

One Gippsland 2021/22 Federal Budget Submission

December 2020





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Gippsland - A Strong Region in Recovery

This Budget Submission sets out the rationale for investment in our region by highlighting the economic challenges endured, while demonstrating how investment in connectivity, health, education and liveability enablers will create more jobs. It also focuses on leveraging our region's vast natural endowments to help kick-start the region's economic recovery.

Like much of Australia, and indeed the world, Gippsland is currently undergoing unprecedented challenges, including long-term drought, the 2020 bushfire season and the COVID-19 pandemic.

A recent report produced by SGS Economics shows that Gippsland has undergone a series of economic shocks that have impacted the economic output of the region. Between 2015 and 2020 the combined effect of the COVID-19 restrictions, bushfires, dairy crisis, drought and the Hazelwood closure have had the following impact:

- Direct output loss of **\$3.28 billion**;
- Combined direct and indirect output loss was **\$6.86 billion**;
- A total of **10,213 job losses** (direct and indirect); and
- Gross Regional Product shrunk by **\$2.66 billion**.

The closure of the native timber industry closure is expected to negatively impact direct output by **\$548 million** and further shrink Gross Regional Product by **\$431 million** in the next 10 years.

Gippsland also faces growing competition for products and investment in the increasingly globalised world economy. Competition comes from larger scale, denser urban centres that outperform Gippsland because of their geographic concentration of people, capital and resources, knowledge institutions and service delivery. In order to meet this challenge, the Gippsland region needs to enhance its connectedness to both Australia and the world, not only digitally, but through all modes of transport, including land, sea and air.

Gippsland must also recognise and address the fact that its diverse geography results in variable digital coverage across the region and challenges the resilience of transport and digital networks in times of natural disaster.

Despite these challenges, Gippsland has great growth aspirations with target increased growth across these important areas:

- Australia's **most liveable region**;
- Attracting **75,000** new residents;
- Increasing **Gross Regional Product to \$23.2 billion**;
- Increasing **renewable energy** use by 40 per cent by 2040;
- **One-hour commuter rail**: Melbourne to Warragul; and
- Raising **Year 12 attainment** to regional Victorian average (current 75 per cent).



One Gippsland is pleased to submit the following priority projects for government consideration and funding:

(Note: projects are listed in alphabetical order, further information can be found in the Gippsland Priority Projects section of the document)

1. [Cowes Cultural and Community Centre](#): \$10 million for construction
2. [Drouin-Warragul Arterial Network Business Case](#): \$3 million for business case development
3. [Expansion and Upgrade of the WORLD Sporting Precinct](#): \$7 million for construction
4. [Gippsland Logistics Precinct: Stage 2 and 3](#): \$19 million for construction
5. [Latrobe City Aerospace Precinct: Commercial Precinct Development](#): \$2.8 million for the construction
6. [Leongatha Heavy Vehicle Alternate Route – Stage 2](#): \$15.3 million for design and construction
7. [Metung Hot Springs](#): \$6 million for construction of phase 1
8. [North Sale Wetland and Biodiversity Reserve](#): \$1.075 million for construction
9. [South Gippsland Highway Realignment - Coal Creek Bends](#): \$50 million for construction
10. [Gippsland Tracks and Trails Project](#): \$84.13 million for construction
11. [Wilsons Prom Revitalisation](#): \$8 million for construction
12. [Wonthaggi Opportunity Unlocked](#): \$35 million for construction.

The following sections of this document outline this path forward and include clear projects which will stimulate growth.



About Gippsland

Gippsland is Victoria's largest region, located in the south east of the state.

The region has a population of almost 287,000, growing at the state average of 4 per cent per year. Gippsland is home to a diverse community including Aboriginal communities, people from the United Kingdom, Europe, Asia, Africa and South America. In contrast to the Ballarat, Bendigo and Geelong regions, where the population is centred in regional cities, Gippsland's population is spread more evenly among several substantial and important regional centres.

Gippsland has a diversified economy, with a strong tourism industry welcoming almost nine million visitors to the region annually, a robust food and fibre sector and manufacturing and construction industries. Gippsland's energy sector produces 97 per cent of Victoria's natural gas, 14 per cent of Australia's oil and generates the majority of Victoria's electricity supply.

While Gippsland does face challenges, its advantages provide the foundation for the area to become Australia's most liveable region by 2040. Gippsland aspires to offer a vibrant place to live and work, with quality and easily accessible education, health, community facilities and services, in an area surrounded by natural attractions, and a community respectful of its people and its land. This will be underpinned by a strong economy, connected nationally and internationally, whose clean and green products and innovative ideas are delivered to a global marketplace.

About One Gippsland

One Gippsland is a peak regional advocacy body representing the Gippsland region. We aim to connect the dots between government, business and community, while collectively working together to champion the interests of our region and our people.

It is our mission to create a thriving and dynamic region that harnesses our social, environmental and economic capabilities so that we can offer residents opportunities for great lifestyles, prosperity and access to services at all stages of life.

One Gippsland members collaborate on a range of initiatives and activities to achieve our vision through strong and unified advocacy to State and Commonwealth governments and agencies.

What we do:

- **United voice:** Be the combined voice for Gippsland communities to address regional issues;
- **Advocacy:** Advocate for State and Commonwealth Government policies and programs that support economic prosperity through innovation, facilitation and education;
- **Go-to peak body:** Develop positive relationships and encourage open dialogue with the State and Commonwealth governments;



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- **Investment:** Create the opportunities for the State and Commonwealth governments and the private sector to invest in Gippsland to support economic prosperity, social capital and access to services; and
- **Environmental stewardship:** Take a leading role in advocating for environmental stewardship and sustainable use of natural resources.

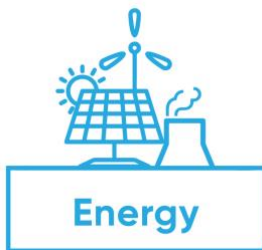
Our team comprises of Gippsland's leaders in local government, industry and education, who work collaboratively to secure funding and policy results for the region.



The Path Forward - Focusing on Our Natural Endowments

Gippsland's existing economic prosperity and amenity has, and will continue to be, based on its wide-ranging natural assets. The region's environment encompasses rich biodiversity, spanning alpine regions, lakes and water catchments, coastal parks, wetlands, forests and reserves providing habitat to some of Australia's most iconic creatures, along with rich agricultural lands and mineral and energy resources. These natural assets underpin the region's economy from food, fibre and forestry, to energy and tourism.

Energy



Gippsland has been an Australian leader in making the transition to cleaner, less greenhouse intensive energy – through its natural assets – skilled workforce and established energy infrastructure.

As Victoria and Australia progress to a cleaner energy future, less carbon-intensive gas is likely to remain in use for some time as a transitional energy source. As Gippsland has 97 per cent of Victoria's natural gas, the region is well positioned to supply the State's energy needs during this transition period.

Gippsland's existing energy infrastructure provides a significant regional advantage. The region is home to an efficient and well-maintained, high capacity, high voltage transmission and switch yard network transmitting energy to Melbourne, the national electricity grid, and Tasmania. As Australia transitions away from greenhouse intensive fossil fuel generation, this established transmission network will enable significant volumes of locally generated renewable energy to be delivered to key markets.

The potential source of this new, cleaner energy lies in the region's good solar conditions and high quality on and off-shore wind conditions, which can build on the region's three existing wind farms. Community investment in solar photovoltaic projects, and trials in community energy, are also contributing to Gippsland's energy mix evolution and improving users' power supply resilience, affordability and reliability.

Waste to energy presents another potential opportunity for Gippsland, with an environmental risk/benefit analysis and risks to be undertaken.

Gippsland is also leading the way in the investigation of the commercialisation of carbon capture, storage and utilisation technology. CarbonNet's Gippsland project can contribute to the reduction of Victoria's greenhouse gas emissions and help establish new energy sources such as hydrogen. Gippsland also has promising off-shore carbon capture storage sites which can lessen the greenhouse gas emission impact.



Food and Fibre



While the food and fibre sector remains the backbone of Gippsland's economy, the sector is facing significant pressure.

The region's dairy, meat, horticulture, fish and forestry sectors contribute almost half of Gippsland's \$16 billion Gross Regional Product however, factors such as climate change and government policy to end native timber harvesting by 2030 demand either adaption or extinction of industries.

While these challenges must be managed, there are still strong opportunities for the food and fibre sector through anticipated increases in global demand.

Gippsland is already renowned for its food's clean, green and nutritious qualities and can do more to take its high value products to domestic and international markets. In addition to enhanced marketing and promotional efforts, maximising digital connectivity, innovative manufacturing and improved logistics and access to airports and ports can all help boost Gippsland's access to these markets.

Tourism



Gippsland's tourism attractions range from surf to snow – with its coast, lakes, parks and ski fields – to globally renowned events such as the MotoGP and Penguin Parade. The region also offers visitors something for the palate, with gourmet foods and wines, and something for the soul, through

Traditional Owner cultural heritage.

The future of the region's tourism industry lies in the creation of memorable and high yield tourism experiences and major events to capitalise on the region's proximity to Melbourne, with the goal of increasing regional tourism numbers beyond the current nine million annual visitors.

This requires additional investment in:

- The overarching marketing and coordination of the regional tourism offering to promote the broader Gippsland experience;
- Tourism infrastructure and training to accommodate more overnight visits and tourist spending; and
- Improved transport links to attractions and experiences.

Two areas of potential growth which capitalise on the region's natural assets and competitive advantage, and which will generate employment are:

- Collaboration between tourist attractions and the food and fibre sector, which can lead to more memorable tourism experiences; and



- Assistance to Traditional Owners to give Gippsland's visitors a unique and memorable experience by sharing their arts, culture and environment in an appropriate manner, which will create cultural benefit.

The foundation of Gippsland's past and present prosperity are the keys to the region achieving its goal of becoming Australia's most liveable region . This will mean continued reliance on the region's relative water security, clean, green food and fibre products, unspoilt natural places, rich cultural and historical heritage, biodiversity, and great health and wellbeing.

Gippsland will continue to need to balance interdependence between its industries, its lifestyle and a healthy environment to grow its regional advantages. Some industries will need to transition and communities will have to adapt, and all will need to embrace both new technology and ancient wisdom to ensure the future.



The Path Forward – Investing in Our Enablers

Despite the myriad of challenges from drought, bushfires, power station closures, native timber transition, the COVID-19 pandemic and significant population growth in Baw Baw and Bass Coast Shire, Gippsland has the resources to diversify and build a new economy.

Gippsland can leverage its natural advantages and competitive points of difference to transition to a more diverse and agile, future workforce and industry mix.

The region must adapt to a new, low-carbon world of digitalisation, innovation and automation. This means that while relying on traditional strengths in food and fibre, tourism, and energy supply, it must also add health, and education to its economic pillars.

Harnessing innovation and automation, Gippsland can increase its expertise, meet its healthcare and social assistance needs, and deliver the required professional, scientific and technical services and education and training.

This will ensure Gippsland is well placed to leverage the knowledge economy and satisfy emerging work and lifestyle choices.



Connectivity – Road, Rail, Broadband and Mobile

Connecting Gippsland’s dispersed towns and communities through first-rate digital and transport services is key to ensuring the region’s future competitiveness and cohesiveness.

Increased internet bandwidth and speed through digital infrastructure investment will connect communities to each other and the world, enabling virtual work and widening employment pools by modifying business approaches to place-based work. Bolstered by the anticipated post-pandemic population shift from the city to the regions, high-quality digital infrastructure will empower Gippsland to promote the opportunity to work in a satisfying, highly paid job, while enjoying the amenity of a beautiful regional location.

Currently, knowledge-based businesses, including information technologies, finance and insurance, property, professional and technical services, education, administration and support services provide 22 per cent of Gippsland’s economic output. The knowledge economy is an enabler of future prosperity and growth through research, investment, development and commercialisation.

Collaborations between local industries, research institutions and capital investment funds are the pathway to a successful future, facilitating advanced manufacturing using the innovative technologies of the future.



Emerging digital technologies such as Low Power Wide Area Network (LPWAN) are providing opportunities for Gippsland's industries and amenities. LPWAN has the potential to help farmers manage the water needed for their crops in a more environmentally friendly and efficient manner, calculate water temperatures in aquaculture settings and even assist in traffic flow in Gippsland's cities and towns.

Gippsland's economic future also requires efficient transport links, intermodal facilities and connections, and greater utilisation of improved regional airports and ports, as well as an airport in Melbourne's southeast with international freight facilities to service Gippsland's export products.

Faster and more efficient links to markets and source materials will attract investors to Gippsland's renewable and clean energy and high-end manufacturing sectors, as well as value-adding industries in the food and fibre sector.

Gippsland's established transport corridors already provide a significant competitive advantage, creating linkages between towns and communities which facilitate the sharing of services, employment pools and supply chains, while connecting the region to markets and services in Melbourne, Canberra, regional NSW and Sydney.

Gippsland's integrated regional and transport planning framework is future ready, focused on liveability, environmental management, tourism and trade. It must also take account of industry and community needs and encourage shared services models that extend beyond traditional municipal boundaries.

Planning for Gippsland's major road corridors, including the Princes, Bass and South Gippsland highways, must:

- Anticipate heavier and more frequent freight volumes carrying clean and green premium fresh produce;
- Identify and eliminate current and potential bottlenecks and blackspots;
- Improve safety;
- Relieve pressure on the region's secondary roads; and
- Enhance the liveability of towns by the creation of bypasses or more efficient and less disruptive routes through them.

Finally, future planning and development in towns and the region's growth areas, such as Baw Baw and Bass Coast, needs to adapt to the changing work and lifestyles of Gippsland's changing population. It must ensure both the amenity and services to attract and keep new residents, as well as the digital infrastructure to support the new economy of the fourth industrial revolution.



Highly Educated and Skilled People, Life-Long Learners

Education, from early years through lifelong learning, is an essential building block to achieve Gippsland’s vision as Australia’s most liveable region.

While Gippsland’s participation and completion rates in both secondary and tertiary education have improved in the past decade, they remain below state averages and require further action and encouragement to continue progress to enhance trade skills and complete tertiary degrees. Work undertaken to identify the barriers and create pathways to increasing levels of education must continue.

Further, at a time when traditional industries in energy and forestry are transitioning, there will be a need for reskilling many in the current workforce who will be affected by the changes.

As the knowledge economy expands and the demand for continuing upskilling increases, the local provision of education at the tertiary and continuous education level will be essential to attract and retain Gippsland’s population. The creation of regional education hubs, the enhancement of digital communication and the collaboration between industry and education organisations to provide skills, training programs and industry placements to meet the needs of current and emerging industries, are critical components.

Gippsland will rely on a range of high-quality education and training facilities, including Federation University’s Gippsland campus in Churchill, TAFE Gippsland’s multi-campus vocational education and training institute, regional university centres at Bairnsdale, Sale and Wonthaggi, and a network of Registered Training Organisations. In particular, nimble education services will be required to meet the needs of current and emerging industries such as renewable and clean energy, food and fibre, health and advanced manufacturing, mine rehabilitation and supply chain logistics.



A Healthy, Happy Inclusive Community

A healthy, happy inclusive community is a prerequisite to Gippsland’s goal of becoming Australia’s most liveable region. This requires not only physical, social, community and digital infrastructure, but a vibrant, diverse and optimistic population which is confident of its community values, welcoming to new ideas and newcomers, as well as embracing of traditional wisdom.

As Melburnians seek alternatives to the capital city’s congestion and frustrations, Gippsland can be an attractive region for young professionals and families and multicultural communities seeking alternate country lifestyles, lower density living, more affordable housing and reduced commuting time.



In seeking to position itself as the “tree change” destination of choice and drive population growth, Gippsland should undertake a comparative analysis of its own strengths and weaknesses against Victoria’s other regional areas. The region should continue to embrace cultural and social diversity, as well as ensuring that housing stock, health, education and community assets are appropriate and can accommodate future population growth and needs.

Gippsland’s future population will work longer and live longer, and increase the demand for health services, therefore creating further demand for health-related employment and capability.

In particular, as Gippsland’s population changes and grows, so will the demands on the region’s health system – in terms of chronic, lifestyle, addiction, mental health and ageing- related illnesses. The health and community services systems will need to develop and shift to a regional model that strengthens community-based delivery of preventive, early intervention and positive ageing initiatives, to ensure the ongoing health and wellbeing of the community.

This means that more locals should be able to access core health care services without having to travel outside Gippsland. It will require better universal access to health services, attracting and retaining specialists in rural and remote areas, growing hospital and community service capacity and infrastructure and better utilisation of telehealth services.

Gippsland also needs to identify and address any drivers of social exclusion, such as age, health, disability, economics, education or lack of community facilities and employment opportunities. Expanding existing community connection initiatives such as neighbourhood houses, community kitchens, men’s sheds, youth groups and multicultural/multifaith networks to enhance community inclusiveness and prevent isolation across the age, culture and diversity spectrum will be a priority.

In addition, the creation of safe places and programs for Aboriginal communities to practice their culture, improve their health outcomes, education and employment participation will be critical to closing the gap to disadvantage, along with the education of non-Aboriginal people and businesses to be more culturally aware.



Gippsland's Priority Projects

The following section of this submission details One Gippsland's immediate priorities project that are ready for investment and align with the challenges and opportunities outlined above.

Cowes Cultural and Community Centre

Project Overview



The Cowes Cultural and Community Centre is a new state of the art, multipurpose facility that will house a new library, learning spaces, art gallery and artist spaces, performance theatre and seating. It will also create a new home for the Phillip Island Historical Society and Genealogical Society, Council customer service and other office spaces.

The site is currently undergoing a redevelopment that involves bringing together the cultural and social aspirations of the community and draw visitors in to showcase the history and culture of the region. Demolition on the existing facility has begun; construction of the new facility will start in early 2021 and is expected to take 12 to 14 months.

The building will be Council's best environmentally-efficient building and be located in the centre of Cowes, providing a community and architectural focal point.

Regional Strategic Alignment

This project will support the region's following aspirations:

- Being Australia's most liveable region by 2040;
- Attracting an additional 75,000 residents 2040; and
- Increasing the annual Gross Regional Product to \$23.2 billion by 2040.

To achieve these goals, investment in productivity and liveability infrastructure will be required at a regional, sub-regional and local level.

Project Benefit

The Cowes Cultural and Community centre will create the following economic impact:

- **Construction jobs:** 69
- **Ongoing jobs:** 30
- **Economic return:** \$51.8 million (Benefit Cost Ratio 2.6.)



Projections indicate that in the next 10 years, Gippsland could receive an extra 1.5 million visitors, growing the sector's contribution to \$1.5 billion annually. This means that Gippsland will need to attract an additional 270,000 visitor nights each year to achieve this – urgent tourism investment is needed to support growing visitation.

The Cowes Cultural and Community Centre is estimated to benefit tourism yields into the Bass Coast economy by \$2.9 million in Year 3 (2023), increasing to \$4.1 million per year in Year 4 onwards.

Investment in the Cowes Cultural and Community Centre is strategically aligned to the region's aspirations objectives by increasing the liveability and tourist appeal of Philip Island by:

- Creating a focal point for a growing population and their shared community activity; and
- Support the tourist demand for cultural, heritage and artistic programs and learning.

Commitment Sought

Bass Coast Shire Council has committed \$16.5 million, including a \$10 million low interest loan from the State Government via the Community Infrastructure Loans Scheme. A \$2.5 million grant has also been secured through the State Government's Growing Suburbs Fund.

Bass Coast Shire Council is seeking a \$10 million commitment to fund the remaining costs of the project.

Funding Details

- **Ask:** funding for construction
- **Project Cost:** \$20+ million
- **Bass Coast Council Contribution:** Council is currently committed to \$16.5 million.
- **State Government Contribution:** \$2.5 million committed through the Growing Suburbs Fund
- **Government Contribution Sought:** \$10 million for the construction of the Cowes Cultural and Community Centre
- **Project Status:** Shovel ready

Project Champion – Bass Coast Shire Council

Bass Coast is one of Victoria's fastest growing rural municipalities with a unique combination of unspoiled coastline and picturesque hinterland, all less than two hours from Melbourne.

The main centres in Bass Coast include Wonthaggi, Cowes, Inverloch, San Remo and Grantville which service the local population and more than 3.4 million visitors who arrive in Bass Coast each year. During peak holiday periods, population swells to more than 70,000.

Drouin-Warragul Arterial Network Business Case



Project Overview

Drouin and Warragul are amongst the fastest growing peri-urban townships in Victoria, each growing by 27 per cent and 12 per cent respectively since 2011. The exponential growth means there is significant congestion on the arterial network feeding these towns, a design legacy of the 1800s. The network is now unable to keep pace with the growth and this congestion is expected worsen as the population doubles from 50,000 to 100,000 in the next 15 years.

The congestion is further aggravated by the local extractive resources industry supplying the local housing industry building new housing developments. The combined impact of population growth and the industry servicing the growth is creating a bottleneck for not only those living and working in the area but those who try to connect to the Princes Highway (the region's primary freight route). This bottleneck has broader implications for transport and freight across the region which supports Gippsland's agriculture industry, food and fibre sector, manufacturing industries, etc. It is inefficient and costly for road transport to be travelling in high density areas for the delivery of freight in the region.

A preliminary road network plan has been developed to address this issue:

1. **Drouin (Western) Heavy Vehicle Bypass:** Bypasses the west residential area of Drouin improving access to the Princes Freeway;
2. **Duplication of Princes Way (between Warragul and Drouin):** Improves connectivity and arterial traffic flow between Drouin and Warragul;
3. **Drouin (Eastern) Heavy Vehicle Bypass:** Bypasses the south-east residential area of Drouin, improving access to Princes Highway and commercial precincts such as Warragul and major producers in the eastern part of the Shire;
4. **Buln Buln Road Interchange Dollarburn Road Extension (Warragul Bypass):** Bypasses the residential area of Warragul to the west of the township; and
5. **Improved intersections:** These intersections will improve access to growth zones, reduce the impact of heavy vehicles and improve safety. The following locations are recommended:
 - a. Princes Way and Wellwood Road, Drouin
 - b. Warragul Off Ramps; Howitt Street and Burke Street intersections.

Regional Strategic Alignment

This project will support the regions following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040; and
3. Increasing the annual **Gross Regional Product** to \$23.2 billion by 2040

To achieve these goals, investment in connectivity infrastructure that will increase the productivity and liveability will be required at a regional, sub-regional and local level.



Project Benefit

Baw Baw Shire Council has funded an initial economic study into this proposed plan which will outline the anticipated job generation as well as return on investment.

It is expected that the development of the above road projects will directly reduce congestion through the townships of Drouin and Warragul, while better connecting the Gippsland region to intra/interstate and international markets. In addition, the following benefits are also expected:

- Facilitate the liveability of the growth centres of Drouin and Warragul (including the CBD and retail centres), while also proving Victorians with affordable housing options. The average house price in Warragul is \$400,000 – in Melbourne it is \$700,000;
- Cater for the efficient transport of goods from Gippsland's \$2.2 billion agriculture industry from north and north-eastern areas of Baw Baw to key hubs across the region.

Commitment Sought

One Gippsland is seeking the support of Government to fund a \$3 million business case development and undertake network planning to realise this plan.

This funding will provide a detailed blueprint to enable the necessary project investment to secure better, more sustainable and safer freight movement throughout Gippsland.

Funding Details

- **Ask:** Business Case funding
- **Project Cost:** \$3 million
- **Government Contribution Sought:** \$3 million
- **Project Status:** Ready to Fund

Project Champion – Baw Baw Shire Council

Baw Baw Shire is approximately 100 kilometres east of Melbourne in the heart of West Gippsland. It has an area of 4034 square kilometres and was formed in 1994 from the amalgamation of the former Buln Buln and Narracan Shires, the Rural City of Warragul (previously the Shire of Warragul), and some parts of the Shire of Upper Yarra.

The northern half of the shire is heavily forested and lies in the Great Dividing Range and its foothills, including the Mt Baw Baw National Park, while the shire is bounded by the Strzelecki Range and its foothills to the south. The 'middle' part of the shire is more densely populated, particularly in areas close to the Princes Highway and the Gippsland railway line, but still retains its rural environment.

Expansion and Upgrade of the WORLD Sporting Precinct



Project Overview

The Women's Organisation for Recreation, Leisure and Development (WORLD) Sporting Precinct was opened in 1984. It has since become the most used recreational facility in Gippsland's east for both men and women, serving as a focal point for sport and recreation.

The facility is now severely outdated and no longer fit for purpose and needs urgent upgrades to meet the basic sporting demands of the region.

The upgraded WORLD facilities will accommodate an estimated additional 872 participants in sport undertaking an extra 27,600 hours of intense physical activity each year by providing:

- Eight refurbished netball courts, four of which will be marked for both futsal and netball;
- Two soccer pitches;
- Upgrades to two hockey fields including lighting to one;
- Upgraded netball/hockey pavilion and new soccer pavilion; and
- Expanded carparking and walking trails.

This project will create a regionally significant purpose-built sporting facility that will enable the region to host important sporting events, in turn increasing visitor expenditure, an important economic driver in Gippsland.

Regional Strategic Alignment

This project will support the region's following aspirations:

- Being Australia's **most liveable region** by 2040;
- Attracting an additional **75,000 residents** by 2040;
- Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040; and
- Increasing the **health and wellbeing protective factor** to be in line with the state average by 2040.

To achieve these goals, investment in productivity and liveability infrastructure will be required at a regional, sub-regional and local level.

Project Benefit

The project will create the following economic impact:

- **Construction jobs:** 92 (direct and indirect);
- **Ongoing jobs:** Two direct and five indirect; and
- **Economic return:** \$16.8 million.



Other benefits of the project include:

- **Additional Opportunities for Women and Girls:** This redevelopment will provide women and girls with vital opportunities for healthy physical activity;
- **Community Volunteering Opportunities:** Following project construction, 88 additional volunteers will be required to manage and train teams. Collectively, these volunteers will spend 6600 hours per year (75 hours per year per person) in benefits for the community;
- **Health Activities for Adolescents:** Participation in sport provides enormous benefits for adolescents, facilitating positive activities, reduced anti-social activities, development of lifetime habits of exercise, and improved physical and mental health outcomes; and
- **Benefits for Soccer:** current soccer facilities are outdated and unable to accommodate players and games, consequently the local club must travel some distance away to a facility with no changing rooms.

Insufficient physical activity is one of the leading risk factors for death worldwide. By improving access to a suitable sporting facility in the region, the Gippsland Regional Plan's goal to increase the percentage of the population who reach the physical activity guidelines for exercise from the current 41.8 per cent to above the state average in 2040.

Commitment Sought

East Gippsland Shire is seeking \$7 million in funding to begin construction.

Funding Details

- **The Ask:** Funding to begin construction of facility upgrades
- **Project Cost:** \$14 million
- **State Government Contribution:** \$550,000 committed
- **Federal Contribution:** \$5 million committed
- **Commitment sought:** \$7 million
- **Project Status:** Shovel ready. Construction to begin in January 2021

Project Champion - East Gippsland Shire

The Shire of East Gippsland is a local government area in Gippsland, located in the eastern part of the Victoria. It covers an area of 20,940 square kilometres and in June 2018 had a population of 46,818.

The Shire is governed and administered by the East Gippsland Shire Council. Its seat of local government and administrative centre is located at the Council headquarters in Bairnsdale, it also has service centres located in Lakes Entrance, Omeo and Orbost. The Shire is named after the Gippsland region, in which the LGA occupies the eastern portion.

Gippsland Logistics Precinct: Stage 2 and 3



Project Overview

The Gippsland Logistics Precinct (GLP) is a unique industrial development opportunity 150kms east of Melbourne in the heart of the Gippsland.

The site of the GLP is set on high-quality large scale industrial, appropriately zoned, fully serviced land that is close to existing industry and has convenient access to the Princess Freeway (M1). It has direct access to rail and port and is council-owned land, meaning that there is also potential for competitive lease arrangements for potential investors, reducing capital expenditure for start-up.

The Victorian State Government provided a grant of \$5 million in 2018 to assist in the GLP site activation (Stage 1), enabling serviced industrial land and connections to road and rail. These works are due to be delivered by 2022.

Further investment is now required to activate Stage 2 and 3 of the project to facilitate an open access intermodal freight terminal including rail siding and site development. Stage 2 and Stage 3 works include:

- **Stage 2: Gippsland Logistics Precinct (\$11.5 million)**
 - Internal road and utility infrastructure and food mitigation earthworks
- **Stage 3: Gippsland Intermodal Freight Terminal (GIFT) (\$7.5 million)**
 - New signalling: \$6.3 million
 - Upgrade of the rail siding: \$1.2 million.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040; and
3. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040.

To achieve these goals, investment in infrastructure that increases connectivity, liveability and productivity will be required at a regional, subregional and local level.

Project Benefit

- **Ongoing Jobs created:** 300 to 500 employment opportunities

Development of Stage 2 and 3 of the GLP will have a wide range of benefits to the Gippsland region, including:

- **Facilitate long-term infrastructure development:** develop superior transport infrastructure in the form of a substantial upfront investment in facilities that allow the operations of the GLP.
- **Facilitate economic and community development:** in the region by creating direct job opportunities at the GLP site.
- **Industry Attraction:** development of the GLP will create a new centre for freight that will act as a catalyst for the attraction of new industries to the region.



- **Efficiency:** the GLP will develop facilities that maximise efficiency and help to reduce freight and transport costs.

Commitment Sought

A total investment of \$19 million to commence works on Stage 2 and 3 of the GLP is required.

Funding Details

- **Ask:** Funding for construction
- **Project Construction Cost:** \$19 million (Stage 2: \$11.5 million/Stage 3: \$7.5 million)
- **State Government Contribution:** \$5 million already funded
- **Government Contribution Sought:** \$19 million
- **Project Status:** Shovel Ready (construction to begin in July 2021)

Project Champion – Latrobe City Council

Latrobe City is located approximately 150 kilometres east of Melbourne and is one of Victoria's major regional centres. The region is made up of four central towns – Churchill, Moe Newborough, Morwell and Traralgon and the smaller rural townships of Boolarra, Glengarry, Toongabbie, Tyers, Traralgon South, Yallourn North and Yinnar.

Latrobe City has traditionally been recognised as the centre of Victoria's electricity industry, which is derived from one of the largest brown coal reserves in the world. It is also at the centre of a large forestry industry that services Australian Paper's pulp and paper mill (the largest in Australia) and other sawmills.

Other industries in the area include food processing (Lion- Morwell), engineering, post-secondary education with the new Federation University Australia and the service sector. Being the largest population centre in the Gippsland region, Latrobe City acts as the regional headquarters for Government agencies and private operators including banks and insurance companies.

Latrobe City Aerospace Precinct: Commercial Precinct Development



Project Overview

The Latrobe City Aerospace Precinct is a re-alignment and sealing of internal roads and the taxi-lane to provide new, improved and direct access to *the Private Hangar Precinct*. The project will also remove decommissioned aviation infrastructure, opening up more than 7000m² of land for development and commercial use.

This project includes the following elements:

- Land apportionment to enable the construction of up to 1500m² of new hangar space;
- Sealing of taxi-lane within Hangar Precinct, connecting to main taxiway;
- Re-alignment of internal roads to provide new, improved and direct access to the Hangar Precinct, including swipe pass gated entry, landscaping and tenant signage; and
- Removal of decommissioned aviation infrastructure, opening up more than 7000m² of land for development
- Provision of and upgrade to services in the area.

The project enables the necessary improvement of the taxi-lane, primarily for safety and operations purposes and will convert 40 private hangars into a vibrant commercial precinct.

The long-term vision and strategy of this project is to:

- Establish a thriving and in-demand aerospace precinct, with efficient and well-planned land-use;
- Enable sustainable jobs and investment growth while supporting the region's economic development;
- Support and develop strategies to connect the region to intra and interstate destinations for both passenger and freight transport;
- Maintain a safe and compliant aerodrome; and
- Maintain a diverse mix of aviation industries and tenants and ensure ongoing visible uplift on site presentation.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040; and
3. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040.

To achieve these goals, investment in infrastructure that increases connectivity, liveability and productivity will be required at a regional, sub-regional and local level.

Project Benefit

- **Construction Jobs:** 50 FTE



- **Ongoing Jobs created:** 20 additional jobs (further indirect jobs creation is expected due to the attraction of related businesses such as maintenance operators, avionics businesses, and paint shops.)

The aircraft-manufacturing sector contributes \$165 million to the Gippsland economy and currently employs 55 people. To further grow this industry and provide an immediate boost to the Gippsland economy, investment in further development of the Latrobe City Aerospace Precinct is required.

This project would accelerate the region's aviation industry and provide new investment and job creation opportunities for the aviation sector that has been hard hit by the COVID-19 crisis. It is expected that the benefits to the region and the airport would be exponential, including:

- **Improved safety and operations:** The removal of loose rocks will reduce the likelihood of damage to vehicles using the taxi-lane;
- **Conversion of 40 private hangars:** the opportunity to convert (over time) up to 40 private hangars into a vibrant commercial precinct will allow the airport to become a greater contributor to the region's broader economic development;
- **Hangar Precinct:** There is interest in the Hangar Precinct across a wide range of sub-industries, including flight training, aircraft maintenance, aircraft paint shops, avionics and other related industries that both drive and support the general aviation industry.
- **Promoting new businesses and visitor attraction:** This project has the potential to promote new businesses to base themselves at Latrobe Regional Airport (LRA), which may include charter operators, helicopter tours, and the potential to increase the adrenalin sports precinct (skydivers/hot air ballooning/joy flights) attracting visitors to the airport and the region.

Commitment Sought

Latrobe City Council is seeking the support of the Government to support further development of the Latrobe City Aerospace Precinct and the Latrobe City Regional Airport (LRA) by investing \$2.8 million to enable more intensive and subsequently commercial use of the Private Hangar Precinct (PHP).

Funding Details

- **Ask:** Funding for construction
- **Project Construction Cost:** \$2.8 million
- **Government Contribution Sought:** \$2.8 million
- **Project Status:** Shovel Ready (construction to begin in March 2021)

Project Champion – Latrobe City Council

Latrobe City is located approximately 150 kilometres east of Melbourne and is one of Victoria's major regional centres. The region is made up of four central towns – Churchill, Moe Newborough, Morwell and Traralgon and the smaller rural townships of Boolarra, Glengarry, Toongabbie, Tyers, Traralgon South, Yallourn North and Yinnar.

Latrobe City has traditionally been recognised as the centre of Victoria's electricity industry, which is derived from one of the largest brown coal reserves in the world. It is also at the centre of a large forestry industry that services Australian Paper's pulp and paper mill (the largest in Australia) and other sawmills.



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Other industries in the area include food processing (Lion- Morwell), engineering, post-secondary education with the new Federation University Australia and the service sector. Being the largest population centre in the Gippsland region, Latrobe City acts as the regional headquarters for Government agencies and private operators including banks and insurance companies.

Leongatha Heavy Vehicle Alternate Route – Stage 2

Project overview



Leongatha is one of South Gippsland's major industrial, government, medical, retail and service centres that currently contributes \$1.2 billion to the regional economy.

This hub has experienced significant traffic congestion and safety issues caused by the South Gippsland Highway cutting through the centre of the town.

To redirect heavy vehicles away from the town centre and improve amenity and safety, a two-phase Leongatha Heavy Vehicle Alternate Route plan was developed.

Stage 1 was completed in 2016 and has diverted heavy vehicle traffic out of the main centre of town. This is now allowing for important safety enhancements, beautification and pedestrian-friendly treatments to be currently undertaken.

Stage 2 is now requiring the detailed planning and design to complete the main town centre bypass and reduce congestion by improving freight and visitor movements, while also resolving vehicle safety and accessibility issues.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040; and
3. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040.

To achieve these goals, investment in connectivity infrastructure that will increase productivity and liveability will be required at a regional, sub-regional and local level.

Project Benefit

Development of this project will directly reduce congestion, improve critical safety issues, increase productivity and reduce freight transport costs, while better connecting the Gippsland region to intra/interstate and international markets. The following benefits are expected:

- **Improve safety:** by taking heavy vehicles out of the town centre and providing proper intersection controls where required. This part of the project was completed in 2016;
- **Increase productivity and reduced freight costs:** Cater for the efficient transport of goods from Gippsland's \$2.2 billion agriculture industry and the \$1 billion tourism industry; and
- **Reduce congestion and improve access:** by reducing transport delays due to inefficient intersections.



Commitment Sought

One Gippsland is seeking the support of the State Government to fund the detailed planning and design of \$300,000 and construction of the anticipated \$15 million project.

This funding will enable the necessary project investment to secure better, more sustainable and safer freight movement throughout Gippsland.

Funding Details

- **Ask:** Funding for design and construction
- **Design Cost:** \$300,000
- **Project Construction Cost:** \$15 million
- **Government Contribution sought:** \$15.3 million (\$300,000 Planning and Design; \$15 million Construction)
- **Project Status:** Ready for detailed planning and design

Project Champion – South Gippsland Shire Council

South Gippsland Shire Council is located in the south-eastern part of Victoria. It covers an area of more than 3000 square kilometres and has just under 30,000 residents. It includes the towns of Leongatha, Korumburra, Foster, Poowong, Mirboo North and Meeniyan.

Agriculture, tourism, manufacturing and associated businesses form the backbone of the region's economy, backed by a skilled and stable workforce. South Gippsland currently has one of the lowest unemployment rates in Victoria. South Gippsland businesses have shown excellence and innovation not only in the key dairy sector, but also in engineering, automotive, viticulture, horticulture and hospitality. The shire supports 11,200 jobs and has an annual economic output of \$3.7 billion.



Metung Hot Springs

Project Overview

The Metung Hot Springs is an eco-certified tourism experience in Gippsland's East. Taking advantage of the region's extensive natural endowments, the Metung Hot Springs will offer a natural geothermal mineral spring bathing experience. The Hot Springs have been designed to provide an all-weather, all-season destination that is estimated to attract 180,000 visitors to the region every year (50,000 in Phase 1).

When complete the Metung Hot Springs complex will also include six spa lodges, 12 aqua pods, 15 tree top pods, a Wellness Activity Centre and a 150-room hotel with restaurant and function centre.

The project has been separated into three Phases with Phase 1 designed for quick delivery to drive regional visitation and economic recovery. Stage 1 features include: Hot Springs experience; temporary change rooms and reception; Australia's first hot springs golf course (with 19th hole bathing experience); Accommodation trial: Aqua Pod, Treetop Pod, Spa Lodge and 10 glamping tents (*Refer to appendix A for a full list of phased development features and investment costs*).

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040; and
3. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040.

To achieve these goals, investment in tourism infrastructure will be required at a regional, sub-regional and local level.

Project Benefit

In addition to creating a signature experience that will attract new markets and increase visitation, the Metung Hot Springs is expected to generate \$405 million flow-on revenue to the region. The springs will also increase employment and education opportunities (particularly for young people) and public amenities.

The economic benefits expected from Stage 1 investments include:

- **Construction jobs:** 91 (Stage 1 and 2)
- **Ongoing jobs:** 72 (42 in year 1)
- **Economic return:** \$337.5 million direct and \$405 million indirect

In addition, the above economic benefits Metung Hot Springs is expected to have the following regional benefits:



- Benefit accommodation providers by more than \$2.8 million per annum, taking yearly overnight sales to above \$5.3 million;
- Provide employment, education and training opportunities, with East Gippsland TAFE, assisting in retention of 18 to 25 year olds in East Gippsland; and
- Bring an estimated 180,000 annual visitors to the region.

Projections indicate that in the next 10 years, Gippsland could receive an extra 1.5 million visitors growing the sector's contribution to \$1.5 billion annually. This means that Gippsland will need to attract an additional 270,000 visitor nights each year to achieve this – urgent tourism investment is needed to support growing visitation.

Commitment Sought

The immediate priority is a \$6 million contribution for the development of Phase 1. Government funding would help unlock 1:1 matched private investment, enabling Phase 1 development to be realised. The State Government have committed \$1.5 million to the establishment of this project.

Funding Details

Ask: funding for the development of Phase 1 of the project

Phase 1 Project Cost: \$16.5 million

Total Project Cost: \$128.84 million

Government Contribution sought: \$6 million for the initial phase of the project

Project Status: Shovel ready

Project Champion – East Gippsland Shire Council

The Shire of East Gippsland is a local government area in Gippsland, located in the eastern part of the Victoria. It covers an area of 20,940 square kilometres and in June 2018 had a population of 46,818.

The Shire is governed and administered by the East Gippsland Shire Council. Its seat of local government and administrative centre is located at the council headquarters in Bairnsdale, it also has service centres located in Lakes Entrance, Omeo and Orbost. The Shire is named after the Gippsland region, in which the LGA occupies the eastern portion.



Stage	Development features	Total investment
1	<ul style="list-style-type: none"> • Pop-up Hot Springs for quick delivery of an experience to drive regional visitation. • Temporary change rooms and reception. • Fresh water in-land lagoon with lakeside hot spring pools, saunas and reflexology walk. Hillside pools with Lake King views and other bathing features. • Accommodation trial: Aqua Pod, Treetop Pod, Spa Lodge and 10 glamping tents. • Water reuse program commissioned at Kings Cove Golf Course. • Australia’s first hot springs golf course (the 19th hole bathing experience). • Main reception and carparking. • Hilltop pools on the escarpment with spectacular views over Lake King. • Three Spa Pods. 	\$16.5 million
2	<ul style="list-style-type: none"> • Marina with transit berths for ferries and small craft, overnight houseboats and hot pools, saunas and lake pool. • Accommodation: 11 Aqua pods, 14 Treetop pods, five Spa Lodges • Wellness Activity Centre. • Marina Clubhouse and Wellness Hotel (50 rooms). 	\$37.5 million
3	<ul style="list-style-type: none"> • 150 room hotel. • Spa House construction: Golf, Groups and family style (20 in total). 	\$74.84 million
Other Potential	<ul style="list-style-type: none"> • Thermal Rehabilitation and Easy Access Bathing Area. • Tambo Bluff-Metung connecting walking and bike riding trail including glass elevator. • Additional 35 house development lots and 100 additional hotel rooms. • Marina expansion to 150 berths. 	TBC

North Sale Wetland and Biodiversity Reserve



Project overview

The North Sale Wetland and Biodiversity Reserve project underpins the development of approximately 500 residential allotments in the North Sale Growth Area.

The project will construct a stormwater treatment wetland and passive open space, enhancing urban biodiversity within the existing North Sale Retarding basin site.

The wetland will treat stormwater from future residential and commercial development to the north to meet the Environmental Protection Authority's (EPA) best practice guidelines and support the development of approximately 500 residential allotments.

The wetland and retarding basin design will incorporate:

- Landscaping;
- Use of indigenous native plants; and
- Walking paths and picnic areas.

This project aims to provide a fully integrated mixed-use open space while also creating a strong link between blue and green infrastructure.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040;
3. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040; and
4. Increasing the use of **renewable energy and recycled water by 40 per cent** by 2040.

To achieve these goals, investment in liveability infrastructure will be required at a regional, sub-regional and local level.

Project Benefit

This Project will deliver seven construction jobs however is seen as an enabler of 537 jobs through the flow-on economic benefits of the 500 additional houses it will facilitate.

More importantly the project will provide an active space that will:

- Enable the community's physical health and mental wellbeing;
- Provide a commitment to implement urban green infrastructure that is resilient and sustainable; and



- Support the natural environment.

It also underpins the Gippsland Regional Plan's strategic direction to address climate change and manage land and water for a sustainable future by waterway, wetland, and riparian management and providing a water and stormwater recycling and reuse facility.

The project will also facilitate the liveability of Sale while also providing Victorian's with affordable housing options. The average house price in Sale is \$334,000 – in Melbourne it is \$700,000.

Commitment Sought

The total project cost of this Reserve is \$2.15 million. Wellington Shire Council has committed \$1.075 million and is seeking 1:1 matched investment from the Government to fund the remaining \$1.075 million.

Funding Details

- **The Ask:** funding to begin construction
- **Project Cost:** \$2.15 million
- **Council Contribution:** \$1.075 million
- **Government Contribution sought:** \$1.075 million
- **Project Status:** Shovel ready

Project Champion – Wellington Shire Council

Wellington Shire was formed in 1994 after the amalgamation of the Shires of Alberton, Avon, Maffra, the City of Sale and parts of the Shire of Rosedale.

It is Victoria's third largest municipality, covering an area of 10,924 square kilometres and is home to 42,986 residents (2016 Census) spread across more than 30 different communities.

Wellington has a strong and diverse local economy boasting oil and gas production industries, manufacturing, government, defence, primary industries, forestry, construction and retail industries.

South Gippsland Highway Realignment - Coal Creek Bends



Project overview

The South Gippsland Highway is the main arterial road through Gippsland's south. It connects Gippsland's major agriculture and food production industry to domestic and international markets and connects tourists to the illustrious attractions of the region, such as the Wilsons Promontory National Park. Not only does this strategic economic route connect Gippsland to Melbourne, it is also essential for residents and public transport.

The highway south of Korumburra contains a series of difficult bends that have resulted in multiple serious crashes, often causing serious injury and, in some cases, fatalities. To mitigate these issues and to increase connectivity and productivity within the region, the South Gippsland Highway Realignment of the Coal Creek Bends has been identified as a priority by Regional Roads Victoria (RRV) and the community.

The project involves a road realignment to remove a series of bends on the South Gippsland Highway south of Korumburra, including:

- Intersection improvements;
- Road widening;
- Sections of road realignment;
- Signage and delineation improvements; and
- Construction of a service lane and vehicle rest stop.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's most liveable region by 2040;
2. Attracting an additional 75,000 residents by 2040; and
3. Increasing the annual Gross Regional Product to \$23.2 billion by 2040

To achieve these goals, investment in connectivity infrastructure that will increase productivity and liveability will be required at a regional, sub-regional and local level.

Project Benefit

Development of this project will directly reduce congestion, improve critical safety issues, increase productivity and reduce freight transport costs, while better connecting the Gippsland region to intra/interstate and international markets. The following benefits are expected:

- **Improve safety:** improve safety by removing dangerous bends, construct centreline barriers and provide service lanes to improve safety for neighbouring houses.



- **Increase productivity and reduced freight costs:** Cater for the efficient transport of goods from Gippsland's \$2.2 billion agriculture industry and the \$1 billion tourism industry.
- **Reduce congestion and improve access:** The highway's undulating or narrow alignments, unsealed shoulders and limited overtaking opportunities are the primary causes of delays over the full length of the highway. A more efficient route will also increase tourism opportunities for the region.

Commitment Sought

One Gippsland is seeking the support of the State Government to fund the construction of the \$50 million project.

This funding will enable the necessary project investment to secure better, more sustainable and safer freight movement throughout Gippsland.

Funding Details

- **Ask:** Funding for Construction
- **Project Cost:** \$50 million
- **Government Contribution Sought:** \$50 million
- **Project Status:** Ready for detailed design

Project Champion – South Gippsland Shire Council

South Gippsland Shire Council is located in the south-eastern part of Victoria. It covers an area of more than 3000 square kilometres and has just under 30,000 residents. It includes the towns of Leongatha, Korumburra, Foster, Poowong, Mirboo North and Meeniyan.

Agriculture, tourism, manufacturing and associated businesses form the backbone of the region's economy, backed by a skilled and stable workforce. South Gippsland currently has one of the lowest unemployment rates in Victoria. South Gippsland businesses have shown excellence and innovation not only in the key dairy sector, but also in engineering, automotive, viticulture, horticulture and hospitality. The shire supports 11,200 jobs and has an annual economic output of \$3.7 billion.



The Gippsland Tracks and Trails Project

Overarching Regional Project - The Gippsland Tracks and Trails Project

The Gippsland Tracks and Trail Project is the region's integrated plan to bring the various tracks and trails throughout Gippsland together into an internationally acclaimed tourist attraction. The project aims to connect the 475 kilometres of existing rail trail corridors throughout Gippsland together, connect visitors to the region's diverse experiences, including iconic lakes and beaches, lush valleys and ranges.

The trail will make use of existing off-road tracks, roads less travelled and the rail network to link visitors from north to south and west to east, making the whole of Gippsland accessible by bike and providing visitor access to villages and towns along its route.

There are a range of track projects within this overarching project, most notably The Great Southern Rail Trail. More detail on this project is provided below. There are also a range of other smaller tracks and trails projects that make up this overarching plan. A list of these has also been provided.

Sub-regional project The Great Southern Rail Trail

The Great Southern Rail Trail is an important contributor to the Gippsland regional economy, attracting a large number of tourists to the trail that currently stretches 71 kilometres through Gippsland from Leongatha to Port Welshpool.

Already a major tourist attraction for intrastate and interstate visitors, the opportunity to further expand this visitor experience exists.

The extension of The Great Southern Rail Trail Projects as proposed by One Gippsland include the:

- Leongatha to Korumburra link (\$3 million);
- Korumburra to Nyora extension and beyond (\$3 million); and
- Extension from Welshpool to Alberton (\$6.6 million)

These extensions will create the missing links between existing Gippsland trails and will form a significant part of the proposed iconic regional Great Gippsland Trail.

Sub-regional project – The Bass Coast Dinosaur Trail

Bass Coast has a rich, globally significant, pre-historic heritage with the most diverse range of polar dinosaur fossils and unique prehistoric fauna in the world.

The proposed \$15 million Bass Coast Dinosaur Trail will educate residents and visitors about the diversity of Polar Dinosaur fossils and pre-historic fauna found in the region, building upon the ground-breaking work, passion and enterprise of the local community, traditional owners and palaeontologists over the past 40 years.



The trail will consist of six significant art works located from San Remo to Inverlock and will provide an immersive, cultural, educational and sensory experience that will draw international and domestic tourism to the region year-round.

The trail will intersect at key points with the Yallock-Bulluk Marine Coastal Trail and key sites along the trail will be accessible by car, foot or bike. The trail will offer a key tourism experience where visitors can step in and out of the Dinosaur Trail experiences on offer and interact with local business and accommodation offerings in the region.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region** by 2040;
2. Attracting an additional **75,000 residents** by 2040; and
3. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040.

To achieve these goals, investment in tourism infrastructure will be required at a regional, sub-regional and local level.

Project Benefits

Before COVID-19 travel restrictions, Gippsland attracted more than seven million visitors per year with a visitor economy worth over \$1.1 billion annually, employing more than 13,000 people. Tourism in Gippsland was estimated to be worth \$938 million (in 2018-19) to the region's economy in direct and indirect Gross Regional Product or 7.1 per cent of the region's economy.

The economic benefits expected from Stage 1 investments include:

- **Construction jobs:** 170 (Stage 1 and 2)
- **Ongoing jobs:** 106 (69 in year 1)
- **Economic return:** \$105 million (Cost-Benefit Ratio of 2.0)

(Note: these benefits do not include those expected from the Bass Coast Dinosaur Trail, this information is currently being finalised)

Capturing Melbourne, one of Australia's largest markets – there is a clear competitive advantage in positioning Gippsland as the holiday from at home destination of Victoria.

Projections indicate in the next 10 years Gippsland could receive an extra 1.5 million visitors, growing the sector's contribution to \$1.5 billion annually. This means that Gippsland will need to attract an additional 270,000 visitor nights each year to achieve this – urgent tourism investment is needed to support growing visitation.



Commitment Sought

Destination Gippsland is seeking a total of \$84.13 million to complete the entire Gippsland Tracks and Trails project including the Dinosaur Trail.

Funding Details

- **Ask:** Construction Costs
- **Project cost:** \$84.13 million
- **Commitment sought:** \$84.13 million
- **Status:** Shovel Ready

Project Champion – Destination Gippsland

Destination Gippsland is the Regional Tourism Board and the peak tourism organisation for the region in eastern Victoria. The organisation was established in 2008 with the support of Visit Victoria, Parks Victoria and the six member councils of the Gippsland Local Government Network.

Destination Gippsland is a not-for-profit public company governed by a skills-based board supported by staff and industry networks. The organisation's role is to grow and serve the Gippsland tourism sector and work in partnership with the industry and government to deliver rewarding and lasting economic, environmental and social outcomes.

Wilsons Prom Revitalisation

Project overview

Wilsons Promontory National Park sits at the southernmost tip of the Australian mainland. With its unspoiled natural surrounds, it is a key tourist destination in Gippsland.



To leverage growing tourist demand, investment in infrastructure is critical. The Wilsons Prom Revitalisation project seeks to achieve this by delivering a superior visitor experience while reducing the environmental impacts associated with traditional visitation.

To increase visitor experience, the revitalisation project will deliver the following:

- Creation of a new visitor precinct in the Northern 'Prom', including an information centre, tourism hub for licensed tourism operators and volunteer meeting space;
- Construction of 20 new CANOPY - Eco Sleeper Pods which are new environmentally sustainable pop-up roofed accommodation;
- Establishment of a congestion free park offering a 'park and ride' service during peak season; and
- Creation of an all-accessible wildlife track, encouraging visitor dispersal and connection with nature with a lower impact on the environment.

In addition, the plan will seek to create 'The Prom Sanctuary', a premier 50,000 hectare biodiversity sanctuary that will be the nation's largest and safest reserve for threatened species protection.

The sanctuary project will aim to develop a world-class climate change refuge free from introduced predators. This will be achieved by constructing a 10 kilometre predator-proof fence across the Yanakie Isthmus, providing a safe haven for iconic wildlife species over nearly 50,000 hectares. The sanctuary will enable recovery and re-establishment of native animals, plants and habitats that connect Victorians and other visitors with exceptional nature-based experiences: rare wildlife brought back from the brink, beautifully restored landscapes and cutting-edge conservation science.

Regional Strategic Alignment

This project will support the region's following aspirations:

4. Being Australia's **most liveable region** by 2040;
5. Attracting an additional **75,000 residents** by 2040; and
6. Increasing the annual **Gross Regional Product to \$23.2 billion** by 2040.

To achieve these goals, investment in tourism infrastructure will be required at a regional, sub-regional and local level.



Project Benefit

The project will create the following economic impact:

- **Jobs Created:** 74 full time equivalent (including 59 construction jobs)
- **Economic benefit:** additional \$24.6 million in domestic expenditure per annum by 2025
- **Visitation:** an additional 200,000 domestic visitors per annum by 2025.

Projections indicate in the next 10 years Gippsland could receive an extra 1.5 million visitors, growing the sector's contribution to \$1.5 billion annually. This means that Gippsland will need to attract an additional 270,000 visitor nights each year. Urgent tourism investment is needed to support this growing visitation. This project will be instrumental in achieving these goals.

Additional benefits expected from this project include:

1. **Environment and Conservation Benefits:** Supporting the recovery and re-establishment of native animals, plants and habitats, free from the risk of predators. Additionally, this would be done by providing low-impact and eco-friendly roofed accommodation.
2. **Traditional Owner Involvement:** Committing to coordinated and inclusive engagement with all Traditional Owners who assert rights and interests in the area (as currently represented by the Gunaikurnai Land and Waters Aboriginal Corporation, the Bunurong Land Council Aboriginal Corporation and the Boon Wurrung Foundation). Additionally, by providing an opportunity to embed Aboriginal culture, knowledge, expertise and diverse perspectives into project design and implementation.

Commitment Sought

South Gippsland Shire Council is seeking a Federal Government contribution of \$8 million to complement the State Government's \$21 million investment.

Funding Details

- **Project Cost:** \$31 million
- **State Government Contribution:** \$21 million committed
- **Federal Government contribution sought:** \$8 million
- **Project Status:** Shovel ready

Project Champion – South Gippsland Shire Council

South Gippsland Shire Council is located in the south-eastern part of Victoria. It covers an area of more than 3000 square kilometres and has just under 30,000 residents. It includes the towns of Leongatha, Korumburra, Foster, Poowong, Mirboo North and Meenyan.



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Agriculture, tourism, manufacturing and associated businesses forms the backbone of the region's economy, backed by a skilled and stable workforce. South Gippsland currently has one of the lowest unemployment rates in Victoria. South Gippsland businesses have shown excellence and innovation not only in the key dairy sector, but also in engineering, automotive, viticulture, horticulture and hospitality. The shire supports 11,200 jobs and has an annual economic output of \$3.7 billion.

Wonthaggi Opportunity Unlocked



Project overview

Bass Coast has the fastest growing regional economy in Victoria, having increased by 45.6 per cent since 2007. It has a population of 33,000 that is expected to permanently increase by 37 per cent by 2035.

Wonthaggi is the heart of Bass Coast and provides a vital regional centre for the surrounding region. The population of 7000 is expected to increase 33 per cent by 2035. The town accounts for 31.8 per cent of Bass Coast's economic output and 37 per cent of its jobs.

The regional centre of Wonthaggi was acknowledged in *Plan Melbourne* as one of seven Victorian Regional Centres able to forge greater economic and social links with Melbourne and with an urban rise in emigration to regions anticipated, Wonthaggi is primed for positive change that will support new jobs and attract continued investment in the town and region.

The Wonthaggi Opportunity Unlocked plan seeks to build on recent government investment to unlock opportunity and play its full part in regional and State recovery and growth.

Unlocking Wonthaggi's full potential as a Victorian regional centre and the heart of southern Gippsland aligns with the objectives of key State and Federal planning strategies relating to regional regeneration, urban decentralisation, population growth and investment attraction.

Key policies and strategies supporting partnered investment by all tiers of Government in Wonthaggi include:

- Plan Melbourne (State Government)
- Gippsland Regional Growth Plan (State Government)
- Victoria's Regional Statement (State Government)
- Gippsland Regional Plan 2015 - 2020 (Federal Government)
- Bass Coast Shire Council Plan 2017 - 2021

Initiatives included in the plan:

- **The Wonthaggi Activity Centre Plan:** The plan provides strategic direction for the continued development of Wonthaggi as a Regional Centre for the next 20 years.
- **Wonthaggi North East Development:** This project will create 450 hectares of residential land and 61 hectares of employment land in Wonthaggi. The development will double the size of Wonthaggi. In order to unlock the precinct, two large roundabouts will be required on the Bass Highway. The roundabouts will be required prior to Council securing sufficient developer contributions to fund the projects.
- **Regional Sports Hub:** Investment in the Wonthaggi Recreation Reserve will ensure the Bass Coast's growing population has access to the high-quality community sporting facilities required



in a Regional Sporting Hub. It is also the only precinct in the region capable of attracting and hosting large scale sporting events.

- **Bass Coast Aquatics and Leisure Centre:** The development of the regional aquatic and leisure centre will form the basis of a key piece of liveability infrastructure which will also support regional tournaments and competitions.
- **Guide Park Regional Playspace Project:** upgrade and enhance the Guide Park Playspace.

Regional Strategic Alignment

This project will support the region's following aspirations:

1. Being Australia's **most liveable region by 2040**;
2. Attracting an **additional 75,000 residents by 2040**;
3. Increasing the **annual Gross Regional Product to \$23.2 billion by 2040**; and
4. Increasing the **health and wellbeing protective factor** to be in line with the state average by 2040.

To achieve these goals, investment in liveability infrastructure will be required at a regional, sub-regional and local level.

Project Benefit

The full economic and social benefits of this plan are still being realised as economic analysis of individual projects is completed, however the plan is expected to provide the following:

- Facilitate **the development of 450 hectares of residential land allowing 4400 residential plots**
- Facilitate **70 hectares of commercial land creating 2940 jobs** over the life of the plan
- **Provide better and more appealing liveability infrastructure** to attract population growth and business investment in the region
- Assist in the necessary development of a **vital regional centre that provides essential services** for the surrounding region
- **Improve health and wellbeing outcomes** through the development of the aquatic centre and the sporting hub. Insufficient physical activity is one of the leading risk factors for death worldwide.

The project will also facilitate the liveability of Wonthaggi while also providing Victorians with affordable housing options. The average house price in Wonthaggi is \$385,000 – in Melbourne it is \$700,000.

Commitment Sought

Bass Coast Shire Council is seeking State and Federal Government co-investment in the Wonthaggi Opportunity Unlocked project to fully realise the plan and the regional centre's potential.



Funding Details

- **Ask:** Funding for the projects detailed above.
- **Project Cost:** \$109 million
- **Council Contribution:** \$74 million
- **Government Contribution Sought:** \$35 million
- **Project Status:** Shovel ready

Project costs breakdown:

PROJECT	COUNCIL	FUNDING ASK	TOTAL COST
Bass Coast Aquatics	\$30 million	\$15 million	\$45 million
Wonthaggi Activity Centre Plan	\$3 million	\$2 million	\$5 million
Wonthaggi SC site	\$35 million	\$15 million	\$50 million
Wonthaggi PSP Roundabouts	\$6 million	\$3 million	\$9 million
TOTAL	\$74 million	\$35 million	\$109 million

Project Champion – Bass Coast Shire Council

Bass Coast is one of Victoria's fastest growing rural municipalities with a unique combination of unspoiled coastline and picturesque hinterland, all less than two hours from Melbourne.

The main centres in Bass Coast include Wonthaggi, Cowes, Inverloch, San Remo and Grantville which service the local population and more than 3.4 million visitors who arrive in Bass Coast each year. During peak holiday periods, the population swells to more than 70,000.

Member Biographies

Cr Brett Tessari – Mayor, Bass Coast Shire Council (Chair of One Gippsland)

Brett Tessari is a third generation local who is very passionate about the Bass Coast community and where we live. Brett is an active community member, having been President of the Wonthaggi Power Football Netball Club for five years and a member of the Wonthaggi Relay For Life Committee, presiding as Master of Ceremonies for the event for the past two years.

Brett has worked across the Shire on Phillip Island, Inverloch and currently in Wonthaggi. Brett wants to get people passionate again about where we live and reinstall community pride in Bass Coast.



Ms Ali Wastie, CEO – Bass Coast Shire Council

With degrees in Arts, Education and holding a Masters of Diplomacy and Trade, Ali has held executive positions within the Victorian Public Service and Local Government. She is also an accomplished Board Director across the not-for-profit, community, tourism and health sectors. She is an accredited executive coach, mediator and alumnus of the Australian Institute of Company Directors.

Before joining Bass Coast Shire Council, Ali’s prior roles within the Local Government sector include Director City Communities at Melbourne City Council and Director of Social and Economic Development at Yarra Ranges Council.



Cr Danny Goss – Mayor Baw Baw Shire Council

Cr Goss was elected as a Councillor for Baw Baw Shire in October 2016, and also served as Deputy Mayor for the 2017-18 and 2018-19 terms, before being elected as Mayor in November 2019, for the 2019-20 term.

Cr Goss first worked in education as a teacher until 1978 and after that as a self-employed small businessman in a variety of operations. After going back to University and completing his Accounting qualifications Danny was admitted as a CPA in 1992. Following this, he has owned and operated his Accounting Practice in Morwell since 1995. He primarily advises small businesses on taxation and business success. He is also a Specialist Self-Managed Superannuation Specialist.



Danny has been an active participant on Council’s Audit Committee for the duration of his Council term, and passionately advocates for greater transparency and sound financial management.

Mr Mark Dupe, CEO – Baw Baw Shire Council

Mark joined Baw Baw Shire Council in September 2017 as the Director Corporate and Community Services and was appointed to the Chief Executive Officer position in May 2020.

Before Mark commenced at Baw Baw Shire Council, he held positions of General Manager Corporate Services at the National Heart Foundation, Director Corporate Development at Knox City Council and Group Manager Corporate Services at Bayside City Council.

**Cr Mendy Urie – Mayor, East Gippsland Shire Council**

Originally training as a nurse and midwife, Mendy Urie returned to study as a mature age student, graduating from Swinburne University with an MBA and Masters Strategic Foresight in 2015 and from Groupwork Institute with an Advanced Diploma in Group Facilitation in 2020.

Since 2012 Mendy has served for seven years on the Board of Bairnsdale Regional Health and also served for seven years on the Committee of Management of Bairnsdale Recycling Enterprise Inc ('The Tip Shop').

With a keen interest in helping groups do great work together, Mendy is excited about contributing her skills and energy through Council to help build an East Gippsland which is future-focused, with strong, inclusive, creative communities and which takes the science of climate change into account when planning for the future.

**Mr Anthony Basford, CEO – East Gippsland Shire Council**

Anthony joined East Gippsland Shire as CEO in November 2018. He has more than 20 years' experience in rural and regional, interface and metropolitan Council's in Victoria and NSW.

He has also spent time in the not-for-profit and education sectors in Australia and overseas. Anthony has a passion for working in local government and with people to achieve the best possible outcomes for communities.



He has a Bachelor of Education (Secondary) and a Master of Social Science (Policy and Human Services).

Ms Leigh Kennedy, Head of Campus, Gippsland (Churchill) – Federation University

Leigh joined Federation University in March 2019 as Head of Campus, Gippsland. Prior to this, she served as Gippsland Regional Director at Regional Development Victoria. Leigh has worked with Deloitte Touche Tohmatsu, consulting firm Accenture (2000-2006), and British bank Standard Chartered Bank (2006-2014).



As Head of Campus, Gippsland, Leigh is responsible for facilitating the integration and engagement of the campus in the wider university operations and in the local, regional context. She represents the university locally and engages collaboratively with local community, industry and government leaders to advance the engagement strategy for the Gippsland campus.

Mr Barry Rogers, Chair – Food & Fibre Gippsland

Barry Rogers is the Chair of Food & Fibre Gippsland Inc, contributing many years of Board, industry, and community experience in Gippsland.

Barry volunteers, supporting young people and the environment, as chair of the Latrobe Youth Space Inc., Baw Baw Communities that Care and Rotary District 9820 Youth Exchange Program committee. He is a board member of the Baw Baw Latrobe Local Learning and Employment Network, member of the Warragul Regional College Council and of West Gippsland Catchment Management Authority's Community Engagement Network subcommittee.



He has been a part of the *Gippsland Community Leadership Program* for more than 25 years through his involvement with the alumnus, board member/chair, executive director, and program manager, espousing the theme "Growing Gippsland's Leaders".

He is a leadership developer, trainer, and coach at business consultancy Aerium Pty Ltd. As an accredited *5 Behaviours of Cohesive Teams* and *NLP* (Neuro Linguistics Programming) facilitator and *everythingDiSC* practitioner, he works to support community members, board directors, and senior managers grow and hone their leadership skills.

Ms Nicola Pero, CEO – Food & Fibre Gippsland

Nicola brings globally developed leadership and Board experience across multiple sectors including food and fibre, visitor economy, strategic events and venue development, regional development, and education. Nicola was a previous CEO at Lardner Park and the current CEO of Food & Fibre Gippsland. She has been a Board Director with Destination Gippsland for several years, Governor-in-Council Appointee to Federation University Australia Council, previous Board Director with Agribusiness Gippsland and then Food & Fibre Gippsland.



Cr Sharon Gibson – Mayor, Latrobe City Council

Sharon Gibson is a West Ward Councillor and was first elected to Council in December 2008, October 2012, October 2016 and again in 2020. Cr Gibson served one term as Mayor and four terms as Deputy Mayor with three being consecutive. Cr Gibson has been elected for a second term as Mayor of Latrobe City Council



Sharon is a trained Grief Counsellor, ran a sexual abuse survivor support group and has worked extensively in the Counselling area, including the courts. She has been actively involved with Community and Business Associations. She has worked across the country in finance, computers, accounting and personal assistant sectors and has managed a ski lodge at one of the ski resorts.

Sharon sits on four State MAV Committees, including Emergency Management Transport, Environment and Professional Development Reference and has done for many years.

Mr Steven Piasente, CEO – Latrobe City Council

Steven has more than 27 years of experience working for local communities, having held the majority of senior management roles in local government and having worked in the Gippsland Region for all of that time.

Steven has held a diverse range of roles including Infrastructure Director, Community and Economic Development Director and Corporate Services Director.

Steven led the development of significant major infrastructure investments in the community including the new Gippsland Regional Aquatic Centre and Latrobe Creative Precinct. In addition to this, he has led major policy initiatives and improving service delivery.



Steven's formal qualifications are in Engineering. He also has qualifications in Business Administration. Steven has successfully managed a small retail business for over seven years.

Ms Kerryn Ellis, CEO – South Gippsland Shire Council

Kerryn Ellis is a passionate public sector leader with more than 20 years' experience.

Prior to this role, Kerryn held the position of Director Corporate Services at Victoria's Independent Broad-based Anti-Corruption Commission. She has also held positions as Director Corporate Performance with the City of Greater Bendigo, and Manager Governance and Innovation at Knox City Council.



She has previously worked for the City of Melbourne and Bayside City Council. Kerry holds a Bachelor of Arts, a Master of Commerce and a Graduate Diploma of Public Policy and Management. She completed the LGPro Emerging Leaders' Program in 2005, and the Executive Leadership Program in 2016.

Ms Julie Eisenbise, Chair Administrator – South Gippsland Shire Council

Julie is a Fellow of the Australian Institute of Company Directors and has served as a Local Government Councillor and Mayor. Following the dismissal of South Gippsland Shire Council in June 2019, Julie was appointed by the Minister for Local Government as Chair of Administrators for South Gippsland Shire. She is currently a Victorian Grants Commissioner which enables her to have abroad view of Local Governments across the State. She has worked on a multitude of community advisory committees and several Boards.



Julie was the Executive Director of Global Business Development at RMIT University until 2013. She worked on collaborative projects with private, public and industry sectors, both locally and internationally.

Mr Grant Radford, CEO – TAFE Gippsland

Grant Radford has been in the CEO role at TAFE Gippsland since March 2018, being formally appointed to the role in Aug 2018.

Mr Radford comes to the role of Chief Executive Officer with TAFE Gippsland having held senior executive management roles in the Commonwealth and Victorian governments and the TAFE sector.



He previously held the role of Chief Operating Officer at Chisholm Institute for 10 years directly prior to commencing at TAFE Gippsland and spent 12 years in the public sector, including roles with the Department of Defence, Department of Education and Training and Department of Treasury and Finance.

Mr Des Powell AM, Chair – TAFE Gippsland

Desmond (Des) Powell AM has been on the TAFE Gippsland Board since July 2016 and Chair of the Board since July 2016.

Mr Powell brings a significant background in senior executive and leadership roles in the private and public sectors with experience in Transport and Logistics, Water, Land and Environment and Community and Social Services and Education.



He currently holds roles including being a sessional Commissioner of the Victorian Commission for Gambling and Liquor Regulation, Director Barwon Water Corporation, Director Victorian Regional Channels Authority, and Director and Chair of TAFE Gippsland.

Cr Garry Stephens – Mayor, Wellington Shire Council

Garry was elected to Wellington Shire Council in 2016 and again in 2020 and is the current serving Mayor. He has an Associate Diploma in Business Management (Local Government) from RMIT and has worked at Drouin, Foster and Yarram, the latter as Chief Executive Officer of the former Alberton Shire.

Following council amalgamations in 1994, Garry operated an electrical and home living store before retiring in 2016. In 2006 Garry completed a Graduate Diploma of Business Management through Monash Gippsland, majoring in Human Resource Management.



Mr David Morcom, CEO- Wellington Shire Council

David grew up in the Gippsland region, before joining Westpac Bank as an Economics Graduate in 1988, based in Hobart. He spent 12 years in the Finance and Banking sector, including seven of those years working for Westpac's affiliate and subsidiary operations in countries throughout the Pacific region.

In 2000 David moved to local government, after being appointed General Manager for Break O' Day Council in Tasmania. He spent three years in this role, followed by three years as General Manager Corporate Services, Mildura Rural City Council. He then spent more than five years as CEO for the Barossa Council in South Australia, where he was also a member of RDA Barossa.



David returned to the Gippsland region after being appointed CEO of Wellington Shire Council in January 2012. As well as holding a degree in Economics, he holds post graduate qualifications in Management and is a Fellow of the Governor's Leadership Foundation in South Australia.



2021/22 FEDERAL BUDGET SUBMISSION



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Summary of Investment Asks

Project Name	Project Benefit	Project Cost	Ask	Project Champion	Page
Cowes Cultural and Community Centre	<ul style="list-style-type: none"> • Construction Jobs: 69 • Ongoing Jobs: 30 • Economic Return: \$51.8 million (Benefit Cost Ratio 2.6.) 	\$20+ million	<ul style="list-style-type: none"> • \$10 million for construction 	Bass Coast Shire Council	14
Drouin-Warragul Arterial Network Business Case	<ul style="list-style-type: none"> • Supports liveability of growth centres • Supports transportation of goods 	\$3 million	<ul style="list-style-type: none"> • \$3 million for business case funding 	Baw Baw Shire Council	16
Expansion and Upgrade of the WORLD Sporting Precinct	<ul style="list-style-type: none"> • Construction jobs: 92 (direct and indirect) • Ongoing jobs: 2 direct and 5 indirect • Economic return: \$16.8 million 	\$14 million	<ul style="list-style-type: none"> • \$7 million for construction 	East Gippsland Shire Council	19
Gippsland Logistics Precinct: Stage 2 and 3	<ul style="list-style-type: none"> • Ongoing Jobs created: 300-500 employment opportunities • Facilitate long-term infrastructure development • Facilitate economic and community development • Industry Attraction • increase freight Efficiency 	\$19 million	<ul style="list-style-type: none"> • \$19 million for construction 	Latrobe City Council	22
Latrobe City Aerospace Precinct: Commercial Precinct Development	<ul style="list-style-type: none"> • Construction Jobs: 50 FTE • Ongoing Jobs created: 20 additional jobs • Improved safety and operations 	2.8 million	<ul style="list-style-type: none"> • 2.8 million for construction 	Latrobe City Council	24



Project Name	Project Benefit	Project Cost	Ask	Project Champion	Page
	<ul style="list-style-type: none"> • Conversion of 40 private hangers • Promoting new businesses and visitor attraction 				
Leongatha Heavy Vehicle Alternate Route-Stage 2	<ul style="list-style-type: none"> • Improve Safety • Increase productivity and reduced freight costs • Reduce congestion and improve access 	\$15.3 million	<ul style="list-style-type: none"> • Planning and design: \$3000,000 • Construction: 15 million 	South Gippsland Shire Council	27
Metung Hot Springs	<ul style="list-style-type: none"> • Construction jobs: 91 (Stage 1 and 2) • Ongoing jobs: 72 (42 in year 1) • Economic return: \$337.5 million direct and \$405 million indirect 	\$128.84 million (total project cost)	<ul style="list-style-type: none"> • \$6 million for construction of phase 1 	East Gippsland Shire Council	29
North Sale Wetland and Biodiversity Reserve	<ul style="list-style-type: none"> • Construction Jobs: 7 (enabler of 537 jobs through flow on economic benefits) • Support community's physical health and mental wellbeing • Implement green infrastructure • Support the natural environment 	\$2.15 million	<ul style="list-style-type: none"> • \$1.075 million for construction 	Wellington Shire Council	32
South Gippsland Highway Realignment- Coal Creek Bends	<ul style="list-style-type: none"> • Improve Safety • Increase productivity and reduced freight costs • Reduce Congestion and Improve Access 	\$50 million	<ul style="list-style-type: none"> • \$50 million for construction 	South Gippsland Shire Council	34



2021/22 FEDERAL BUDGET SUBMISSION



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Project Name	Project Benefit	Project Cost	Ask	Project Champion	Page
The Gippsland Tracks and Trail Project	<ul style="list-style-type: none"> • Construction Jobs: 170 (Stage 1 and 2) • Ongoing Jobs: 106 (69 in year 1) • Economic return: \$105m (Cost-Benefit Ratio of 2.0) 	\$84.13 million	<ul style="list-style-type: none"> • \$84.13 million for construction 	Destination Gippsland	36
Wilsons Prom Revitalisation	<ul style="list-style-type: none"> • Jobs Created: 74 full time equivalent (including 59 construction jobs) • Economic benefit: additional \$24.6 million in domestic expenditure per annum by 2025 • Visitation: an additional 200,000 domestic visitors per annum by 2025 	\$31 million	<ul style="list-style-type: none"> • \$8 million for construction 	South Gippsland Shire Council	49
Wonthaggi Opportunity Unlocked	<ul style="list-style-type: none"> • Development of 450 hectares of residential land • Facilitate 70 hectares of commercial land creating 2940 jobs • Provide more appealing liveability infrastructure • Development of a vital regional centre that provides essential services • Improve health and wellbeing outcomes 	\$109 million	<ul style="list-style-type: none"> • \$35 million for construction 	Bass Coast Shire Council	42

For More Information

Shannyn Peterson

One Gippsland

M | 0434 274 457

E | gippsland@collectiveposition.com



One Gippsland