails in the not too distant future.

Sincerely

[Redacted Signature]

Deputy Chair, Rail Trails for NSW

[Redacted Name]



Patron: The Hon. Tim Fischer AC

railtrailsnsw.com.au

facebook.com/railtrailsnsw

Appendix:

(Our thanks to Northern Rivers Rail Trail Inc. for this listing. See <http://www.northernriversrailtrail.org.au/>)

For Economic Case studies see...

<http://www.northernriversrailtrail.org.au/rail-trails-work/economic-benefits/case-study-1-new-zealand-cycle-trails/>

<http://www.northernriversrailtrail.org.au/rail-trails-work/economic-benefits/case-study-2-australian-rail-trails/>

<http://www.northernriversrailtrail.org.au/rail-trails-work/economic-benefits/case-study-3-rail-trails-in-america/>

Angus & Associates (2013). *Final report: New Zealand Cycle Trail Evaluation – Four Cycle Trail Case Studies*. A report prepared for the Ministry of Business, Innovation & Employment, New Zealand.

Baker, T. R. (2001). *A method to assess the potential value of railway corridors as recreation trails: A case study of three Nova Scotia rail-trails*. Masters Dissertation, Queen's University, Kingston, Canada.

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[REDACTED]

Dear Mr Hyde,

I am a farmer in the Gilmore Valley and have been so for the past 50 years. My late husband's family donated the land to allow the construction of the Batlow to Tumut rail line and as such it is my understanding as the purpose of this line was to transport livestock and produce, the line was placed in convenient access points without the consideration that this donated land would be used for any other purpose than just that, definitely not a public thoroughfare as suggested in the SV Destination Management Plan for a rail trail.

I have voiced my concern to the rail trail advocate Mr Phil Barton who in turn disregarded my genuine worries and made outrageous accusations. This public thoroughfare will cut between my house and my machinery shed and is causing me great concern for my safety as a widower, my farming equipment and damage that could occur if a perpetrator was to enter the premises due to the dangerous substances.

While I have read Mr Barton's accusations that Gilmore Valley Residents are red-necks, militants and a mob I don't think he realises that it is more than just a hobby for us. It is close to the majority of our homes, it will in most cases give access to the public to both front and back our houses. Yes Gilmore Valley residents in some cases purchased close to a disused rail line, not ever considering the impact if this changed. This is not just about privacy, our safety but for the safety of the users of this proposed trail. While we currently stock around 400 to 500 head of angus cattle (yes still a hobby farm according to Mr Barton) including at least 5 bulls if someone including a child was to wonder off the tourist track it could have a fatal outcome!

As we are mostly hobby farmers however unfortunately for most of us the Australian Tax Office does not see this as the case even with our 'off farm income' as stated above it will hinder our business as the majority of our cattle work and farm duties are conducted on a weekend when you would expect the trail to be busy with the supposed visitors it is expected to draw. Currently my son-in-law can move cattle within the property however now we will need further assistance to cross another public road. Also the spraying of insecticides and use of heavy machinery occurs during the weekends. I can also imagine the complaints that will be received by Council after a mob of 50 cows and calves have crossed a trail.

I am also concerned about if non-residents or ratepayers do have any input to the Destination Management Plan and if not how is Council managing this?

As a ratepayer and a farmer I am strongly opposing the proposed Tumut to Batlow Rail Trail, I am not only concerned about the cost to build but what about the impact of ongoing maintenance and how this will be funded.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Natasha,

I am writing in support of the draft Destination Management Plan, which highlights several important developments for the Snowy Valleys region and presents an exciting program for growth.

To introduce myself, my fiancée and I have just bought a piece of land at the edge of Batlow. We have been planning, studying and saving in preparation for moving to the Snowy Valleys, where we aim to build a house, plant a productive garden, build tourist accommodation, master traditional crafts, and grow our consultancy business.

We both grew up in Sydney, but, with our interest and knowledge in sustainability, we saw that Sydney offers few opportunities for genuinely sustainable development. Growing our regional centres is absolutely essential if Australia is to have any hope of making *Paris* commitments, or preparing ourselves for the combination of population growth, ecosystem degradation and temperature rise that is already affecting our society and economy.

Happily, the draft DMP emphasises the natural capital of the Snowy Valleys region and plots growth pathways that enhance this comparative advantage: cycling, hiking, and agri-tourism. We aim to make our lives and raise a family in the Snowy Valleys, and are greatly encouraged by the focus on these clean, high-value products. Fresh local produce, farmstays, gardens, forests, lakes and mountains make for a hugely attractive holiday destination. Canberra swelters in summer, yet with a new Brindabella road, the Snowy Valleys are well-placed to become a luxurious highland destination.

We are especially excited about growing **agri-tourism**, by developing opportunities to combine visitor accommodation with primary production, and the **Tumut-Batlow rail**

trail, which would provide an active pathway to our small town. Connecting Tumut to the Hume-Hovell trail offers the potential for substantial group tours, treks and packages that would help grow new businesses and sustain the old.

Our subdivision used to be an orchard; the orchard across the road is going to be demolished next year; another orchard on the road to Rosewood is being demolished right now. Our region *needs* a new pathway to economic sustainability and growth. Please consider this when appraising the draft DMP. Though many citizens are no doubt disengaged or apathetic about this particular draft, the whole community is affected by our economic performance as a region. Tourism delivers co-benefits to all sectors of the economy. The more our name grows, the higher value of our products.

I applaud the draft DMP for highlighting agri-tourism and the Tumut-Batlow rail trail. We are very excited about moving into the Snowy Valleys region, and are overjoyed that the council is supporting such positive, clean and modern active, natural experiences. Sydney people are attracted and interested in regional NSW, and I imagine Canberra people are as well. But we need activities, attractions, accommodation and experience to match. Then, with better marketing, we can get the word out about the Snowy Valleys region.

Thanks very much for you efforts.

All the best,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Mr Hyde,

"I fully support the Tumut-Batlow rail trail being in the Snowy Valleys Destination Management Plan. I have cycled these rail trails in different places in Victoria. I would dearly love the opportunity to do so in your part of the world, primarily as it is closer to Sydney.

I note cycling tourism is actively promoted in 2 countries I am familiar with in the Asia Pacific region: New Zealand and Japan. New Zealand committed to building lots of cycling trails over the country and has lots of people, local and international visiting towns for cycling tourism. Japan as part of its rapidly growing tourism has promoted cycling in different parts of the country. This is done at the town/city level and I am sure supported by national funding. The biggest I know of is the Shimanami Kaido road trail that goes between the main Island Honshu and Shikoku. The route is approximately 70km long. This was featured on CNN in 2015. (link attached). The point is this trail is completely different than proposed in your area. Nevertheless it highlights a beautiful part of that country and is a leisurely (& thus time consuming) way to visit the area in consideration.

<https://edition.cnn.com/travel/article/hiroshima-shimanami-kaido-cycling/index.html>

I watched the ABC Landline show on 22/4/18 that featured the MTB (mountain biking) trail network in Derby, Tasmania. According to the participants in the show, this had saved the town of Derby from death. Rate of spend per tourist was excellent.

Another aspect of the Derby trails that was highlighted was some young people wanted to stay in the region. Reasons? They enjoyed MTB and more importantly they have jobs in the industry.

I would love to revisit Tumut Batlow region again, but you have to give people a reason to want to visit.

I hope that the Snowy Valley council will see fit to support the rail trail and all the associated business benefits that will flow from it.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

Dear Mr Matt Hyde,

I'm emailing you to express my support for the Tumut-Batlow Rail Trail Project being left in the Draft Tumut Destination Plan (which is currently on display for comment over the next 3 weeks).

The scope of the project sounds awesome and it something that I would love to do one day as a holiday with my family. Riding the rail trail through such beautiful scenery will be a wonderful holiday.

Cheers,

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

Dear Sir

Having had the experience of riding the Otago Rail Trail in NZ twice I just wanted to let you know I fully support the Tumut-Batlow rail trail being in the Snowy Valleys Destination Management Plan. It is obvious in NZ that the riding on the Rail Trail generates a lot of economic activity for the area.

Yours sincerely

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

Hello Matt,

I am a keen cyclist who often with my husband rides rail trails, fire trails and MTB parks whilst on holidays. I live in Sydney but our family owns a farm between Wee Jasper and Tumut but we are going to the Victoria Alpine region annually to do all these three things.

I am enthusiastically supporting you and the council leaving the Tumut Batlow Rail trail project in the draft Tumut Destination Plan. This would be so good for the area!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Morning Mr Hyde,

Just a quick email in support of the Tumut-Batlow rail trail being in the Snowy Valleys Destination Management Plan. As a keen recreational cyclist my wife and I often drive from home on the Southern Highlands to North Eastern Victoria to spend days cycling their excellent trail network. NSW really needs to catch up and this trail would be an excellent inclusion.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hello

Having just spent some holiday time in this area during the school holidays it would be fantastic to go and spend time riding through this spectacular environment with my family! What a wonderful idea and I am in full support of the Tumut-Batlow rail trail. Congratulations on a brilliant initiative.

[REDACTED]

[REDACTED]

Dear Mr Hyde,

Just a quick email to let you know that I fully support the Tumut-Batlow rail trail being in the Snowy Valleys Destination Management Plan.

I am a member of a local bike club in Leichhardt, Sydney called Bike Leichhardt and we regularly tour NSW and VIC and beyond. I have a preference for rail trails as most are completely separated from traffic and have a low gradient which makes them suitable for any type of rider.

Over the upcoming June long weekend a group of approximately 12 Bike Leichhardt riders will travel from Sydney to Albury-Wodonga to ride the High Country Rail Trail.

For accommodation we will use motels and camping grounds and when on tour we always eat out and like to socialise, so we will be taking in breweries, wineries and what ever else is on offer.

Please help make the Tumut-Batlow rail trail happen and we will be there to support it.

Yours sincerely,

[REDACTED]

[REDACTED]

Hello

Just thought that I'd let you know that I enjoyed reading your Snowy Valleys Destination Management Plan. I have just booked all of the beds at Yarrangobilly Caves House for our bushwalking club to spend a week in November walking in your area. We'll be doing some of the walks mentioned in your plan.

I am enthusiastically waiting for further development of the potential rail trails in your area. Another great chance for us to have some other activities. From my experience on Victorian Rail Trails I think any local concerns are unfounded.

As a passing thought, the bloke from the Tumut Brewery who comes to our Farmer's Markets here on Sunday is a great ambassador for your area – and brews great beers as well!

Best wishes

[REDACTED]

[REDACTED]

The General Manager,
Snowy valleys Council,
76 Capper Street Tumut,
NSW 2720

Dear Snowy Valleys Councillors,

I am writing this letter in support of the proposed Tumut Batlow Rail Trail. It is my belief that the trail has the potential to provide economic and social benefit to the region. I have outlined my thoughts in my letter to you.

Many people and business within the region have been in fear of speaking in support of the rail trail. [REDACTED]

I am saddened by the rumours that some of the Snowy Valley Councillors have attempted / wish to remove the Tumut Batlow Rail trail from the Destination Management Plan. This plan was written impartially by consultants to give the region the best strategic overview of developing and sustaining tourism in the region. Yet some of the councillors are completely disregarding this advice. The Tumut Batlow Rail Trail currently gives the best potential of helping to kick start Batlow economic redevelopment.

The Batlow Development League (a council subcommittee) is in complete support for the investigation and feasibility study for the Tumut Batlow Rail Trail. I quote the recent council papers "The Batlow Development League is in full support of a 32km rail trail from Tumut to Batlow, and recommend Snowy Valleys Council undertake immediate investigation to determine the feasibility, design and cost to build."

The less than two week old [change.org](https://www.change.org) petition asking people to sign "if they would visit the region for to use the Tumut Batlow Rail Trail" has gathered over 1100 signatures. Surely the councillors cannot ignore the support and possible benefits for Batlow and the wider community?

My business [REDACTED] has now been operating for nearly three years. In the beginning many locals didn't believe that my business would work. They did not understand the concept and the type of business I wished to develop, yet after three years we are still growing. We operate a sophisticated online business with parcels being sent nationally and internationally. Dare I say we may be the Tumut Post Offices largest customer, we have shipped over 5000 parcels in the last 12months. My business is an example of what can be achieved with vision and by taking a chance.

I am particularly proud of how we are starting to attract people to the town to specifically to purchase from us, this is happening to a various degree every week. For example last week I had a customer drive from Sydney to Tumut to purchase a set of fly fishing waders and boots. While he had been recommended my business he had not been in contact prior and it was only through conversation that it emerged that he'd travelled specially. His visit not only benefited me but the accommodation where he stayed two nights, the pubs and cafes he ate in. In life we must take chances where the benefits of success far out weight the risk of failure.

I feel that the privacy issues, and crime potential of the rail trail are not any more significant than the public footpaths that are in front of many people homes, in fact the rail trail will be further away and impact less upon homes. Do you live in town and have a footpath in front of your property? Do you have the rampant problems (theft, loss of privacy, public defecation, fire etc) that those that are against the rail trail state will happen to them? If not, why would it happen in the valley if it's not already happening in town?

Much has also been said of the importance of the farmers land to continue to generate a viable and liveable income, what has not been discussed is off farm income. Many local landowners rely upon employment to supplement their farm incomes. A viable local community is vital in ensuring that these opportunities are present and that these farmers are able to keep living on their properties. Please take a minute to think about the Gilmore farmers that you know and how many of those solely rely upon the farm as their only source of income? The councils job is to continue to ensure that our communities build viable employment for all and the Tumut Batlow Rail trail proposal has the chance to help us do that, including continued employment for those that currently oppose the trail.

While many argue that the Rail Trail money could be better spent upon other projects such as Tumut's hospital (and I am happy to agree). Unfortunately for us the State Government has allocated funds to be spent on Rail Trails and only rail trails. It is a take or leave it

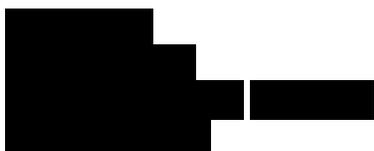
deal! I don't believe in turning down any money we get off the government that has the potential to benefit our region. Surely this is a chance we must take?

In conclusion I fully support the proposed Tumut-Batlow Rail Trail. I believe that the community of Batlow needs a project like this, I believe there will be an economic benefit to Tumut and the wider community. I don't believe in turning down the potential of State government investment in our region. I hope that others who read this letter and support the rail trail gain the courage to speak publicly of their support.

Best Regards,

A small rectangular black redaction box covering the signature.

--

A large black redaction box covering the signature and name.

[REDACTED]

Dear Sir / Madam,

I am writing to provide you with feedback regarding The Snowy Valleys Destination Management Plan (DMP).

I am strongly opposed to the development of rail trails using NSW regional rail lines. There are over 160,000 kilometres of roads and trails in NSW on which people can ride bikes. Ripping up heritage rails lines and damaging heritage infrastructure is not necessary, is a waste of scarce public funds and is a destruction of our state's history.

The claims made by rail trail proponents are vastly exaggerated. Existing rail trails in Victoria are used by relatively few people yet result in huge costs to local councils in annual maintenance and security. They serve a small number of the community – those who are able to ride a bike and are able to transport their bike to these remote locations – and therefore are an inappropriate use of public money which is better spent on regional education and health care.

If the Snowy Valley region is seeking to improve tourism, reinstatement of rail services on the Tumut line would be a better approach. The recent reinstatement of the rail line from Kandos to Rylstone on the Mudgee branch has seen a huge increase in tourism with heritage train operators now using the line regularly to brings hundreds of visitors to towns each time they visit. If you want to verify this, speak to the Kandos Museum or the proprietor of the Rylstone Globe Hotel.

I trust you will seriously consider saving our state's rail heritage. There is no need to remove it as bikes can already be ridden on existing roads and trails.

Regards,
[REDACTED]

[REDACTED]

To whom it may concern,

I wish to express my concern of the Tumut-Barlow rail trail being included in this development plan. This proposal is vehemently opposed by many community members and is perhaps too contentious an issue to be included in such a plan when the first rail trail in NSW hasn't even been built or assessed yet.

This is an issue that is causing great unrest and concern within the community. The proponents for this proposal are trying their hardest to run a smear campaign against many local residents and ratepayers who have genuine concern about this proposal.

The proponents continually contradict themselves when they say that local community members will be main users and then again stating about the number of tourists this will bring daily to or region will outweigh local use. When they haven't ascertained who will be their main users why should council support such an undertaking.

No recent feasibility study for this proposal has been done. The proponents state that they have a feasibility study but this is from when the rail trail idea was previously debated. This feasibility study does not take into account the 4 major floods that has occurred in the Gilmore valley in the last 8 years. Three of which were "1 in a hundred year" floods. One which caused major damage to council infrastructure and left the top of the valley without a bridge for a substantial amount of time. When the proponents are planning to tunnel under a number of dwellings the impact of these floods needs to be taken into account.

From viewing the recent council meeting where this exact item was discussed, it appears as though the council has a great divide amongst its constituents when it comes to this issue.

Please consider the opinion of the majority of local landholders, ratepayers and business owners who are in opposition to this farcical proposal.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I would like to register my support for the Tumut-Batlow Rail Trail to remain in the Destination plan.

There is a growing interest in rail trails and this scenic route will draw visitors from the main cities. Visiting bike riders will need accommodation and will spend money on local food, crafts etc.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Left out of the DMP

Where do I send this ?

Horse related activities bring 10,000's of people and Dollars to the Towns . They need to be recognised and supported !!

Tumba & Tumut Rodeo's

Tumut & Tumba Races

Adelong , Batlow, Jingellic , Tumba & Tumut Ag Shows

Pony Club at Batlow, Jingellic , Tumut & Tumba

Zone 20 pony club camp at Tumba

Team penning at Rosewood , Adelong , Tumba & Tumut

Camp drafts at Tumut , Brungle & Tumba

Team yarding at Tumba , Adelong & Tumut

Team sorting at Tumut , Tumba , Adelong & Rosewood

Stockman challenges at Adelong , Rosewood Tumba & Tumut

Horse riding in Bago State Forrest & KNP

Polocrosse at Tumba & Tumut

Gymkarna's at Tooma , Jingellic , Tumut , Adelong & Tumba

Charity Trail rides at Tumba & Jingellic

Barrel Races at Rosewood

Cutting pre works & Competition at Rosewood

Adult riding Clubs at Tumut, Tumba & Adelong

Just to name a few

[REDACTED]

Snowy Valleys Council - Destination Management Plan and Visitor Services Strategy

Submissions received online through website

Reference Number	Full Name	Email Address	Contact Phone	Draft Destination Management Plan Feedback
1	[REDACTED]	[REDACTED]	[REDACTED]	I would like to see the Tumut Batlow Rail trail to be apart of the future of the Tumut area Svc tourism plan . I feel it is imperative
2	[REDACTED]	[REDACTED]	[REDACTED]	I would like to request that The Tumut-Batlow rail trail remain on the Draft Destination Management Plan. Regards [REDACTED]
3	[REDACTED]	[REDACTED]	[REDACTED]	Reviewed and the rail trail plans are fantastic idea and I look forward to the cycling projects. Tumut to Batlow I am very excited about.
4	[REDACTED]	[REDACTED]	[REDACTED]	A very comprehensive document that includes a number of great initiatives for our community. The main area of concern is he inclusion of the Tumut-Batlow rail trail in the plan. This is a divisive issue that is already causing great angst and unrest amongst the community. There needs to actually be a feasibility study completed before any decision can be made at the inclusion of this plan. The proponents claim that they have a feasibility study, a study which was completed over 10 years ago.
5	[REDACTED]	[REDACTED]	[REDACTED]	Excellent projects to be improved and implemented ASAP... Tumbarumba and Gundagai have always had committed community support unlike Tumut who have struggled with support in most aspects of tourism and promotions of our beautiful area... time to get moving .
6	[REDACTED]	[REDACTED]	[REDACTED]	A rail trail on the old railway easement would be a great boost to the area both financially and health wise for locals. My husband and I travel to Vic., SA and Qld regularly to utilise the trails already available in those states. Please support a rail trail.
7	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Snowy Valleys Council - Destination Management Plan and Visitor Services Strategy

Submissions received online through website

Reference Number	Full Name	Email Address	Contact Phone	Draft Destination Management Plan Feedback
9				<p>I would like more emphasis placed on equine tourism. We have rodeos in Tumut, Tumbarumba and Adelong. Horses riding groups regularly using long plain. Boggy creek show, Camp drafting Team penning in Tumba and Rosewood Zone 20 pony club camp.</p> <p>These need to be included in the plan. Please.</p>
10				<p>We need the Rail Trail. I think there is a silent majority on this issue because we know how loud and judgemental the minority can be. If you remove the two ridiculous arguments (people will damage our property and its not their land its the governments). Maybe we could discuss the real pro's and cons and in reality there aren't many cons. A lot of the pro's are up for debate, we will never know if its not built, but the whole community including those affected have very little to loose.</p>
11				<p>Having experienced and hugely enjoyed the cycling rail trails in VIC, and seen their popularity first hand, I'm very supportive of doing something similar in NSW. Why should I (and so many others) travel 8+ hours to Victoria to spend lots of \$ in food, shelter, bike shuttle transport, wine etc when I could spend the \$ in NSW (and take only 4 hrs to get to do so!) There is a big community health benefit in having the trails too, they attract riders who are not keen on steep hills or competition</p>
12				<p>I would like to see the Tumut to Batlow rail trail removed from the Destination Plan. As a rate payer I do not support this. I do not want to see the general public having access to farmland, I take the view of how would I like it happening to me and I most certainly would not. I am aware that there is rallied support from individuals that do not reside in this shire and I feel that their support is invalid. This is our community and our plan!</p>
13				<p>I would like to fully support the Tumut to Batlow Rail Trail (I live in Gilmore). I believe we need this (along with your other ideas) to help tourism in the Tumut region.</p>
14				<p>I am totally opposed to the Tumut Batlow rail trail proposal when we have the Hume and hovel walking track that could be upgraded and not interfere with farming practises in the Gilmore valley. Upgrades to this track would benefit the whole wider community and not just a select few cyclists</p>

Snowy Valleys Council - Destination Management Plan and Visitor Services Strategy

Submissions received online through website

Reference Number	Full Name	Email Address	Contact Phone	Draft Destination Management Plan Feedback
15	[REDACTED]	[REDACTED]	[REDACTED]	NO to the proposed Tumut to Batlow Rail Trail. The Landholders have NOT been consulted, there are a lot of factors to take into account with this project. Such as safety crossing the road at "Burnside" the steep terrain to climb getting to Batlow, the fact that the rail line is between a shed and house (no privacy for that landholder).
16	[REDACTED]	[REDACTED]	[REDACTED]	I am in full support of a rail trail being built on the current corridor at Gilmore. I just spent a weekend in Victoria, and the number of people on bikes was staggering. This is a huge market that we can tap into, and it is growing. Keep up Tumut!
17	[REDACTED]	[REDACTED]	[REDACTED]	I feel there are a lot of good ideas for our region in the destination management plan. I do not support the tumut to batlow rail trail because it enters farming land and will be a bio security issue as well as a attracting more expense and time to farmers. These people live in our area and spend there dollars to support the community. They should be the priority not tourist in this particular situation.
18	[REDACTED]	[REDACTED]	[REDACTED]	The Destination Management Plan (Draft) should not include any portion/reference to the Gilmore to Batlow Rail Trail benefiting the economic growth/development of the Snowy Valleys Council. The figures put forward for development and as economic income to the shire are misleading. This will have an adverse economic impact of our farm business and of the farm businesses of others in the valley who also have the rail line dissecting their Property . It is not supported by the wider community.
19	[REDACTED]	[REDACTED]	[REDACTED]	through farmland between Tumut and Batlow. We ourselves as rate payers would find the intrusion on our lower farmland would be costly and very inconvenient. Even though the Rail Trail committee stated in the paper that they had received 1588 signatures plus the further 321 from the Ciderfest for their petition for a Rail Trail the majority of the signatures would not be local or rate payers. [REDACTED]
20	[REDACTED]	[REDACTED]	[REDACTED]	I think a double-decker hop on hop off bus would be invaluable for people to tour the area, to promote businesses and environmental highlights, and to provide safe transport to events so people don't drink and drive - and to transport people (locals and tourists) who don't drive or don't drive at night.