

SCENIC DRIVE AND VICTORIA PARK Infrastructure and Services Plan (Master Plan)

22 January 2018



Contents

1. Introduction	1
1.1 Study Area	1
1.2 Project Aim	1
1.3 Project Objectives	1
2. Context	2
2.1 Shire of Campaspe	2
2.2 Echuca	2
2.3 Historical Context	3
2.4 Strategic Context	4
2.5 Zones and Overlays	5
2.6 Echuca-Moama Bridge Project	6
2.7 Flora and Fauna	7
3. Community Consultation	8
3.1 Stakeholders	8
3.2 Community and Stakeholder Engagement - Phase 1	8
3.3 Community and Stakeholder Engagement - Phase 2	10
4. Master Plan	11
4.1 Road Network	12
4.2 Pedestrian/ Cycling Path Network	14
4.3 Boat Launch Area	15
4.4 Rose Garden	16
4.5 Sports Club/ Community Facility Improvements	17
4.6 Former School Site and Sandhill	19
4.7 The Junction	20
5. Scenic Drive and Victoria Park Management	21
6. Staging and Implementation	22
APPENDIX A - Review of previous Victoria Park Master Plan key directions	
APPENDIX B- Consultation Phase 1 data	
APPENDIX C- Consultation Phase 2 data	



1. Introduction



Figure 1: Study Area

1.1 Study Area

This project involves the creation of a Master Plan to guide the future management and improvements for the Scenic Drive and Victoria Park Study area. The study area is approximately 160 hectares in size.

Victoria Park is a prominent open space in Echuca that is highly valued by the community. 31% of respondents to a 2013 survey (as reported in Council's 2013 Open Space Strategy) declared Victoria Park to be their favourite open space.

1.2 Project Aim

The aim of the project is:

To prepare a Master Plan for the Victoria Park Reserve to inform rejuvenation and long term management that will deliver maximum benefit and value for the community and users.

1.3 Project Objectives

The objectives of the project include:

- Develop a long term vision for the use of the Reserve that recognises existing Council Strategies, the views of the community, the Echuca Moama Bridge and connections with the historic Port of Echuca and surrounding riverine environment while supporting and encouraging increased Public Access and use.
- Identify opportunities which support new and evolving uses and users within the park, accommodating changing community requirements for open space and recreation facilities.
- Identify short, medium and long term infrastructure opportunities which support and encourage multiuse recreation facilities and colocation of user groups in an efficient manner.
- Identify areas for managed pedestrian and vehicle access and movement in and throughout the site to maximise the visitor experience, promote active transport and at the same time control and limit the impact on the natural environment.

2. Context

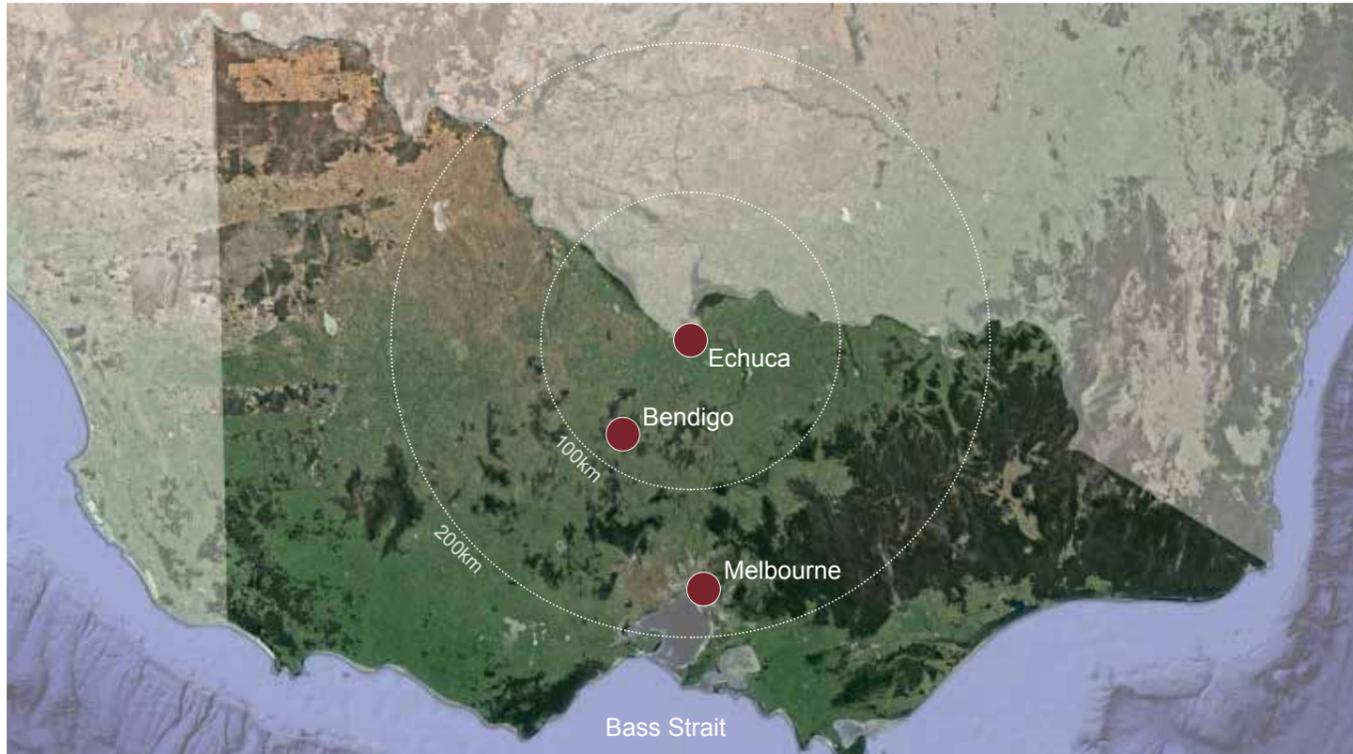


Figure 2: Map of Victoria, Source: Google Maps



Figure 3: Map of the Shire of Campaspe, Source: Google Maps

2.1 Shire of Campaspe

The Shire of Campaspe has an area of around 4,500 square kilometres and is located in north central Victoria, approximately 180 kilometres north of Melbourne.¹ It is bounded to the north by the Murray River and the New South Wales border. The Shire is named after the Campaspe River.

Although predominantly rural, the Shire of Campaspe has significant residential areas in the townships of Echuca and Kyabram. These are also the two largest towns in the Shire.² 'Agricultural production, based on intensive irrigated areas and large tracts of dry land farming, is a major contributor to the local economy. In addition to on-farm food production, food processing, manufacturing, construction and tourism are major employers.'³

In 2016 the Shire of Campaspe had an estimated population of over 36,800. Population growth rates in the Shire tend to be variable, responding to structural changes in the food processing industry as well as to climatic conditions. The average annual population growth rate between 2006 and 2011 was only 0.09%, however the rate of growth is expected to rise slightly between 2016 and 2026 to 0.38%. Population modelling has predicted that the population of the Shire will be approximately 39,000 in 2026 and 42,000 in 2036.⁴

In 2011 the proportion of youth (under 15) and seniors (over 65) in the Shire was slightly higher than the Regional Victoria average, at 21.4% and 19.4% of the population respectively.⁵ The largest increase in persons between 2011 and 2026 is forecast to be in ages 75 to 79, which is expected to increase by 619 and account for 5.0% of the total persons.⁶

Along with its position in one of Victoria's richest and most diverse agricultural and food processing areas, Campaspe Shire's history, cultural heritage, natural assets and location in relation to major urban centres are predicted to provide the Shire with extensive opportunities for growth and development in the future.⁷

1 www.communityprofile.com.au/campaspe
 2 www.forecast.id.com.au/campaspe
 3 www.economyprofile.com.au/campaspe
 4 www.forecast.id.com.au/campaspe
 5 www.communityprofile.com.au/campaspe
 6 www.forecast.id.com.au/campaspe
 7 www.communityprofile.com.au/campaspe

2.2 Echuca

Echuca is the largest and most populous town in the Shire of Campaspe.¹ The town is situated in a picturesque location close to the junction of the Goulburn, Campaspe and Murray Rivers. It is closely linked with its 'twin town', Moama, which is located just across the Murray River on the New South Wales side.

In 2011 Echuca was home to approximately 13,700 people, while Moama had around 5,500. Like the broader Shire, Echuca has a larger proportion of youth and seniors than the Victorian Regional average (22.14% and 18.41% respectively in 2011).²

Tourism is an important part of Echuca's economy, much of which draws on Echuca's historic features. Echuca Moama is the key holiday leisure destination in the Murray Region and the historic Port of Echuca and paddlesteamers are the most iconic attraction along the length of the Murray.³ The river and its environs play a key part in major festivals held in the town, such as the Club Marine Southern 80 (the world's biggest water ski festival).⁴

1 www.campaspe.vic.gov.au
 2 www.communityprofile.com.au/campaspe
 3 Port of Echuca Discovery Centre Operational Review - 2016 Update
 4 www.echucamoama.com/events-festivals



Figure 4: Aerial photo of Echuca, c1960 Source: SLV



Figure 5: Internal track, c1906 Source: SLV



Figure 6: Cycling race around oval, c1940 Source: SLV



Figure 7: Rose Garden, c1920-1954 Source: SLV



Figure 8: Camping area, c1920-1954 Source: SLV



Figure 9: Internal track, c1920-1954 Source: SLV

2.3 Historical Context

The Yorta Yorta Nation Aboriginal Corporation are the Registered Aboriginal Party for the Study Area. Many 'scar trees' have been identified in and around the Study Area, some of them visible along Scenic Drive. The large number of scar trees is an indication of the intensity to which the floodplain was traditionally used by Yorta Yorta people and of the historical links of the people to this area.¹

Prior to European settlement, the Study Area and its immediate environs

*would have contained a number of resources that could have been utilised by the traditional Aboriginal owners. The region would have supported a diverse range of fauna...The Murray and Campaspe Rivers contain several edible fish species...Freshwater would have been available from the evident watercourses, namely the Murray River and Campaspe River...The lowland and grassy forest...would have provided protection for camping during wet winter months. A number of plants would have been seasonally available, especially along the river and the fresh supply of water would have also attracted animals to the area.*²

The European settlement at Echuca was initially known as "Hopwood's Ferry", after its founder Henry Hopwood who had a business transporting people and goods across the Murray. The settlement later became the largest inland port in Australia and was renamed 'Echuca', an Aboriginal word which means "meeting of the waters".³

The historic river port at Echuca was an important part of the town's development, and is now one of its major tourist attractions. For many years, Echuca was the main shipbuilding centre for the river transport industry. At its peak, Echuca supported 8 sawmills and turned over up to 240 paddlesteamers a year. A portion of the red gum wharf built in 1865 still services timber hulled paddlesteamers, including the *PS Adelaide* (said to be the oldest wooden hulled paddlesteamer operating anywhere in the world).⁴

The Echuca Historic Area is centred around the northern part of the town and is strongly associated with the Murray River. The Study Area is located just north of the Historic

1 Rhodes, David and Young, John. Cultural Heritage Report: Report on Assessment for Aboriginal Cultural Heritage Values, Echuca-Moama Bridge Project, report prepared for VicRoads, June 2015, p. 9.

2 Rhodes, David and Young, John. Cultural Heritage Report: Report on Assessment for Aboriginal Cultural Heritage Values, Echuca-Moama Bridge Project, report prepared for VicRoads, June 2015, p. 39.

3 www.campaspe.vic.gov.au

4 www.portofechuca.org.au/discover

Area, on a portion of land bounded on most sides by the Murray and Campaspe Rivers.

The Heritage Impact Assessment for the proposed road through the Study Area provides a detailed history of the early European history of the site:

The area currently known as Victoria Park...was originally part of the Wharparilla Run and was leased by [Henry] Hopwood. This area of land, between the west bank of the Murray River, the junction of the Campaspe and Murray Rivers and the north bank of the Campaspe River, was known as the 'Junction Paddock' prior to being named Victoria Park (Coulson, 1995: 35, Priestley, 1965: 21)...The western half of the paddock was used by the police to graze their horses, and some early attempts at cultivation were made in the paddock near the Campaspe River (Priestley, 1965: 21).

The bush park area north of the Victoria Park oval and tennis courts has been used for a range of activities, including cattle grazing, sand mining, a shooting range, timber cutting for firewood, a hockey field and a reserve for social gatherings (Heather Rendell, Echuca Historical Society, pers. comm. 14/8/2008). During WWII an army camp was established on the oval and the adjacent bushland was used for training (Heather Rendell, letter to David Rhodes, 20/8/2008).⁵

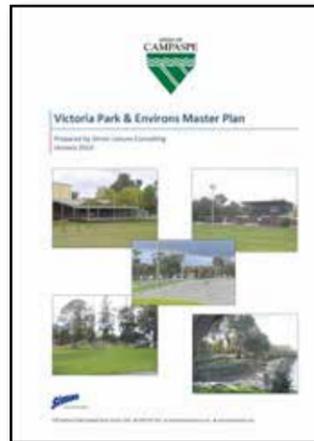
Recreational activities within the Study Area have been well documented photographically, including through a series of postcards in the first half of the twentieth century.

Another historic use of the site is the former Echuca College, which was originally built 1903 and has now been demolished. Some palm trees are still evident on the site.

5 Rhodes, David. Echuca-Moama Bridge EES Historic Heritage Impact Assessment, report prepared for VicRoads, June 2015, pp. 11-12.

2.4 Strategic Context

A range of documents inform the preparation of the Master Plan. The following is a summary of key documents in relation to the Master Plan. A more detailed review of the 2010 Master Plan is included in Appendix A.



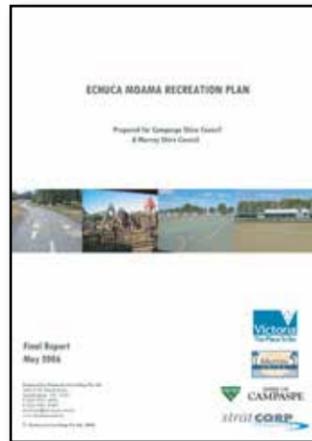
Victoria Park & Environs Master Plan (2010)

In 2006, the Campaspe Shire Council completed and endorsed a master plan to guide the future development and use of Victoria Park. Changing circumstances between 2006 and 2009 (no requirement for a dual synthetic hockey-tennis facility, and the prospect of a roadway being created through the site for a second

Echuca-Moama bridge crossing) led to the commissioning of the *Victoria Park Master Plan Review Study* in July 2009 with the aim to prepare a new master plan and strategic direction for Victoria Park and its environs.

The 2010 Master Plan focused primarily on reconfiguration of the sporting facilities to accommodate the proposed new roadway, and improvement of amenity and traffic circulation in the area around the existing oval. Key recommendations include:

- Additional netball and tennis courts and associated infrastructure north of the existing courts.
- Establishment of a new sports field (cricket and football) north of the existing CFA training and events area, including relocation of the Henry Hopwood Memorial (obelisk).
- New pavilion and community facility to replace Boral Bar and adjacent public toilets.
- Establishment of a new sports field (cricket and football) or two soccer fields on the former school site, and associated parking.
- Formalised parking west of the existing oval and along Crofton Street, and removal of the eastern access road.



Echuca Moama Recreation Plan (2006)

The report observed the aging population of the Echuca-Moama region may reduce some demand for active sporting opportunities, but will increase demand for unstructured and passive leisure and recreation pursuits, such as walking, golf, lawn bowls, indoor social activities, and use of parks. A perception of safety in the community and safe

accessible areas will be important features of the region for older adults.

There will continue to be a need to provide active sporting opportunities for young people / families. Just under one-third of all residents in the Echuca-Moama region are aged under 25 years, a range which includes the most active age cohorts in relation to participation in sporting and recreation activities.

The report made the following observations regarding Victoria Park.

- Identified poor playing surface conditions at Victoria Park main oval.
- Moama Recreation Reserve and Victoria Park are identified as premier sporting precincts.
- Suggested Victoria Park could be a site for a shared use hockey/tennis facility – however this is no longer required (as hockey has been developed elsewhere and tennis have not expressed a desire for hard courts).
- Identified need for new/upgraded social pavilion and improved change room facilities.
- Support informal use of Scenic Drive environs, however restrict / improve vehicle circulation and pedestrian safety.

Campaspe Open Space Strategy (2014)

Victoria Park and Scenic Drive are identified as important municipal open space reserves. Victoria Park is considered a Premier sporting reserve for high profile outdoor sporting events. The Strategy recommends:

- Development of a second oval at Victoria Park.
- Development of a Master Plan for Victoria Park and surrounds.

Campaspe Walking and Cycling Strategy (2007)

The strategy outlines recommendations for walking and cycling within Campaspe. For the study area and surrounds it recommends:

- Development of a Victoria Park Bushland Management Plan including strategic direction for walking and cycling tracks.
- Encourage effective linkages and connections to/from Echuca Port, town centre and surrounding areas.
- Encourage use of Victoria Park and Scenic Drive for walking and cycling.

Campaspe Shire Recreation Reserves Analysis (2007)

The report assesses the current and forecast recreation needs for the Campaspe community. Observations include:

- Victoria Park has been assessed as a Regional standard reserve.
- Key improvements required include upgrade the playing surface condition of the main oval and establish dedicated netball change rooms. The use of kikuyu grass as a turf species is not ideal as it is dormant in winter and is too spongy for cricket.
- Victoria Park is currently Council managed, it was recommended that a community/user Reserve Committee be established to help guide Council initiatives.
- Suggestions for improvement that are yet to be undertaken include:
 - Installation of a protective fence at the grandstand end of ground to control stray cricket balls (or review internal car parking arrangements).
 - Installation of additional seating around the oval, and improve existing.
 - Continued work to improve the quality of the centre cricket wicket.
 - Joint social room development with all Reserve user groups in a more central location on the Reserve, to replace Haw Pavilion.
 - Upgrade of the grandstand, including the visitor's rooms and umpires' rooms, and install netting in the understorey of the roof to "bird-proof".

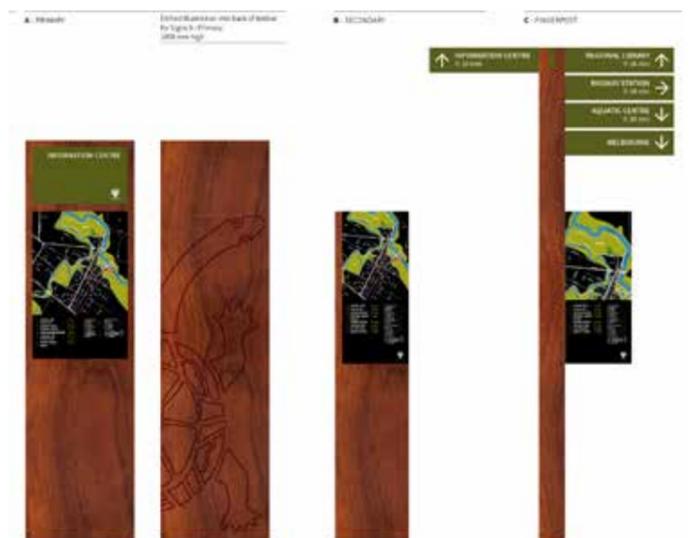
Port of Echuca Discovery Centre Operational Review (2016)

The Port of Echuca, which is adjacent to the subject site, is a major tourist attraction not only for the Shire of Campaspe, but for the Murray region. The 'authentic heritage experience' provided at the Port is its main drawcard. The Port of Echuca generates approximately \$81 million in direct expenditure to the region, and 46% of visitors to Echuca are motivated primarily by a visit to the Port of Echuca.

Wayfinding Strategy And Style Guide (2013)

The report makes recommendations for trails and signage within Echuca including Victoria Park and Scenic Drive.

- Identifies Victoria Park and Scenic Drive as a key destination point. Information and directional signage will be established throughout Echuca directing visitors to Victoria Park.
- Incorporate signage and way finding within Victoria Park and Scenic Drive as identified in the Wayfinding Strategy, i.e. Primary, Secondary and fingerboard signage at strategic locations.



2.5 Zones and Overlays

The majority of the Study Area is zoned *Public Park and Recreation* with the areas along waterways zoned *Public Conservation and Resource*. The former Echuca College site is zoned *Public Use - Education*.

A number of overlays apply to the Study Area. The 'bush' portion of the site, is covered by Flood, Wildfire Management, and Environmental Significance Overlays. A Public Acquisition Overlay sets aside land for the future roadway associated with the proposed second Echuca-Moama Bridge crossing.

Three Heritage Overlays are located within the Study Area. HO33 and HO72 cover the Fountain and Statuary, and the Red Gum Memorial Archway respectively. HO79 applies to a stand of Murray Pine north of the former Echuca College site.

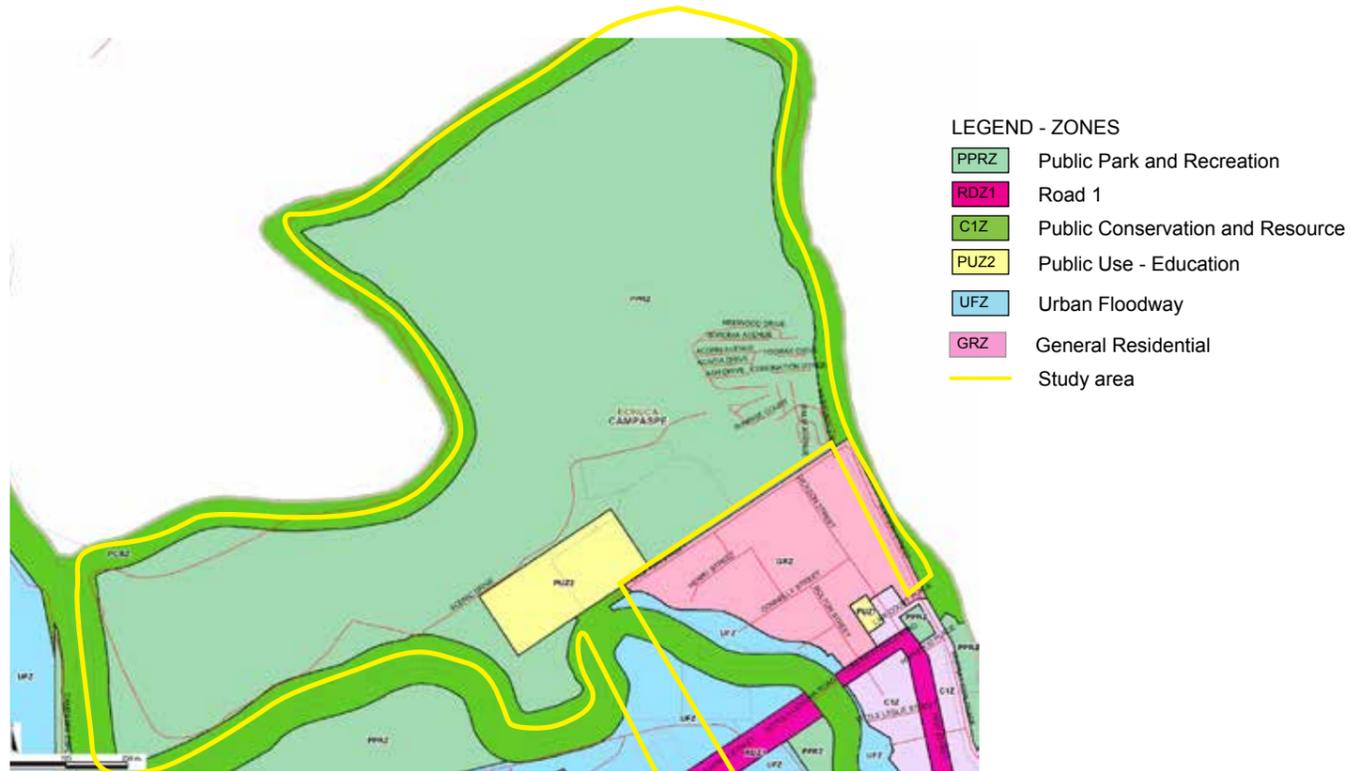


Figure 10: Zones. Image source: Planning Maps Online

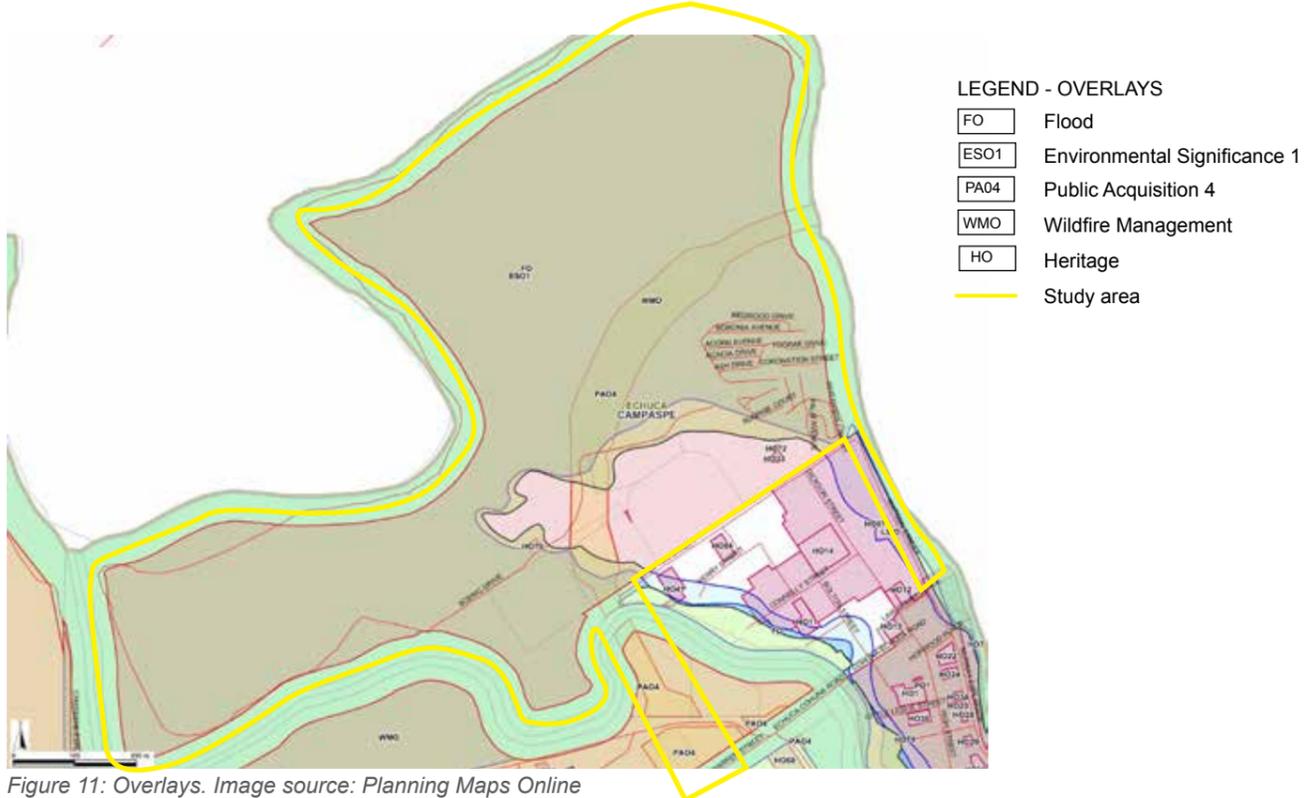


Figure 11: Overlays. Image source: Planning Maps Online

ECHUCA - MOAMA BRIDGE Environment Effects Statement



Figure 13: Plan showing alternative alignments of Echuca-Moama Bridge Project. Image source: VicRoads

2.6 Echuca-Moama Bridge Project

VicRoads, in partnership with New South Wales Roads and Maritime Services (Roads and Maritime), is undertaking planning activities for a second Murray River crossing at Echuca Moama. The second crossing, known as the 'Echuca-Moama Bridge Project' (the Project) would alleviate congestion on the existing bridge, provide an alternate access for traffic between the two towns and cater for road freight.

The preferred alignment of the road associated with the Project runs through Victoria Park, across the former school site and north and west of the existing sports facilities and camping ground. A second bridge link will also be constructed across the Campaspe River.

Preliminary plans for the Project have been reviewed in the preparation of this Master Plan. The proposed road and bridges will have a significant impact on the Master Plan's Study Area, effectively bisecting the site. Primarily the area of the site north of the road is the less developed 'bush' part of the site, while sports and camping facilities are clustered between the proposed road and Crofton Street. The bridge over the Murray River is closely situated to the existing boat launch area, while further west a number of tennis courts are to be relocated.

In developing plans for the Project a number of studies were commissioned by VicRoads. Many of the studies have a significant overlap with the Study Area and subject matter of the Master Plan and have therefore been used as background information in its development. They include:

- Biodiversity and Habitat Impact Assessment
- Aquatic Flora and Fauna Impact Assessment
- Cultural Heritage Impact Assessment
- Heritage Impact Assessment

Some of the recommendations in the reports are potentially relevant to the Master Plan's proposals. It was found that a number of large old trees are located in the right of way of the proposed road. The Cultural Heritage Impact Assessment indicates that these should be re-used on site after removal. In order to combat the fragmentation of high quality squirrel glider habitat bridge crossings have been proposed, however it is also recommended that remaining habitat be retained and enhanced.

The Moama Bridge Art Project is a collaborative effort catalysed by the project which seeks to 'facilitate the creation of a compelling historical narrative on and around the impending bridge infrastructure'.¹

¹ Moama Bridge Art Project. www.bridgeartproject.com. Accessed 14.06.2017



SECOND MURRAY RIVER CROSSING, ECHUCA-MOAMA
SQUIRREL GLIDER HABITAT LINKAGE STRATEGY

Roads and Maritime Services, NSW



The EES undertaken as part of the initial Echuca-Moama Bridge Project (i.e. dated December 2014) is currently being updated. The outcomes from the report were not publicly available at the time of developing the Master Plan, however it is anticipated that the new report will reinforce and expand on existing findings. Any new information should be reviewed prior to detailed design or implementation of recommendations outlined in this Master Plan.

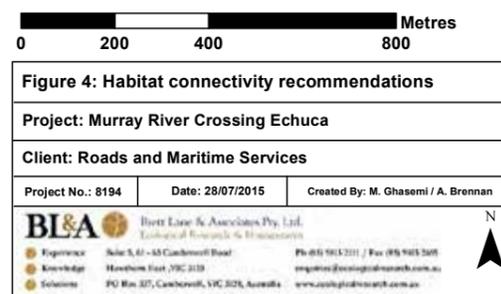
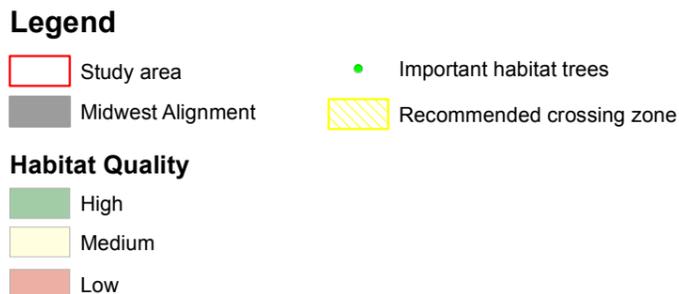


Figure 14: Habitat study for the Echuca-Moama Bridge Project. Image source: Brett Lane & Associates

2.7 Flora and Fauna

There has been considerable modification to the vegetation communities in the Study Area since European settlement. Pre-settlement EVCs for the Study Area are:

- Riverine Chenopod Woodland (EVC 103)
- Grassy Riverine Forest (EVC 106)
- Floodplain Riparian Woodland (EVC 56)
- Mosaic Riverine Grassy Woodland/Sedgy Riverine Forest (EVC 255)
- Plains Grassland (EVC 132)

In addition to the above, a sandhill has been identified to the west of the former Echuca College which is 'likely to be associated with an ancient prior stream. The sandhill is covered with largely regenerated red gum and box woodland, but also contains the only remnant stand of Murray Pine in the local area.'²

A number of flora and fauna assessments have been made in relation to the Echuca-Moama Bridge Project. Much of the information contained in the reports commissioned by VicRoads in association with the bridge is relevant to the Master Plan Study Area, particularly the 'Victorian side' of the VicRoads study area, which covers a considerable part of the 'bush portion' of the Master Plan Study Area.

A summary of the existing vegetation on the Victorian side of the VicRoads study area was as follows:

The Study Area was composed of fertile to heavy clay soils on a mostly flat landscape. Observed vegetation in the Victorian part of the Study Area consisted of River Red-gum and Black Box dominated woodland with several large old trees, predominantly River Red-gums close to the edges of the Campaspe and Murray Rivers. Native shrubs and grasses including Pale-fruit Ballart Rough, spear grasses and common wallaby grass species were common in these areas, though the understorey layer was mostly degraded with a high cover of introduced flora including Barley Grass, Wild Oat and Great Brome and several other ground cover weeds. Large areas of Black Box woodland occurred at the eastern end of Warren Street as well as between the former Echuca College and the Murray River. These areas supported various native shrub and herb species and presented a low cover of introduced flora.³

- 1 DPI Biodiversity Interactive Map, accessed 12.06.2017
- 2 Rhodes, David. Echuca-Moama Bridge EES Historic Heritage Impact Assessment, report prepared for VicRoads, June 2015, p. 7.
- 3 Brett Lane & Associates. Echuca-Moama Bridge Project Biodiversity and Habitat Impact Assessment EES Report, July 2015. P. 30.

There are no nationally significant flora species or communities judged to be affected by the Bridge Project, however examples of one threatened flora species (Pale Flax-lily, DELWP listed) and one rare flora species (Blue Burr-daisy, DELWP listed) were identified within the study area.⁴ Additionally, many hollow bearing, and potentially hollow bearing, large old trees were identified within the VicRoads study area. Such hollows are an important habitat feature for fauna.⁵

A number of listed species were identified as occurring or likely to occur within the VicRoads study area:

There are seven EPBC Act listed fauna species considered likely to occur in the study area, and one of these was identified in site assessments: The Rainbow Bee-eater. There are 16 FFG Act fauna listed species considered likely to occur, and three were recorded during the surveys. The recorded species include the Masked Owl [only recorded in the NSW component], Squirrel Glider and Yellow-bellied Sheathtail Bat.⁶

A Squirrel Glider Habitat Linkage Strategy (2015) was developed to reduce the likelihood of the project having a significant impact on the local Squirrel Glider population. Recommended crossing zones, habitat quality, and important habitat trees are indicated on the plan at left. In addition to rope bridges at the crossing points across the proposed alignment, the Strategy recommends the installation of glide poles, and revegetation, to improve habitat connectivity in areas adjacent to the proposed alignment over the short- and medium-long term time frames respectively.⁷ Proposals included in the Victoria Park Master Plan will be developed with reference to these issues.

In terms of Aquatic species, there were no National or State threatened species sighted during field surveys, however from the desktop survey there were four species judged 'likely' to occur: Murray Cod, Silver Perch, Golden Perch and Murray Spiny Crayfish. Four species were judged 'possible' to occur: Trout Cod, Freshwater Catfish, Flat-headed Galaxias, and Murray River Turtle.⁸

- 4 Brett Lane & Associates. Echuca-Moama Bridge Project Biodiversity and Habitat Impact Assessment EES Report, July 2015. P. xv.
- 5 VicRoads. Echuca-Moama Bridge Environmental Effects Statement, vol. 1 of 4. August 2015, section 9.11.
- 6 VicRoads. Echuca-Moama Bridge Environmental Effects Statement, vol. 1 of 4. August 2015, section 9.11.
- 7 Brett Lane & Associates. Second Murray River Crossing, Echuca Moama: Squirrel Glider Habitat Linkage Strategy, July 2015. P. 1.
- 8 Brett Lane & Associates. Second Murray River Crossing, Echuca Moama: Squirrel Glider Habitat Linkage Strategy, July 2015. P. 1.

3. Community Consultation

3.1 Stakeholders

The participation of stakeholders, community groups and individuals in the consultation process is pivotal in identifying issues, ideas and opportunities for further planning consideration. The engagement process also provides stakeholders with the opportunity to progressively provide the project team with feedback on the Master Plan as it is developed.

During the process of community consultation, the following key stakeholders were informed, involved and consulted:

- Echuca Landcare
- Yorta Yorta
- Echuca Lawn Tennis Club
- Echuca Triathlon Club
- Moama Watersports Club
- Echuca Cricket Club
- Echuca Football and Netball Club
- Shire of Campaspe Community Planning
- Shire of Campaspe Parks and Gardens
- Shire of Campaspe Road Services
- Shire of Campaspe River Services
- Echuca CFA
- DELWP
- Saint Josephs Secondary College

3.2 Community and Stakeholder Engagement - Phase 1

Refer to Appendix B for detailed information.

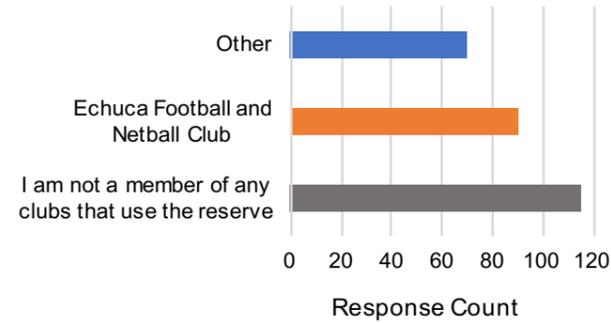
The following consultation activities have been completed as part of Phase 1 of consultation:

- Meeting with Council staff to discuss site and operational issues and opportunities
- Initial meeting with key stakeholders to discuss the issues and opportunities.
- Online community survey and feedback form.

The community survey and feedback form received 236 responses. The following are some key points derived from the responses received:

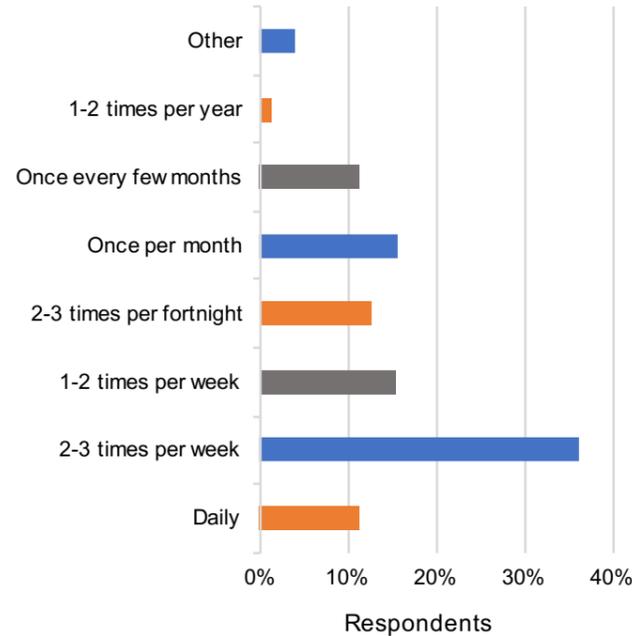
- The majority of respondents were members of an existing club or group that uses the study area, and more than half of these were members of the Echuca Football and Netball Club. However, a large proportion of respondents (just over 40%) said they weren't a member of such a group.

Q1: Are you a member of any of the following clubs or groups that use the reserve? (Multiple responses accepted)



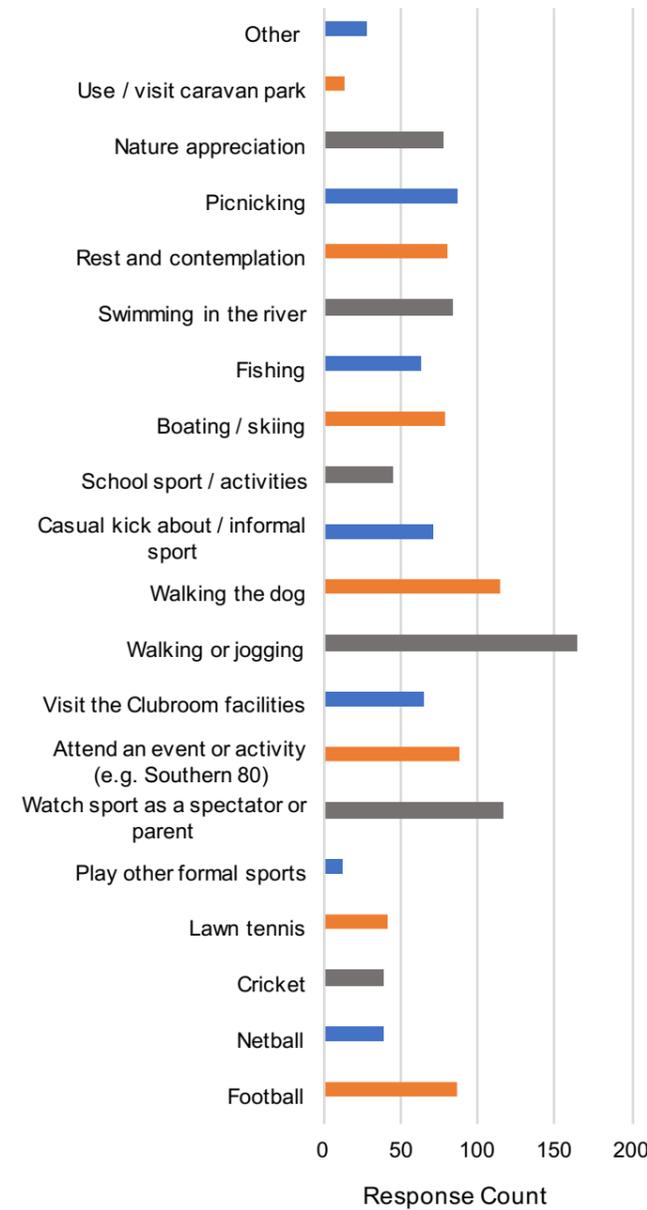
- only sometimes.
- More than a third of respondents visit Scenic Drive/ Victoria Park 2-3 times per week.

Q3: How often do you usually visit Scenic Drive / Victoria Park?



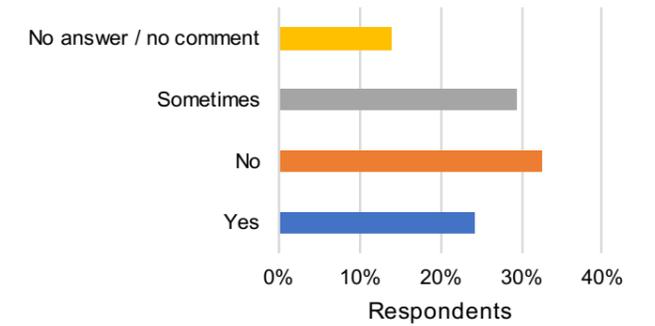
- Passive recreation featured most strongly in activities people 'usually do' when visiting Scenic Drive/ Victoria Park.

Q2: What activities do you usually do when visiting Scenic Drive / Victoria Park? (Multiple responses are OK)



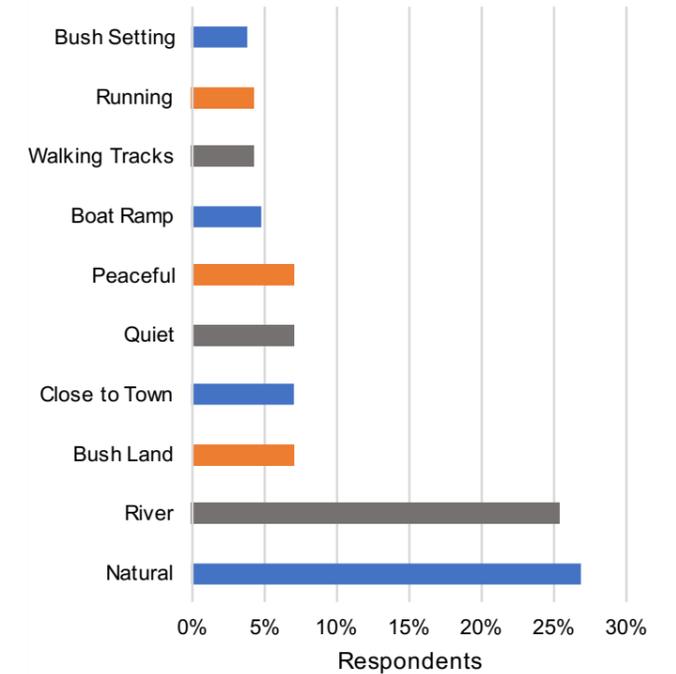
- The majority of respondents who answered the question said the existing sport and recreation facilities do not meet their needs, or meet their needs

Q6: Do the existing sport and recreation facilities available at the reserve meet your needs?



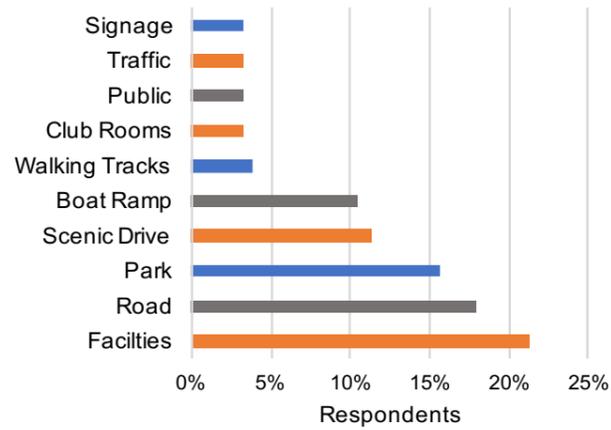
- The vast majority of respondents said the natural environment and river were their favourite aspects of the site (this was an open-ended question).

Q4: What do you LIKE MOST about Scenic Drive / Victoria Park?



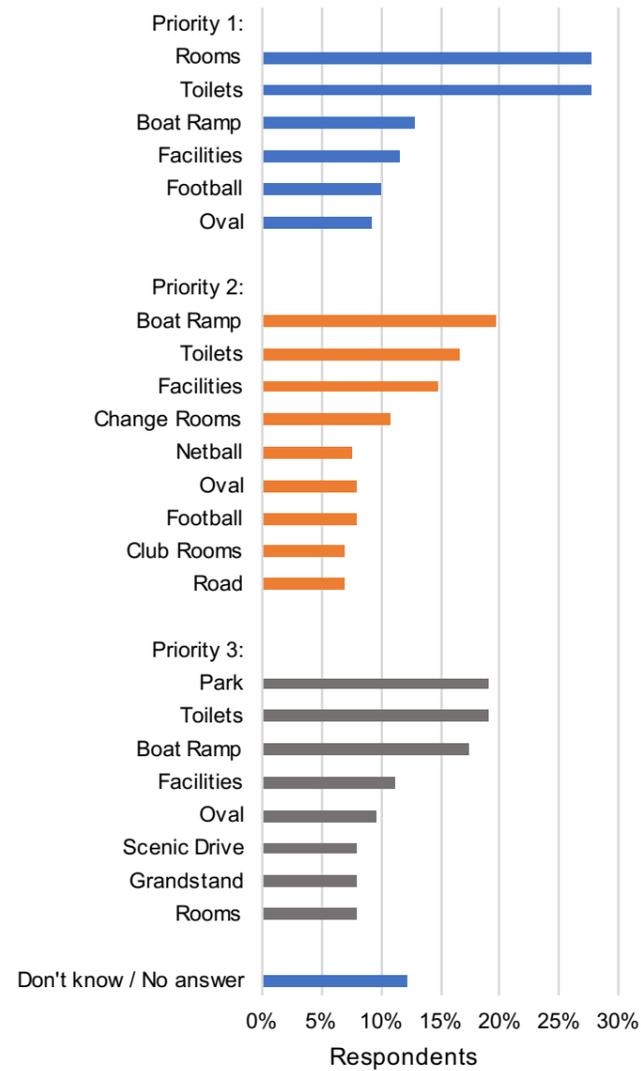
- Improvements to general facilities, internal roads, access and car parking were the most common aspects that respondents would like to see changed or improved. (This was an open-ended question).

Q5: What DON'T you like or would prefer to see changed or improved?



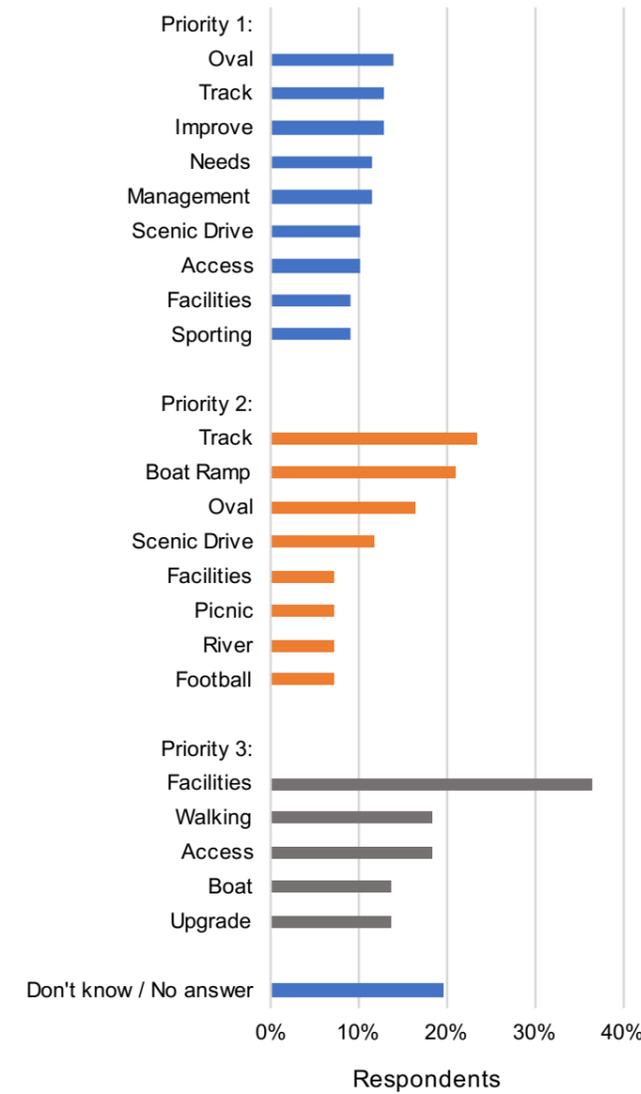
- Improvements to club rooms, public toilets and the boat ramp were identified as common priorities for building and facility improvements. (This was an open-ended question).

Q7: What do you consider to be the THREE MAIN PRIORITIES for BUILDINGS AND FACILITY improvements at Scenic Drive / Victoria Park reserves?



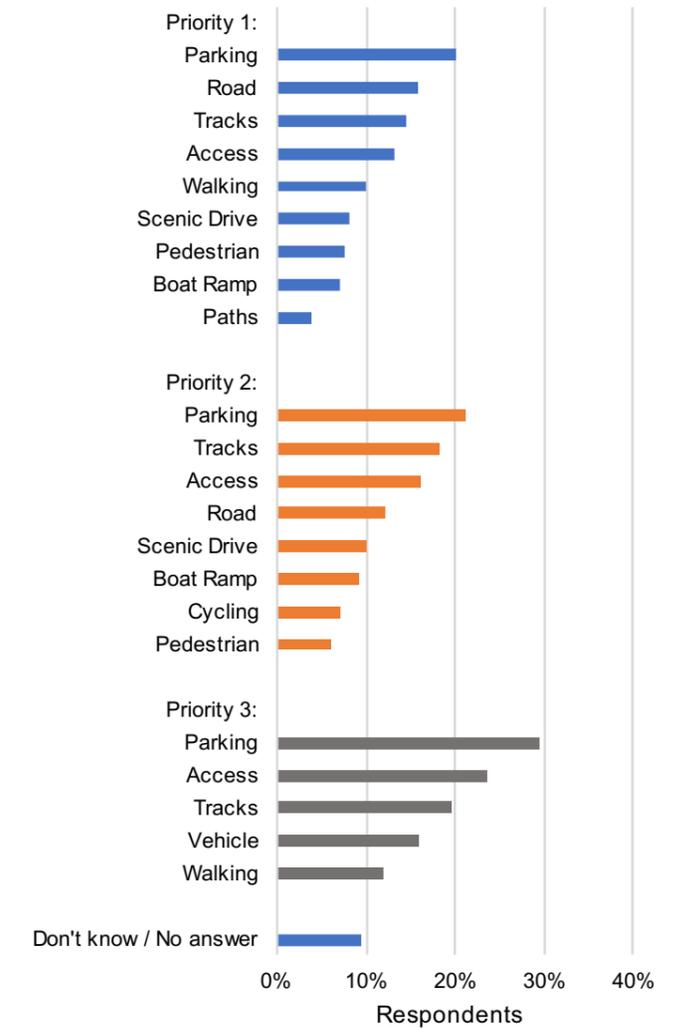
- Priorities for management and use improvements for the reserve included oval surface upgrade, enhanced tracks and trails, boat ramp functionality and facilities to support walking and informal use of the reserve. (This was an open-ended question).

Q8: What do you consider to be the THREE MAIN PRIORITIES for MANAGEMENT AND USE improvements at Scenic Drive / Victoria Park reserves?



- Car parking, internal roads, access, tracks and trails were identified as key priorities for improvements to access, parking and circulation. (This was an open-ended question).

Q9: What do you consider to be the THREE MAIN PRIORITIES for ACCESS, PARKING AND CIRCULATION (i.e. pedestrian, cycling, vehicle) improvements at Scenic Drive / Victoria Park reserves?





3.3 Consultation Phase 2

Phase 2 consultation coincided with the development of the initial Draft Master Plan. The draft report was presented and circulated to key stakeholders and placed on Public Exhibition for a four week period in September 2017.

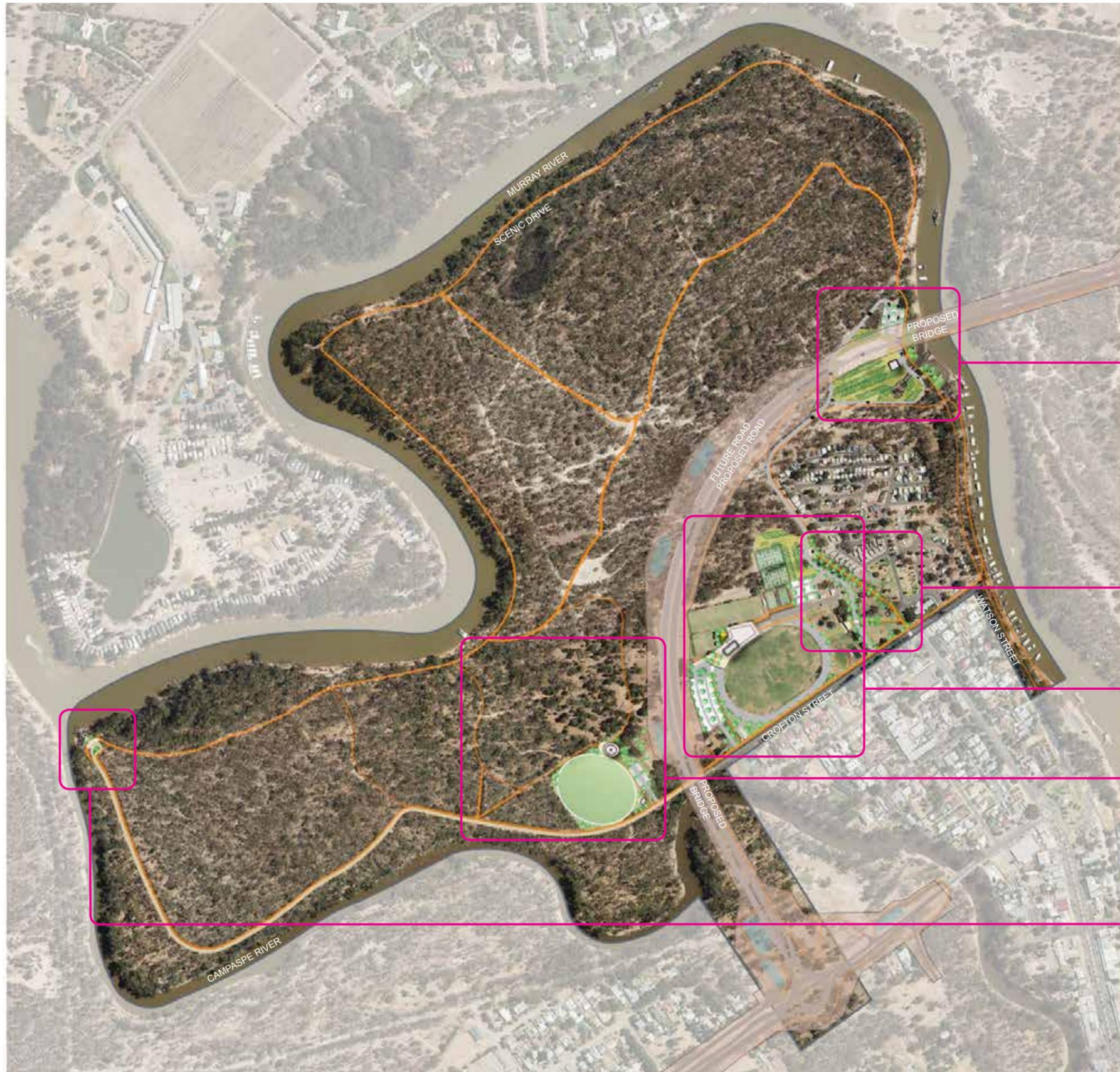
Ten written submissions were received during the Phase 2 consultation period. Appendix C provides a summary of the key comments, issues or suggestions made as well as an indication of the resultant changes to the final master plan. With the possible exception of the Tennis Club, feedback received was generally very positive and indicated strong support for the proposed directions outlined in the draft report.

The Tennis Club indicated a preference for an alternative location for the six new replacements courts as well as a desire to retain their existing clubroom facility. However the location identified by the Tennis Club for the replacement courts would result in greater negative impacts on existing significant vegetation and is therefore not supported.

Furthermore, the development of multi-use, multi-purpose community facilities (i.e. sports pavilion) is preferred by Council and potential funding partners in order to service a wide variety of community needs and therefore remains the preferred direction for the master plan.

Therefore only minor changes to elements of text have been included in this Final Report as a result of the Phase 2 consultation. Overall planning directions, key recommendations, proposed layout and functionality improvements remain unchanged from the draft to final reports.

4. Master Plan



Master Plan themes and detail plans:

- Whole Study Area
—
 Road Network
Refer to 4.1 for details
- Whole Study Area
—
 Pedestrian/ Cycling Path Network and Passive Recreation
Refer to 4.2 for details
- Boat Launch Area
Refer to 4.3 for details
- Rose Garden Area
Refer to 4.4 for details
- Sports Club/ Community Facility Improvements
Refer to 4.5 for details
- Former School Site and Sandhill
Refer to 4.6 for further details
- The Junction
Refer to 4.7 for further details
- Whole Study Area
—
 Scenic Drive/ Victoria Park Management
Refer to Section 5 for details

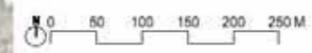


Figure 15: Master Plan

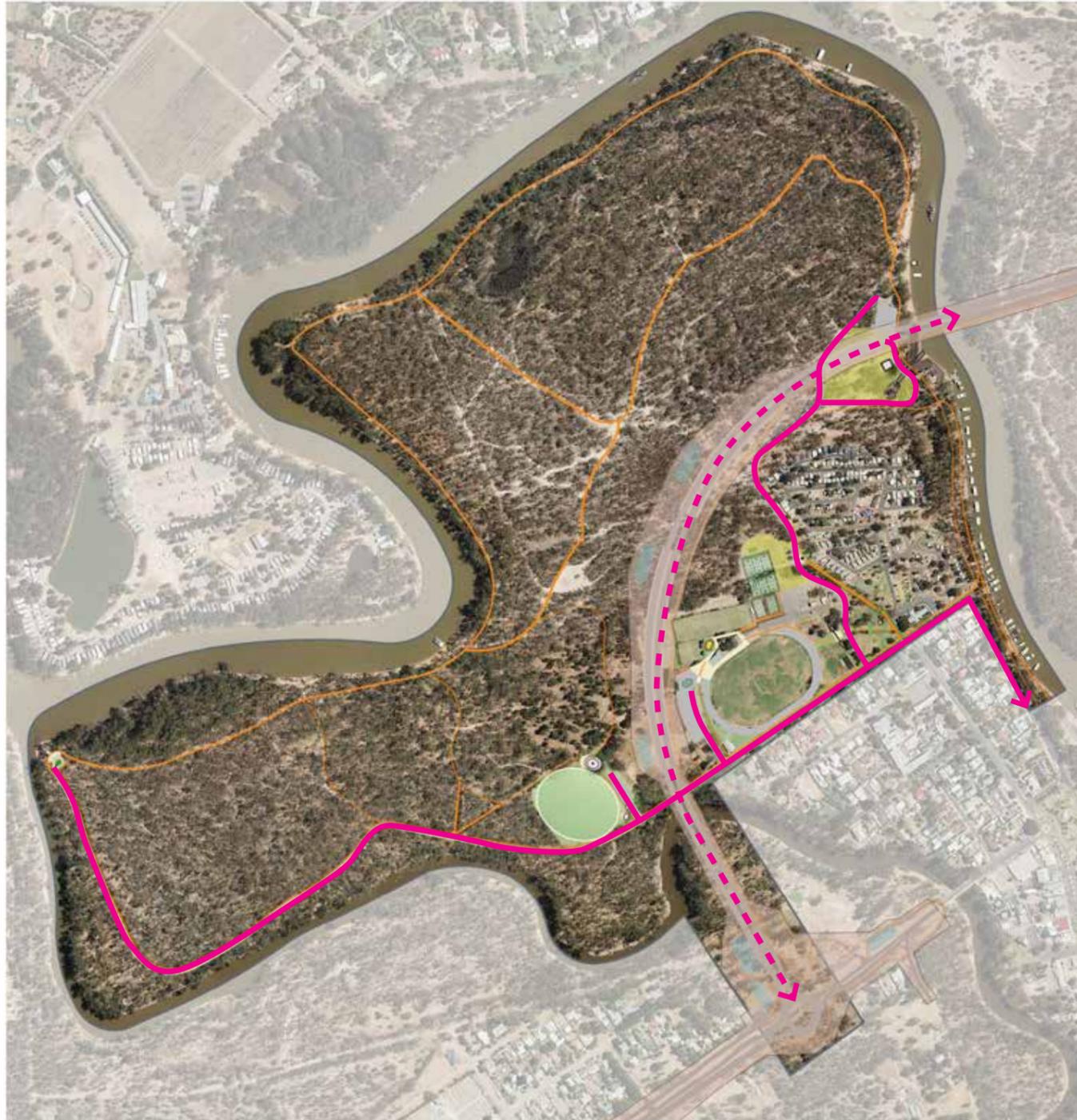


Figure 16: Proposed Road Network (excludes Caravan Park)

4.1 Road Network

Issues/ opportunities

- The existing road network is inefficient and impacts negatively on other uses as well as heritage and ecological values within the Reserve.
- In places existing road alignment clashes with the proposed VicRoads works area.
- Drainage issues, especially west of the camping area



Recommendations

4.1.1 Realign road to boat launch:

- Move the road west out of Rose Garden Area to avoid heritage elements (memorial arch, fountains and statues, obelisk) and to prevent runoff falling towards the caravan park.
- New alignment of northern part of road to consider VicRoads works area while minimising encroachment on high quality animal habitat (refer to Section 2.7 Flora and Fauna).

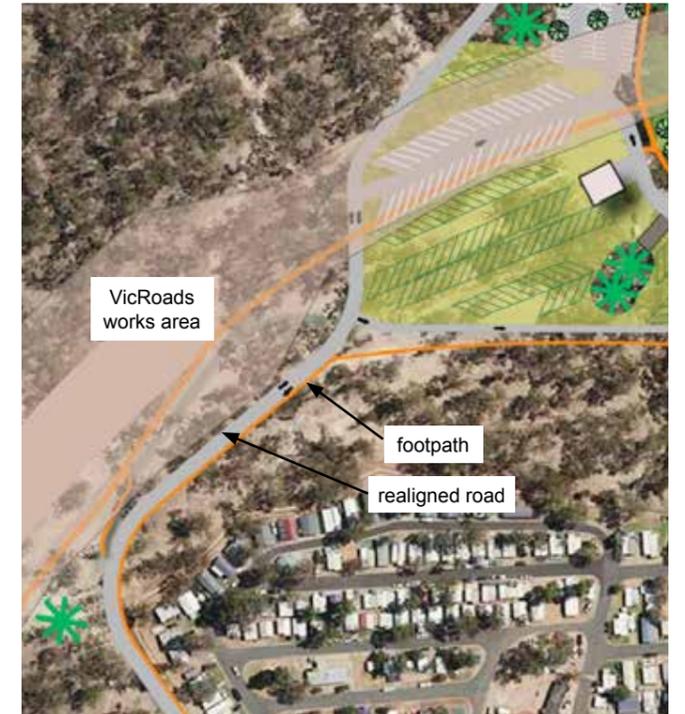




Figure 17: Road Network Improvements - detail plan

4.1.2 Limit vehicular movement within the Reserve to key areas (emergency vehicles excepted):

- Between Crofton Street and the boat launch area (pedestrian path to be separated from roadway)
- Between the west end of Crofton Street and the sporting facilities (pedestrian path to be provided separate from car park)
- Between the west end of Crofton Street and The Junction (pedestrian path to be separated from roadway)
- Road between Rose Garden and oval to be removed.

4.1.3 Implement traffic calming and control measures where appropriate:

- Install locked gates to emergency tracks.
- Place salvaged logs across path entries to restrict vehicle access where emergency access is not required.
- Install speed humps across roadways with rockwork around the ends to prevent vehicles going around humps.

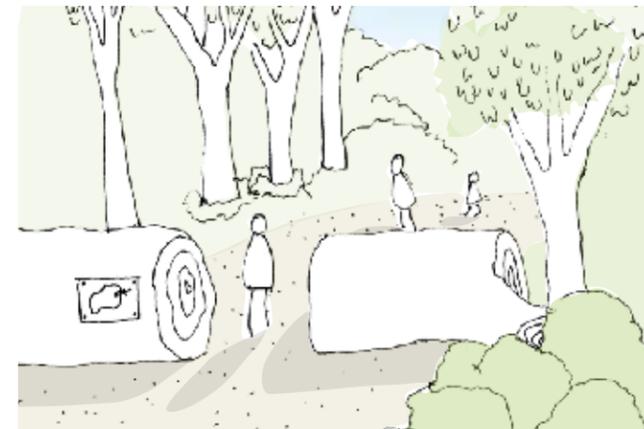


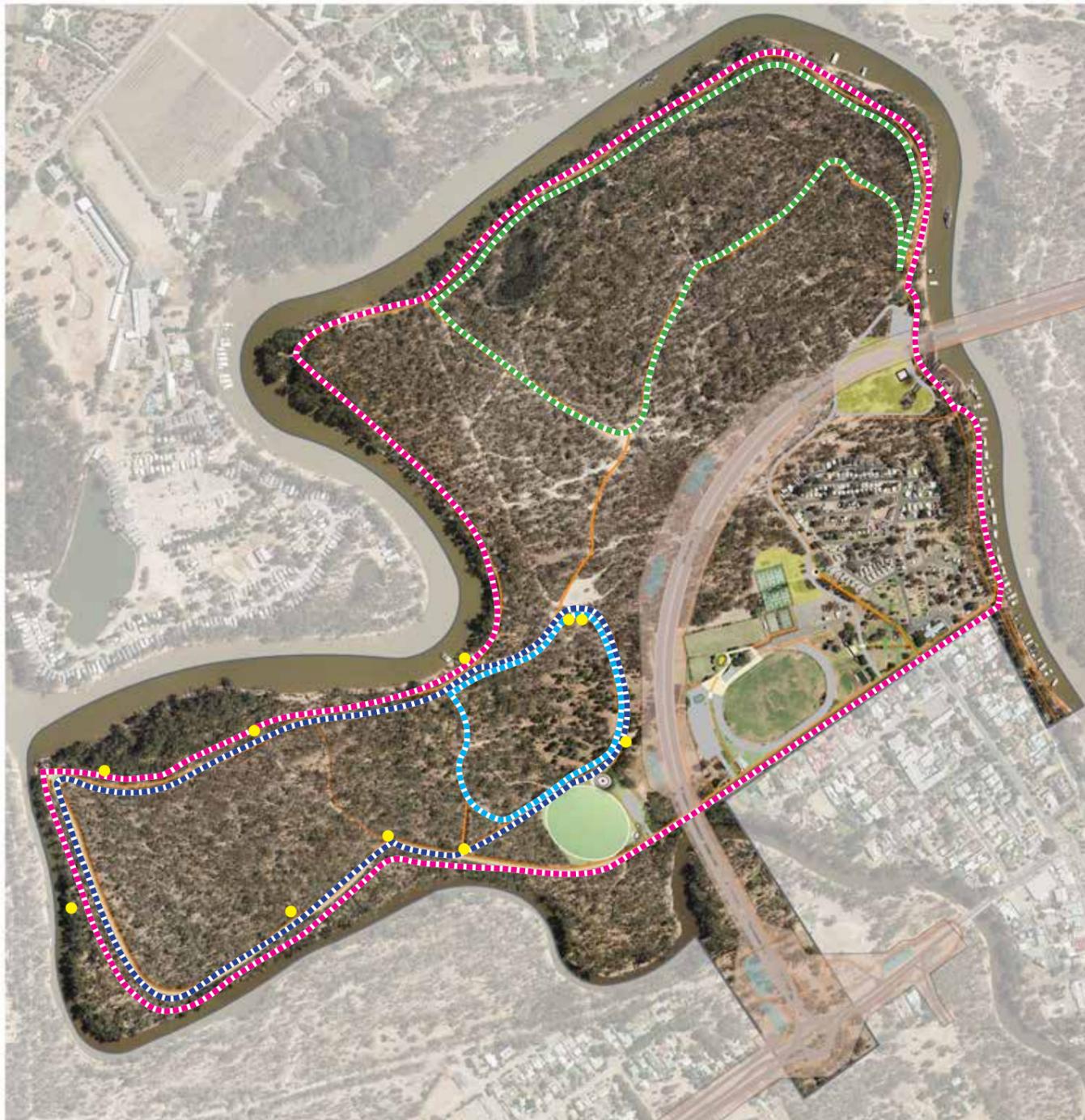
Figure 18: illustrative image of log placed to prevent vehicular access



Figure 19: illustrative image of speed hump with rockwork and adjacent footpath

4.1.4 Upgrade road between the west end of Crofton Street and The Junction

Car parking recommendations are included as part of specific area plans on the following pages.



- Scenic Drive 'loop track' following the existing Scenic Drive alignment, with the addition of a pedestrian link along Crofton Street (most of loop track to be closed to vehicles)
- 2.5k Circuit
- Sandhill Walk
- Yorta Yorta Cultural Heritage Walk (shown partially realigned to accommodate proposed VicRoads works)
- Existing signage locations for Yorta Yorta Cultural Heritage Walk (directional sign within proposed VicRoads works area not shown)

Figure 20: themed walks

4.2 Pedestrian/ Cycling Path Network and Passive Recreation

Issues/ opportunities

- A key aim of the Master Plan is to encourage use of Victoria Park and Scenic Drive for passive recreational activities such as picnicking, walking and cycling.
- Currently pedestrian and vehicular traffic share the same roads and tracks within the Reserve. There are notable 'pinch points' on the road between Crofton Street and the boat launch area.
- There are many tracks in the bushland area of the reserve without signage or hierarchy leading to greater areas of vegetation being impacted.



Recommendations

- 4.2.1 Upgrade and strengthen network of internal informal paths in bushland area, allowing revegetation of former paths.
- Establish a network of themed walks
 - Realign Yorta Yorta Cultural Heritage Walk and remove/ relocate signage where impacted on by VicRoads works (in collaboration with Yorta Yorta). Consider location of potential future cultural centre as discussed in 4.6.4.
- 4.2.2 Strengthen the pedestrian link along the Murray River between the Boat Launch Area and the Echuca Heritage Precinct (located south-east of the Study Area):
- Formalise path along lower terrace and provide DDA compliant connection at Crofton Street and near Boat Launch.
 - Paths to be designed to encourage pedestrians to use the lower terrace.

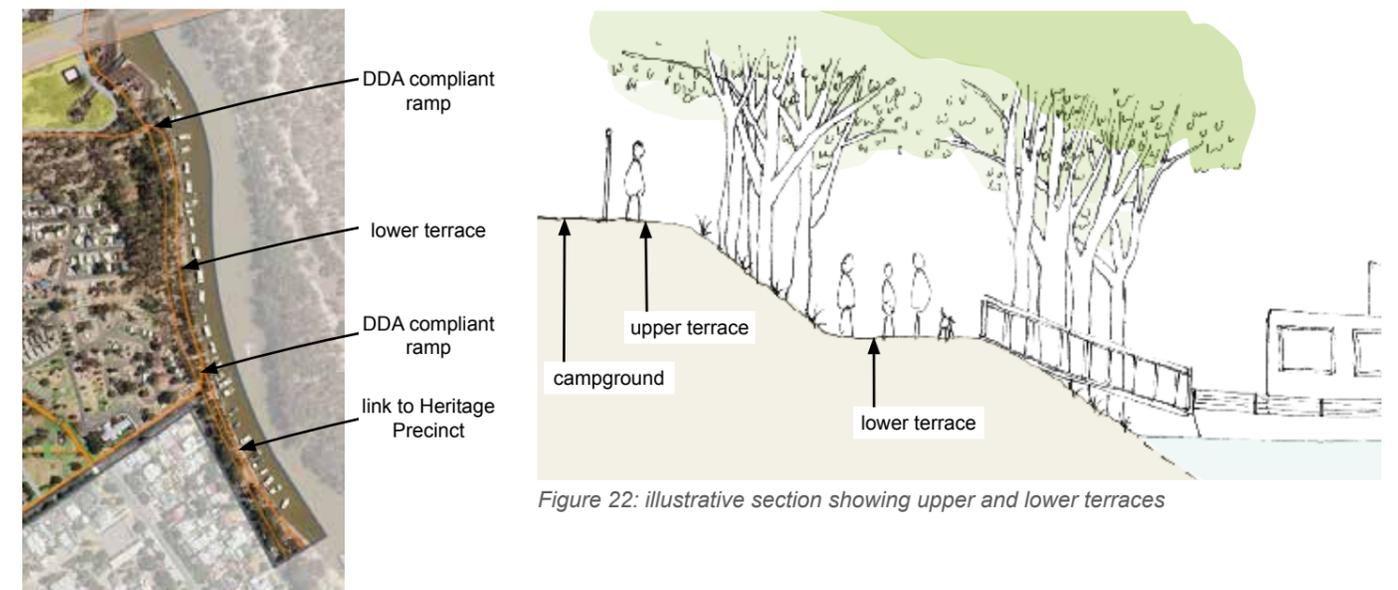


Figure 22: illustrative section showing upper and lower terraces

Figure 21: pedestrian link along river

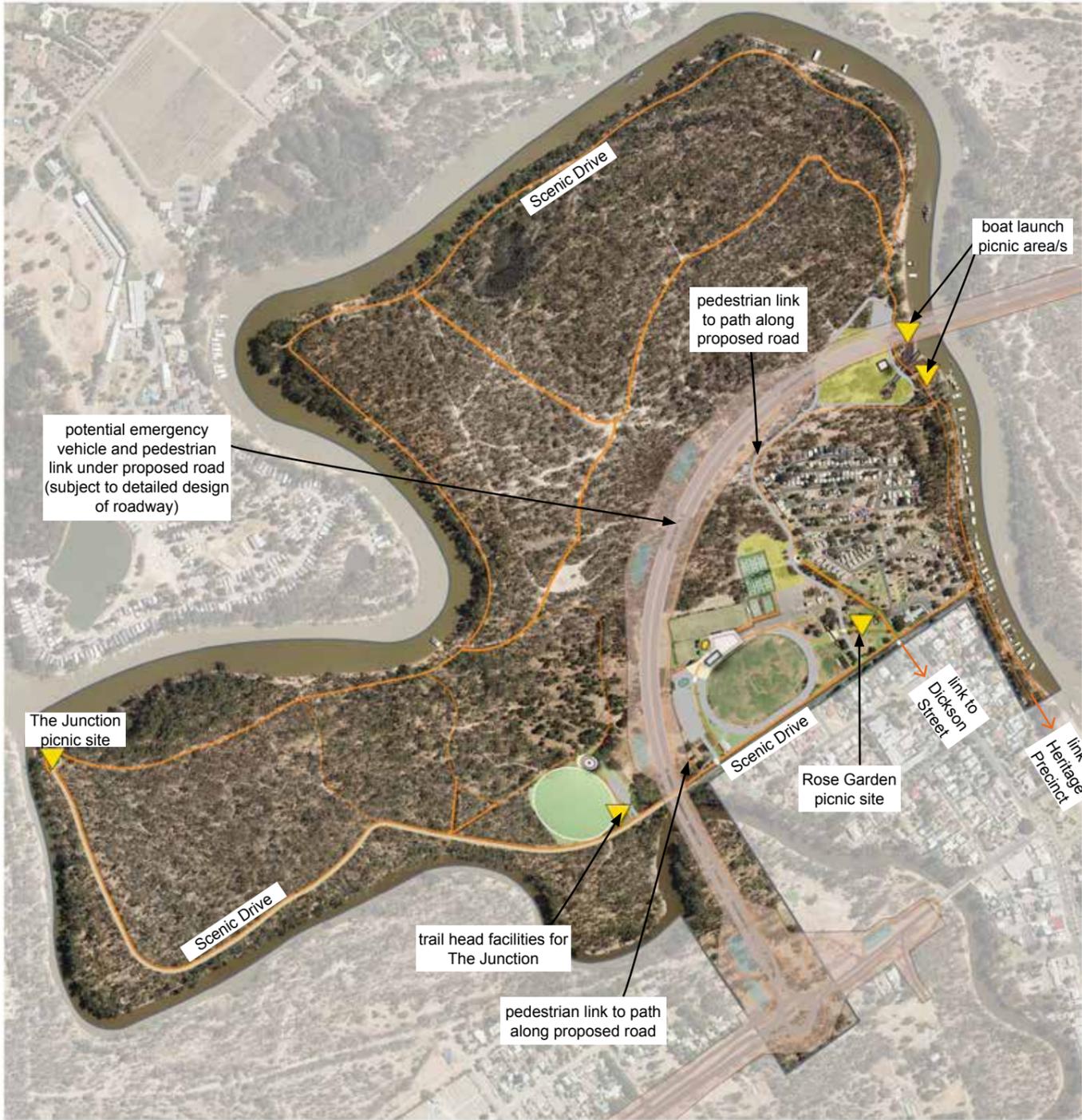
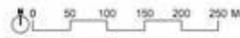


Figure 23: Passive Recreation and Pedestrian/ Cycling Links - detail plan

4.2.3 Construct separate pedestrian paths within the Reserve:

- Between Crofton Street and the boat launch area.
- Between Crofton Street and The Junction.
- Between the Rose Garden and the sports pavilion.

4.2.4 Co-ordinate path network with VicRoads plans:

- VicRoads plans for the proposed road include an adjacent walking/ cycling path. Ensure links are created between this path and the trail network (approximate locations shown on plan).
- Explore opportunities for links when detailed plans are completed (preliminary plans for the proposed road include a gap in the earthworks under the road).

4.2.5 Improve wayfinding signage:

- Implement recommendations for wayfinding signage as per Council's Wayfinding Strategy and Style Guide, providing Primary, Secondary and fingerboard signage at strategic locations (refer to Strategy for further details). Provide interpretive signage at key locations

Rest/ picnic areas:

Provision of rest/ picnic areas including shelter, drinking water and seating at Boat Launch, The Junction, Former School Site and Rose Garden. Refer to area plans for further details.

Lighting:

As use of the reserve after dark for passive recreation is not encouraged, public lighting is not proposed outside of the main sports facilities.



Example of trail head signage



Example of informal seating and fencing within a sensitive environment

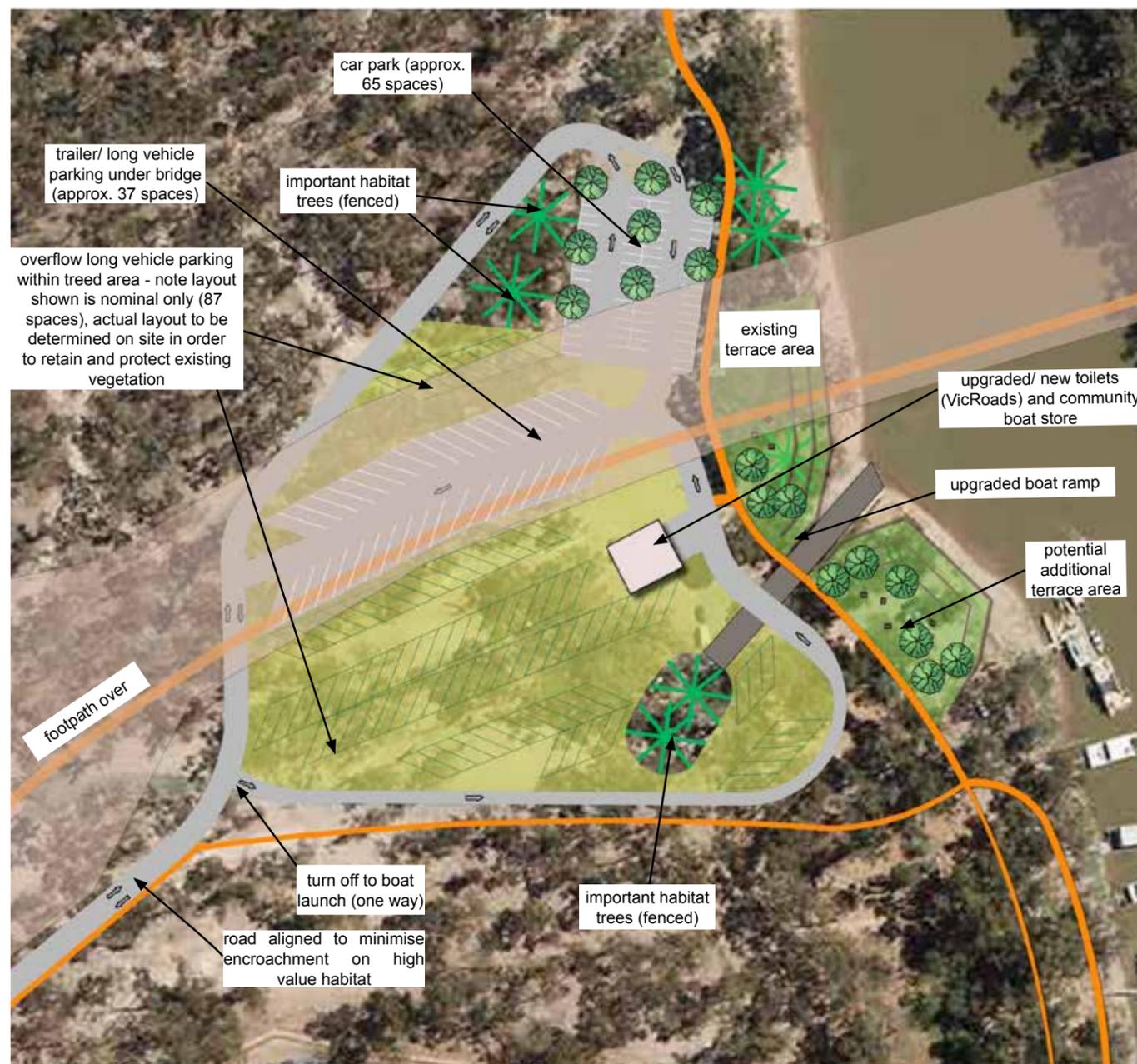


Figure 24: Boat Launch Area Improvements - detail plan

4.3 Boat Launch Area

Issues/ opportunities

- Construction of the proposed road and bridge crossing will require the existing roadways around the boat launch to be realigned, and will later impact on the existing terrace area.
- During events a large amount of parking is required.
- A number of important habitat trees are present in the area.
- Fees and charges: the capital and ongoing operating costs associated with the provision of boat ramps and associated infrastructure are significant. Until now Council has not charged users for these services, however in the light of Local Government fiscal challenges, including rate capping, Council may choose to explore options for the introduction of user fees and charges at some future time. Any such review would need to be considered having regard to the broader strategic provision of boat ramps and associated infrastructure across the Shire – not just in this location - in order to ensure a consistent policy is applied across all similar Council assets.



Recommendations

- 4.3.1 Car parks and roadways are to be formalised to minimise encroachment on vegetation and to make circulation more efficient, especially for events. Where possible roads and car parks are to be aligned following the VicRoads works boundary, the existing road alignment, or making use of other disturbed land, in order to minimise encroachment on high quality habitat and high quality habitat trees (refer to section 2.7 Flora and Fauna for further details).
- Provide formalised standard vehicle parking and separate long vehicle/ trailer parking, with separate turnoff for boat launch access. Nominal layout shown on plan.
 - Nominal layout of overflow parking in boat ramp area shown on plan. Important habitat trees to be protected with post and wire fencing to extent of canopy. Other existing vegetation to be retained and protected with temporary barriers during events.
 - Additional overflow parking to be provided adjacent to tennis courts (refer to 4.5.5).
- 4.3.2 Renew boat ramp as per existing Council plans
- 4.3.3 Upgrade river bank terrace including grassed area, picnic facilities and overall amenity. Investigate opportunities to duplicate terrace area on other side of boat launch to provide additional area for informal recreation and spectator viewing during events.
- 4.3.4 Work with VicRoads to upgrade/replace public toilet and incorporate an undercover, secure storage facility (such as canoes, outrigger, etc.). To include services and infrastructure to support event bump-in and out such as 3 phase power, water, etc.



Figure 25: Rose Garden Area Improvements - detail plan

4.4 Rose Garden Area

Issues/ opportunities

- The Rose Garden area is a historically important part of the reserve which contains a number of historic features. The Master Plan seeks to restore the Rose Garden's amenity and protect and enhance visitor experience of heritage landscape elements.
- The Rose Garden is currently divided by roads that are located close to heritage elements and visually dominate the landscape.
- Some significant trees are in poor condition due to age.



Recommendations

4.4.1 Upgrade picnic facilities, including amending drainage and provision/ replacement of:

- Picnic tables
- Shelter
- Barbecue
- Drinking water

4.4.2 Adjacent toilets to be retained.

- Refurbish as necessary
- Gate to control access between Rose Garden and fenced sports area on match days

4.4.3 Planting:

- Provide avenue planting for shade and to screen road
- Replace Pine Trees
- Install garden beds at strategic locations, to feature rose bushes

4.4.4 Refurbish heritage gates

- Removable bollard to allow emergency/maintenance vehicle access

As discussed in 4.2.3, pedestrian-only links are to be created that sensitively respond to the heritage elements, including:

- Small paved 'plaza' around the Henry Hopwood memorial
- Strong pedestrian axis between the memorial arch and the obelisk
- Path to sports pavilion
- Separated path to boat launch

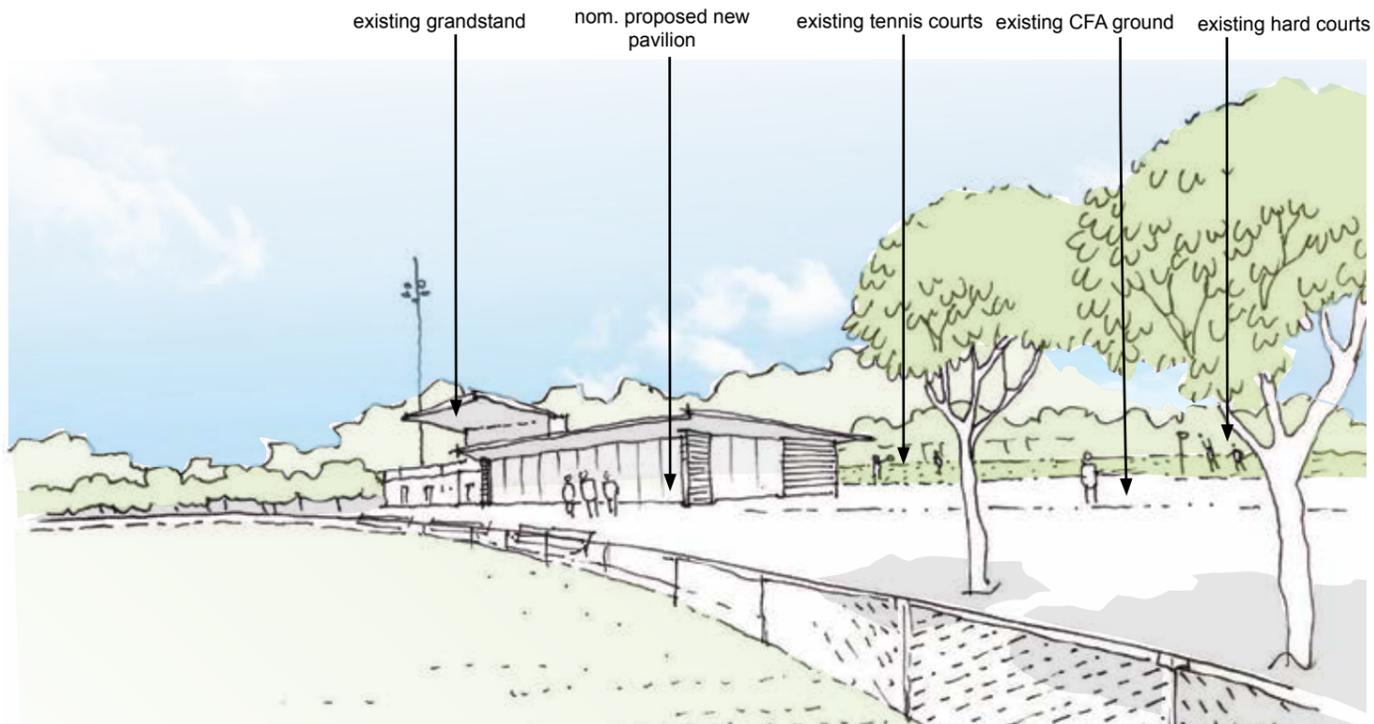


Figure 26: Illustrative concept sketch showing new sports pavilion from the south-east

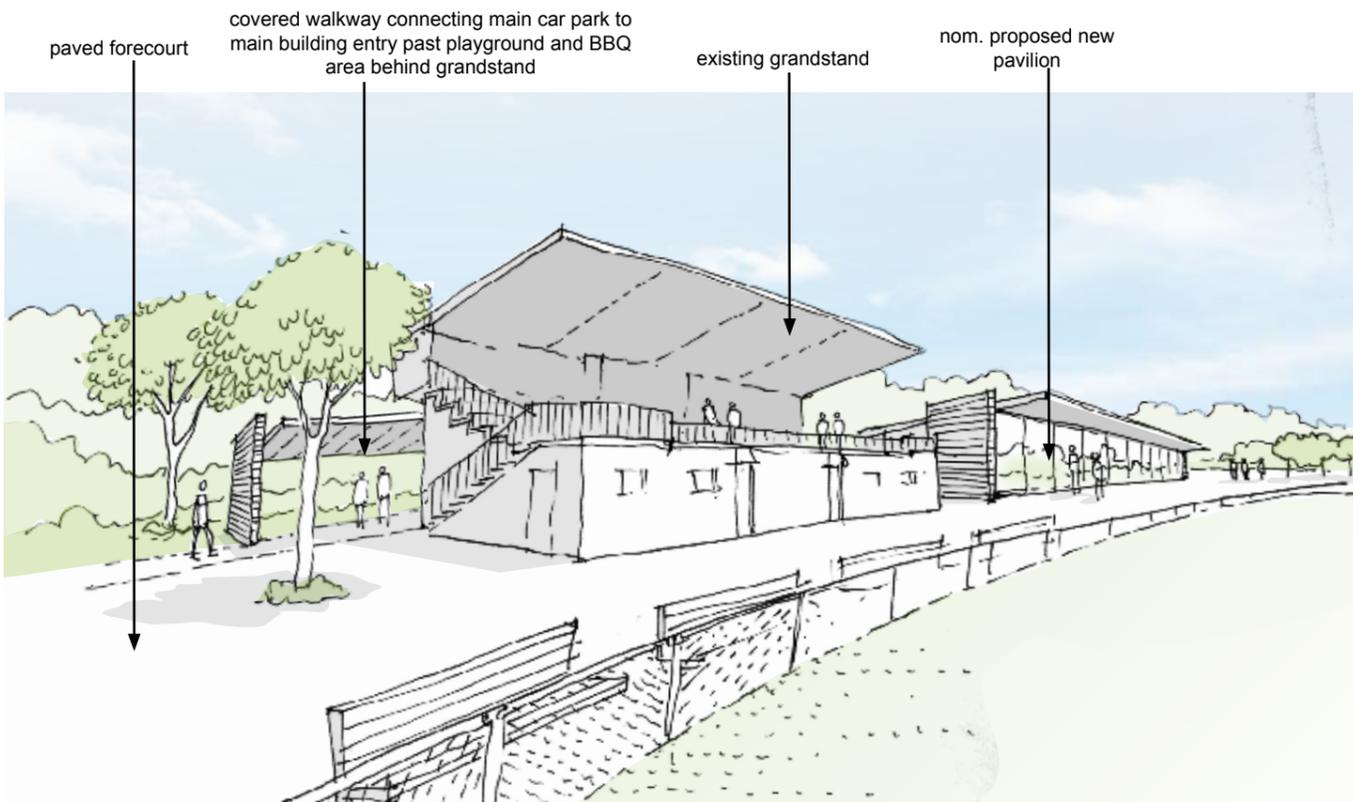


Figure 27: Illustrative concept sketch showing new sports pavilion from the south-west

4.5 Sports Club/ Community Facility Improvements

Issues/ opportunities

- The research and consultation identified a number of limitations with the existing sports facilities, including asset age, condition and functionality, in particular limited capacity to cater for female use or activities.
- The Master Plan intends to provide facilities in line with Victoria Park's status as 'premier sporting precinct' and to upgrade existing facilities where required.
- A key recommendation is the demolition of existing inadequate facilities and replacement with a single shared use, multi-function regional sports pavilion/ community facility. The new pavilion will accommodate the contemporary needs of existing sporting clubs and reserve users as well as providing meeting space for community groups and casual hire. Key users to be accommodated include:
 - Football club;
 - Netball club;
 - Tennis club;
 - Cricket club;
 - Outrigger canoe club; and
 - Water sports club.
- As outlined in Section 2.6, construction of the new Echuca/Moama Bridge Project will have a significant impact on the reserve, including the displacement of six existing grass tennis courts. VicRoads has confirmed that it will replace the six courts elsewhere within the reserve as part of their overall works. A key challenge remains to identify a suitable location within the reserve having regard to environmental impacts, proximity to significant (protected) vegetation and maintaining overall functionality and relationship to existing facilities.



Recommendations

4.5.1 New shared-use pavilion:

- Demolish the Boral Bar, existing public toilets, Haw Pavilion and tennis club rooms.
- Construct a single shared-use, multi-function building to service sporting and community uses, plus incorporate additional change rooms. The total area of new building is to be approximately 670-725m² in line with AFL Victoria preferred standards, and incorporate undercover external viewing areas to service the main oval, netball courts and tennis courts. (Refer to illustrative concept sketches.)
- Strengthen pedestrian access to sports pavilion from surrounding areas.

4.5.2 Upgrade existing grandstand:

- Upgrade existing change room and amenity facilities within the grandstand.
- Install bird netting in the exterior roof to prevent birds nesting above spectator seating.



Figure 28: Sports Club/ Community Facility Improvements - detail plan

4.5.3 New tennis courts:

- Replace the six grass tennis courts that are to be lost to the new road/bridge. Establish courts within a potential multi-use irrigated grass space to the north of the existing netball courts. The proposed location of the replacements courts has been identified following consultation with the Tennis Club, Tennis Victoria and DELWP (i.e. the landlord and native vegetation authority). The recommended site minimizes potential negative impacts on existing environmental values whilst enhancing overall functionality, relationship to existing facilities and long-term site flexibility. VicRoads have also indicated support for the proposed court location - as they will be the responsible authority for the court construction.

4.5.4 Upgrade existing oval:

- Upgrade drainage of oval and surrounds.
- Change main oval grass from Kikuyu to Couch/Rye blend.

4.5.5 Update vehicular access and car parking:

- Provide a main access point from Crofton Street and formal hardstand parking on the west side of the existing oval.
- Provide formal hardstand parking adjacent to netball courts. Removable bollards to entry points.
- Retain informal parking around oval.
- Formalised angle parking on Crofton Street.
- Tree planting around parking areas to provide shade and buffer wind.
- Position ticket booth to allow for spectating.
- Maintenance works as required to informal parking area around oval.
- Formalise parking and access in the area to the east of the netball courts. In addition to providing a functional parking space, the area will also support CFA events by providing a hardstand surface for marquees, line marking for shorter track events and smaller scale events. The final arrangement and detailed design of the car park and access is to be confirmed in consultation with CFA prior to construction as part of this area falls within the land currently licensed to the CFA (expiring in 2019). The near-by irrigated green space, tennis and netball courts also provide opportunities for further event use.



Example of formalised car park



Example of overflow car park

4.5.6 Construct playground adjacent to new pavilion. To include provision for seating, shade and drinking water.

4.5.7 Upgrade fence to 1.8m or 2.1m high black chain mesh.

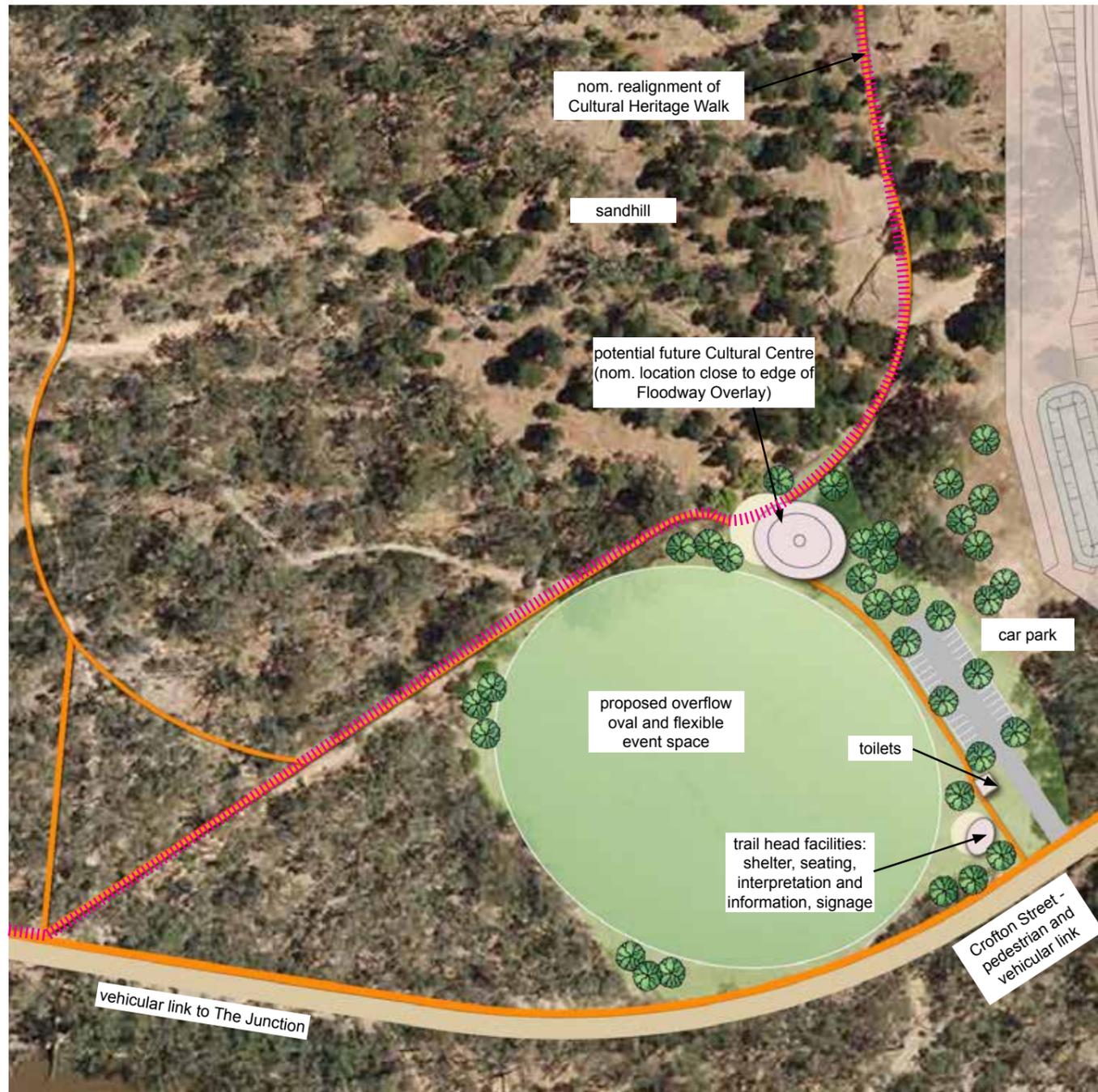


Figure 29: Former High School Site and Sandhill - detail plan

4.6 Former High School Site and Sandhill

Issues/ opportunities

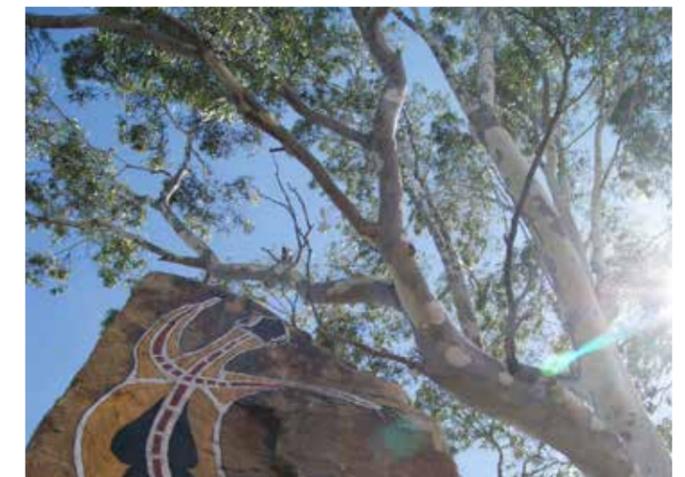
- The site is located within a Floodway Overlay.
- Use of this site is subject to land acquisition from the Education Department.
- The sandhill has been identified in the Impact Assessments for the proposed VicRoads works as being culturally and ecologically significant.
- The sandhill also holds a stand of Murray Pine which are covered by a heritage overlay.

Recommendations

- 4.6.1 Demolish any remaining school infrastructure and rehabilitate surrounds.
- 4.6.2 Construct overflow oval/ event space (135m x 110m is the minimum dimensions recommended by the AFL for a junior oval).
- 4.6.3 Construct trail head facilities for The Junction (facilities to be shared with oval)
 - Formal car park
 - Toilets
 - Shelter
 - Picnic tables and seating
 - Barbeque
 - Drinking water
- 4.6.4 Potential Future Yorta Yorta Cultural Centre
 - Locate and design Centre to minimise likelihood of flooding
 - Establish links with existing Cultural Heritage Walk (refer to 4.2.1)
 - Liaise and consider potential synergies with the Bridge Arts Project Echuca Moama, which aims 'to oversee the construction of an additional indoor contemporary art gallery, outdoor sculpture space and historic interpretive centre on the N.S.W. landing of the new bridge' across the Murray River.
- 4.6.5 Install post and wire fencing to protect the sandhill.



Example of informal oval



Example of artwork at Lakes Entrance Community Health Centre



Figure 30: The Junction - detail plan

4.7 The Junction

Issues/ opportunities

- The site is a popular picnic spot located at the junction between the Campaspe and Murray Rivers.
- The Master Plan proposes that vehicular traffic is not allowed along Scenic Drive beyond this point.

Recommendations

- 4.7.1 Provide turning circle and parking (gravel).
- 4.7.2 Upgrade picnic facilities
 - Shelter
 - Picnic tables and seating
 - Drinking water
 - Accessible picnic area
- 4.7.3 River bank stabilisation as required



Example of picnic area



Example of signage on lookout

5. Scenic Drive and Victoria Park Management

A number of management arrangements are currently in place within the study area. In particular:

- Scenic Drive Reserve and Victoria Park Reserve are Crown Land reserves managed by Council as the delegated Committee of Management.
- However, the existing Tennis Courts and club-house are Crown Land managed by the Echuca Lawn Tennis Club as Committee of Management.
- The Haw Pavilion is managed directly by the Echuca Football Club.
- The former school site remains owned by the Department of Education, however day-to-day management of the site has been assumed by Council (in the absence of ongoing education department uses).

There are opportunities to consolidate management arrangements in order to improve efficiencies, delineate responsibilities, enhance community and environmental outcomes as well as empower user groups to actively participate in the ongoing management of the precinct.

Establishment of the second Echuca-Moama Bridge dissects the study area and effectively separates the two main reserves into discrete land parcels. Ongoing management, development and use of these parcels should reflect their distinct roles and primary purpose.



Figure 31: Management zones

North of the New Road/Bridge – Scenic Drive Reserve

Role:

- Scenic Drive Reserve is a high value environmental, conservation and informal community use reserve which provides community access to the Murray and Campaspe River environs.

Vision:

- Scenic Drive Reserve will be retained, enhanced and managed in order to protect the environmental values, features and characteristics of the site, including cultural heritage. Informal community use – particularly walking, cycling and nature appreciation – will be encouraged and promoted.

Management:

- There are a number of potential long-term management options for the site, including:
 - Ongoing management by Council.
 - Management by another Government agency, e.g. Parks Victoria.
 - Management by a community group or committee.
 - Management by the Yorta Yorta.

Recommendation:

- In the short term, develop a Conservation and Vegetation Management Plan.
- Council does not currently manage other high value environmental and conservation reserves along the river. Such reserves require specialist expertise, knowledge and resources in order to maximise community and land management outcomes.
- Therefore in order to effectively align management outcomes to the role and vision for the reserve, it is recommended that Council explore opportunities to negotiate handing over management responsibilities for Scenic Drive Reserve (i.e. north of the new road/bridge) to Parks Victoria / DELWP for potential inclusion in the broader Murray River Regional Parklands.

South of the New Road/Bridge – Victoria Park Reserve:

Role:

- Victoria Park is a high-use active sport and recreation reserve.

Vision:

- Victoria Park will be managed and developed to enhance its role as an important regional sport and recreation reserve, whilst protecting its environmental values and cultural heritage.

Management:

- There are two main options for the potential long-term management of the reserve – including proposed shared use, multi-function pavilion; specifically:
 - Maintain the status quo – i.e. ongoing management by Council and individual tenants (i.e. Tennis Club and Football Club).
 - Management by a Recreation Reserve Committee comprising representatives from existing users, sporting clubs and the community. This could be a formal Committee of Management or semi-formal advisory committee operating under Council's delegated authority as the Crown Land Committee of Management.

Recommendation:

- Council remains the most appropriate body to hold ultimate management responsibility for the reserve, therefore it is recommended that Council retain Crown Land Committee of Management Responsibilities for Victoria Park.
- However, in order to facilitate greater involvement, autonomy and cooperation between existing users groups it is recommended that Council establish a Victoria Park Reserve Management Advisory Committee – complete with clearly defined Terms of Reference and Power of Authority documentation – to actively administer and guide the day-to-day use and management of the reserve, including management of the proposed shared-use, multi-function pavilion.
- Resolve land ownership transfer from the Department of Education to Crown Land for inclusion in the overall reserve reservation.

6. Staging and Implementation

The following table provides an outline of the recommendations contained within the Master Plan and priorities for implementation, numbered as per the Master Plan drawing for ease of reference.

Short term: To be completed in 1-3 years
Medium term: To be completed in 3-5 years
Long term: To be completed in 5+ years

4.1 ROAD NETWORK			
No.	Action	Priority	Cost
4.1.1	Realign road to boat launch including new crossover	Short-term	\$800,000 - \$1m
4.1.2	Downgrade/ remove some existing roadways	Short-term	\$100,000 - \$150,000
4.1.3	traffic calming measures (speed humps, rockwork, logs). Gates to emergency access tracks.	Short-term/ ongoing	\$70,000 - \$100,000
4.1.4	Upgrade road between west end of Crofton Street and The Junction	Short-term	\$25,000 - \$50,000
4.2 PEDESTRIAN/ CYCLING PATH NETWORK			
No.	Action	Priority	Cost
4.2.1	Upgrade internal informal paths in bushland area and construct path link along north side of Crofton Street to complete Loop Walk. Realign Yorta Yorta Cultural Heritage Walk.	ongoing	\$300,000 - \$350,000
4.2.2	Upgrade pedestrian path connection between historic precinct and Scenic Drive, including DDA access to lower terrace adjacent to houseboats	Short-term	\$75,000 - \$100,000
4.2.3-a	Construct footpath (separate to roadway) between Crofton Street and The Junction	Short-term	\$150,000 - \$200,000
4.2.3-b	Construct footpath between the Rose Garden and the new pavilion.	Medium-term	\$50,000 - \$70,000
4.2.4	Links between path included in VicRoads works and the Reserve's path network	Medium-term	\$15,000 - \$30,000
4.2.5	Provide/ upgrade signage in accordance with Wayfinding Strategy	Short-term/ ongoing	\$25,000 - \$50,000
4.3 BOAT LAUNCH AREA			
No.	Action	Priority	Cost
4.3.1-a	Formalise standard vehicle car park at boat launch.	Medium-term	\$250,000 - \$350,000
4.3.1-b	Provide formalised long vehicle parking under proposed road.	Medium-term	\$250,000 - \$350,000
4.3.1-c	Create overflow parking area (drainage if required, grass) Vegetation protection fencing to trees (post and wire)	Medium-term	\$30,000 - \$60,000
4.3.2	Upgrade boat launch as per existing Council plans.	Medium-term	To be determined
4.3.3	Upgrade river bank terrace and picnic facilities. Potential for duplication on other side of boat ramp.	Medium-term	\$150,000 - \$200,000
4.3.4	Construct community small boat storage facility and new public toilets	Medium-term	VICROADS
4.4 ROSE GARDEN			
No.	Action	Priority	Cost
4.4.1	Provision/ replacement of picnic tables, shelter, BBQ, drinking fountain	Short-term	\$70,000 - \$100,000
4.4.2	Refurbish public toilets as necessary. Gate to control access to fenced area.	Medium-term	\$50,000 - \$70,000
4.4.3	Avenue planting and succession planting of trees. Garden beds. (Includes establishment maintenance)	Medium-term	\$70,000 - \$80,000
4.4.4	Refurbish heritage gates, including removable bollard	Medium-term	\$15,000 - \$30,000

4.5 SPORTS CLUB/ COMMUNITY FACILITY IMPROVEMENTS			
No.	Action	Priority	Cost
4.5.1	New shared-use pavilion	Medium-term	\$2.5 - 3 mil.
4.5.2	Upgrade grandstand, change rooms and amenities	Short-term	\$450,000 - \$550,000
4.5.3-a	Six new grass tennis courts	Medium-term	\$300,000 - \$450,000
4.5.3-b	Tennis linemarking, net and net post holes, fence, to existing netball hard courts.	Short-term	\$50,000 - \$70,000
4.5.4	Undertake works to improve drainage of existing oval and surrounds. Change grass mix to Couch - Rye blend.	Short-term	\$150,000 - \$200,000
4.5.5-a	Construct formal car park and vehicle entry south-west of existing oval	Medium-term	\$450,000 - \$500,000
4.5.5-b	Create informal overflow long-vehicle parking area east of new tennis courts	Medium-term	\$60,000 - \$100,000
4.5.5-c	Construct formal hardstand car park east of netball courts	Medium-term	\$200,000 - \$240,000
4.5.5-d	Tree planting to existing parking around oval and along Crofton Street (trees proposed in new car parks are included in new car park costs)		\$15,000 - \$20,000
4.5.6	Relocate and upgrade playground. Provide BBQ facilities.	Medium-term	\$100,000 - \$150,000
4.5.7	Upgrade fence (1.8 - 2.1m high black chain mesh)	Medium-term	\$75,000 - \$100,000
4.6 FORMER SCHOOL SITE AND SANDHILL			
No.	Action	Priority	Cost
4.6.1	Demolish any remaining school infrastructure and rehabilitate surrounds	Medium-term	\$75,000 - \$100,000
4.6.2	Construct overflow oval	Long term	\$250,000 - \$500,000
4.6.3-a	Car park	Medium-term	\$150,000 - \$200,000
4.6.3-b	Trail head facilities - toilet, picnic, paved area, shelter	Medium-term	\$125,000 - \$150,000
4.6.4	Potential Yorta Yorta Cultural Centre	Long term	to be determined
4.6.5	Protect sandhill and associated vegetation, including stand of Murray Pine (post and wire fence)	Short-term	\$40,000 - \$60,000
4.7 THE JUNCTION			
No.	Action	Priority	Cost
4.7.1	Provide gravel turning circle and parking	Short-term	\$30,000 - \$50,000
4.7.2	Upgrade facilities at The Junction picnic site (picnic tables, accessible paving, shelter, drinking water)	Medium-term	\$75,000 - \$100,000
4.7.3	Bank stabilisation as required	Short-term/ ongoing	\$25,000 - \$50,000
5 CONSERVATION/ VEGETATION MANAGEMENT			
No.	Action	Priority	Cost
5	Establish Conservation/ Vegetation Management Plan for Reserve.	Short-term	\$25,000 - \$50,000

Appendix A: Review of previous Victoria Park Master Plan Key Directions

Key Directions of the 2010 Master Plan		Implementation Status (as at March 2017)	Ongoing relevance to 2017 Master Plan
Ref:	1. Echuca Lawn Tennis Club		
A1	<ul style="list-style-type: none"> Replace the six grass tennis courts required for the proposed road alignment. 	<ul style="list-style-type: none"> Not completed 	<ul style="list-style-type: none"> Relevant – relocation site to be determined.
A2,3&4	<ul style="list-style-type: none"> Construct an additional three replacement grass courts, two new dual-use hard courts (tennis and netball) and two new tennis hard courts on an area of land north of the existing tennis complex. 	<ul style="list-style-type: none"> Partially completed – two dual-use tennis and netball hard courts established. 	<ul style="list-style-type: none"> Explore requirements for additional tennis courts and possible locations.
N/A	<ul style="list-style-type: none"> Install floodlights to all new hard courts. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant, include in 2017 Master Plan.
	2. Reinstatement of Second Sports Field (135m x 110m)		
B	<ul style="list-style-type: none"> Reinstate the secondary sports field to be used for cricket matches, junior football matches, football training for all ages, and miscellaneous uses such as fire brigade competitions, circuses, camping linked to events, etc. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> No longer possible. Two dual use tennis / netball courts have subsequently been developed in this location which prevents reestablishment of the secondary oval.
N/A	<ul style="list-style-type: none"> Sports field not to be fenced to maximise its flexibility as a sporting and events space. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> No longer relevant.
B2	<ul style="list-style-type: none"> Remove existing netball court and reinstate to grass. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> No longer relevant – refer above.
B3	<ul style="list-style-type: none"> Remove the existing cricket practice facilities and install four new permanent cricket practice nets on the eastern edge of the secondary sports field. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> No longer relevant (in conjunction with secondary oval). Consider options to upgrade Cricket Nets in 2017 Master Plan, including preferred location.
B4	<ul style="list-style-type: none"> Small extension to existing shed for cricket store. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
B5	<ul style="list-style-type: none"> Relocate the Henry Hopwood memorial. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
	3. New Shared Pavilion and Community Facility		
D	<ul style="list-style-type: none"> Construct a new shared-use two storey pavilion and community social facility comprising change rooms for the away football teams, umpires and netballers, a public bar and canteen facilities, new public toilets and offices on the ground floor, and a 300 seat social space, bar, kitchen and toilets, and external spectator viewing areas on the first floor. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant – assess preferred site options in 2017 Master Plan.
E	<ul style="list-style-type: none"> Upgrade the Grandstand seating area by installing a bird-wire ceiling to prevent pigeons roosting in the rafters, and redevelop the ground floor amenities to include home team football change rooms, cricket rooms and two indoor cricket practice nets. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant.
E1	<ul style="list-style-type: none"> Provide a new covered spectator area in front of the Grandstand building. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant.
F2	<ul style="list-style-type: none"> Remove the existing Boral Bar shed and public toilets following the opening of the new pavilion and community facility. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant.
	4. Upgrade the Main Oval		
F	<ul style="list-style-type: none"> Resurface the playing field. 	<ul style="list-style-type: none"> Completed. 	<ul style="list-style-type: none"> Completed.
F	<ul style="list-style-type: none"> Install a new turf wicket table. 	<ul style="list-style-type: none"> Completed. 	<ul style="list-style-type: none"> Completed.
F	<ul style="list-style-type: none"> Install a retractable soft netting fence along the northern boundary of the oval to enhance spectator safety. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant.
F	<ul style="list-style-type: none"> Upgrade the oval flood lighting to 300lux. 	<ul style="list-style-type: none"> Completed. 	<ul style="list-style-type: none"> Completed.
N/A	<ul style="list-style-type: none"> Install two spectator shelters and seats. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review if still required.
F5	<ul style="list-style-type: none"> Remove the existing wooden storage shed along Crofton Street. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review use of the building and if it serves an ongoing role.
F3	<ul style="list-style-type: none"> Upgrade and extend the existing playground. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant.
F4	<ul style="list-style-type: none"> Remove the existing roadway on the south side of the main oval and reinstate with grass and trees. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
	5. Echuca Urban Fire Brigade Training and Competition Area		
C2	<ul style="list-style-type: none"> Install a low-level grass spectator berm along the south side of the Ira O'Neill Track. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.

Key Directions of the 2010 Master Plan		Implementation Status (as at March 2017)	Ongoing relevance to 2017 Master Plan
C1	<ul style="list-style-type: none"> Relocate the junior training track to allow for the installation of a spectator berm outside the eastern end of the main football/cricket oval. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
C3	<ul style="list-style-type: none"> Retain and upgrade the existing public toilets in the eastern section of Victoria Park. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Relevant.
	6. Redevelop the former Echuca College Site (pending securing access to the site)		
G1	<ul style="list-style-type: none"> Upgrade the sports field by over sowing the playing surface, upgrading the irrigation system and re-orientating the field to achieve a larger playing area suitable for an oval of 150m x 130m and/or two senior soccer fields 100m x 65m each. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
G2	<ul style="list-style-type: none"> Install a new synthetic hard wicket. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
G3	<ul style="list-style-type: none"> Retain and upgrade the existing indoor stadium to service the groups utilising this site. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
G4	<ul style="list-style-type: none"> Remove unused buildings and consider using the area as a venue for the Echuca Riding for the Disabled Group and the Echuca Pony Club, or for lawn bowling facilities. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
G5	<ul style="list-style-type: none"> Link the proposed sporting and recreation facilities at the former school site with Victoria Park via a new pedestrian path. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
	7. Improve the Traffic Management		
H1	<ul style="list-style-type: none"> Formalise and extend the car park (96 car parks) and entry off Crofton Street as the main entry into Victoria Park. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
H2	<ul style="list-style-type: none"> Roundabouts to improve traffic flow. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
H3	<ul style="list-style-type: none"> Formalise access between the tennis complex and the rear of the grandstand to allow access for emergency vehicles and service vehicles to access the tennis clubrooms and the new pavilion and community facility. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
F1	<ul style="list-style-type: none"> Cease the existing vehicle access around the east side of the main oval and install a low-level grass spectator berm. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
H4	<ul style="list-style-type: none"> Relocate the reserve perimeter fence along Crofton Street into the park to enable angled car parking to be provided along Crofton Street (58 car parks). 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
H5	<ul style="list-style-type: none"> Remove cricket practice nets and retain space for overflow car parking. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
H6	<ul style="list-style-type: none"> New vehicle access to Scenic Drive. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
H7	<ul style="list-style-type: none"> Construct a new car park to service the users of the sporting facilities on the former school site (27 car parks). 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
	8. Upgrade the Amenity of Victoria Park		
C4	<ul style="list-style-type: none"> Decommission the existing formal reserve entry in the eastern parklands and remove the road through the park and reinstate to grass. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
C4	<ul style="list-style-type: none"> Remove pine trees in senescence and replace with new trees. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
N/A	<ul style="list-style-type: none"> Upgrade the picnic facilities in the eastern parklands. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
N/A	<ul style="list-style-type: none"> Plant trees throughout Victoria Park to define sporting areas and to provide shade. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
N/A	<ul style="list-style-type: none"> Construct car parks with provision for trees to be planted intermittently. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
	Other Recommendations		
N/A	<ul style="list-style-type: none"> That VicRoads and Council collaborate for the construction of a new public toilet facility near the Victoria Park boat ramp, prior to the demolition of the existing toilet block which will be required as part of the works associated with the construction of the bridge. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.
N/A	<ul style="list-style-type: none"> That Council liaise with the relevant government agencies to resolve the future management of the site of the former Echuca College Crofton Street campus. 	<ul style="list-style-type: none"> Not completed. 	<ul style="list-style-type: none"> Review in 2017 Master Plan.

Appendix B: Consultation Phase 1

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
Echuca Landcare – Ros Diaz	<ul style="list-style-type: none"> Invasive weed control (Bridal Creeper) is a significant challenge. Support the concept for establishment of a Cultural Heritage Walk (or similar) with focus on culture, environmental interpretation and education. The group has previously worked with Vic Roads to install and monitor breeding boxes for Squirrel Gliders. Landcare is a small group of active members (approx. 6), therefore capacity if limited. Removal of introduced species and inclusion of a monitoring program to protect significant native fauna and flora Appropriate separation of vehicles and people 	<ul style="list-style-type: none"> Support the concept for establishment of a Cultural Heritage Walk (or similar) with focus on culture, environmental interpretation and education. Enhance environmental outcomes, including vegetation management, weed control and habitat. Improve pedestrian and vehicle circulation and control.
Yorta Yorta – Damien	<ul style="list-style-type: none"> Aspirations to establish a significant <i>Cultural Interpretive Centre</i> within the reserve (i.e. former High School site) – relocating and expanding activities currently accommodated at Customs House. Concept of a 2-storey, turtle shaped building – creating a hub for Indigenous Tourism in the region. Facility to have a focus on art, Yorta Yorta history, music, dance, language, education and training. Support upgrade/improvements to existing interpretive information and establishment of a Cultural Heritage Walk. Consider options to link with the Bridge Art Project on NSW side. Extend the Echuca Tourism Precinct (Port area) to encompass Scenic Drive area. Yorta Yorta could consider taking on management responsibilities for Scenic Drive – with appropriate resources and ongoing funding – to promote as an important environmental and cultural reserve. Would like rationalization of internal roads to help improve environmental outcomes. Establish Trail Head facilities at the former High School site to reduce car volumes within Scenic Drive. 	<ul style="list-style-type: none"> Identify/excise a potential site for a Cultural Centre (subject to detailed feasibility assessment). Recommend establishment of a Conservation Management Plan. Rationalise traffic movements and circulation. Establish Trail Head facilities. Improve/establish a Cultural Heritage Walk and environmental education.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> Scenic Drive needs a Conservation Management Plan to guide vegetation management. 	
Echuca Lawn Tennis Club – Brian	<ul style="list-style-type: none"> Need to replace the 6 lawn courts and shelters that will be lost with new Vic Roads road. Club is 15 years into a 25 year lease (DEWLP) Primary Tennis season is Sept to Easter. However courts are used year round for Croquet. Currently regularly use 13-15 of the 17 courts for weekly club use, however all 17 are needed for the annual Easter Tournament (89th year). Approx. 140-150 members now, which has declined from around 250 10-years ago. Preference is to retain Grass court surfaces. The Tennis Club allow the Netball Club to use their changerooms (small fee). Court lighting is not considered required. There is no demand for a winter or mid-week night tennis competition. One already exists at Rich River which services any community demand. 	<ul style="list-style-type: none"> Identify site options for relocation/reestablishment of 6 grass courts – having regard to possible options for alternative community uses if long-term demand for tennis reduces in the future.
Echuca Triathlon Club - Steve	<ul style="list-style-type: none"> Currently based at Wimby Resort (NSW). Currently use the river (boat ramp area) and reserve for swimming and running training. Approx. 130 members, including 40 juniors. Scenic Drive area is great for off-road cycling (mountain/hybrid bikes only). Ideally like to separate vehicle and cycle routes/paths throughout the reserve. Like to see drinking fountains near the boat ramp area. Review public lighting in key areas. 	<ul style="list-style-type: none"> Rationalise circulation, separate vehicle and cycle routes. Install drinking taps throughout. Ensure adequate public lighting at key locations.
Moama Water Sports Club – Steve Robson	<ul style="list-style-type: none"> Approx. 30-40 members. Primary activity is hosting the annual Southern 80 Ski Race which attracts 400-450 entries. Priorities for improvement – upgrade the boat ramp; upgrade the grassed terrace seating/spectator/picnic area along the river bank; separate pedestrian path off the road leading to the boat ramp area – consider one-way road options for circulation. Upgrade the public toilets near boat ramp (as part of Vic Roads works) – consider 	<ul style="list-style-type: none"> Upgrade the boat ramp (as per existing Council plans). Improve traffic and pedestrian circulation and safety. Establish boat trailer parking area. Upgrade river bank terrace. Upgrade/replace public toilet and incorporate storage facility.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> options for co-location of a storage facility for Outrigger Club. Ensure emergency vehicle access is retained to Scenic Drive. Install 3-phase power access to support the S80 event. 	<ul style="list-style-type: none"> Include services to allow event bump-in and out – 3 phase power, water, etc.
Echuca Cricket Club – Jeff & Tim	<ul style="list-style-type: none"> Approx. 60 senior and 140 junior members. Would like to refurbish/upgrade the Haw Pavilion, including change rooms (including umpires and women). Could consider extending the Grand Stand to provide better change room facilities. Would like access to a second oval – primarily for junior cricket only. No major issues with the current main oval. Happy with other facilities. 	<ul style="list-style-type: none"> Consider options to improve change room facilities and upgrade the Haw Pavilion. Explore options for a second oval.
Echuca Football Netball Club – Brett	<ul style="list-style-type: none"> Approx. 250 senior and 350 junior members. Current ground has poor drainage and surface condition in winter. Council are in the process of designing a drainage upgrade. Single lane access to the ground is an issue (due to the location of the fire track). Need to prevent vehicle access in front of the Grand Stand – removable bollards. Current facilities do not cater for females – Netball use the Tennis Club rooms for change rooms. No female Umpire facilities. The club has had a youth girls team for 5-years, Senior Women is expected to commence in 2017. Haw Pavilion is restricted to a capacity of approx. 80 people. Ideally would like a significant Community Facility capable of hosting 200-300 people. The club currently use the Moama Bowls Club for major functions (club sponsor) i.e. 2 major functions per year. Existing Netball courts are cracking and need repair. Netball requires a small storage shed. Ideally like access to a second oval – primarily for juniors. Additional separate change rooms are not required. Priorities – new pavilion; female friendly facilities; improve road access, improve oval drainage. 	<ul style="list-style-type: none"> Consider options for new change rooms – particularly for females. Upgrade or replace the Haw Pavilion. Improve vehicle access. Upgrade oval drainage. Establish second junior oval.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
SoC Community Planning – Jenny Turner	<ul style="list-style-type: none"> There is a lack of community meeting rooms/spaces in Echuca – could consider in Vic Park as part of any new facilities. Protect and enhance the natural values of the area. Rationalise tracks and circulation. Protect the Sand Hill and Murry Pines – provide interpretive information. Improve weed control and environmental values. Establish a Cultural History Trail or similar. Promote walking and cycling use. Improve way-finding. Improve picnic spots and park furniture – promote the Junction as a picnic/gathering space. May need to consider a composting toilet. Retain natural character. Consider establishing themed walking routes e.g. River Walk, Dunes Walk, History/Cultural Walk. Link (via interpretive information) to the Bridge Art project on NSW side. Consider options to re-use trees that are to be removed for the Vic Roads road within the reserve – including as road blocks. 	<ul style="list-style-type: none"> Consider option to include a community meeting space in Vic Park improvements. Improve circulation and opportunities for informal use. Establish ‘themed’ walks. Improve interpretive information. Consider options for use of removed trees within the site.
Saint Josephs Secondary College – Grant Kemp	<ul style="list-style-type: none"> Would like access to a multi-use second oval, particularly if access to the main oval is restricted to protect the surface. Improve pedestrian connections and linkages to the reserve (from school and town). Promote walking and cycling use. Crofton Street is used for bus parking, drop-off and turnaround. Consider replacing or over sowing winter grass for better year-round surface. 	<ul style="list-style-type: none"> Consider options for a multi-use second oval. Improve circulation, linkages and connections – promote walking and cycling use. Provide a better year-round playing surface on the main oval.
SoC Road Services - Robin & Danny	<ul style="list-style-type: none"> Need a two-way road to the boat ramp – currently only wide enough for one vehicle. Provide separated pedestrian paths from roads. Review overall internal road layout, rationalize and improve where possible. Consider if the gate on Crofton Street is required. Establish treed avenues. Review access/road under the Arch. Protect heritage areas and features. 	<ul style="list-style-type: none"> Improve vehicle and pedestrian circulation. Rationalise internal roads. Consider avenue planting. Improve road run-off drainage.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> Scenic Drive should be restricted to authorised vehicles only. Promote access to the Junction from Crofton Street. Improve drainage adjacent to the Caravan Park – ensure road run-off is directed away from the existing levy/retarding wall. 	
SoC River Services – Mick Mahady	<ul style="list-style-type: none"> Prevent vehicle access to the Docks behind the Caravan Park. Support restricting vehicles on Scenic Drive and improving overall circulation. Ensure pedestrian linkages to River Warf area and appropriate way finding. 	<ul style="list-style-type: none"> Improve vehicle and pedestrian circulation, including linkages.
Echuca CFA – Ron	<ul style="list-style-type: none"> Approx. 50 active members. Both tracks are used at least once per month (April-Oct), plus two major 2-day events in Feb and March. Previously hosted State and National events at the site (most recent was in 2015). Water recycling is a major advantage of the site. Green space to the north of the track is used to support events. There have been issues with cricket balls landing on the Tracks from the practice nets. CFA would have no objection to vehicles driving on the junior track to establish a two-way entry into the reserve (when not in use). Need to improve access gates. Has been issues with water pooling in the grassed area near the CFA building. CFA uses the public toilets near the tracks. Need to maintain emergency vehicle access in the Scenic Drive area, but this does not need to be a 'ring-road'. Need 2.4m wide and turn-around space (i.e. at the Junction). 	<ul style="list-style-type: none"> Retain capacity for ongoing use of both CFA training tracks. Ensure emergency vehicle access to Scenic Drive area.
DEWLP – Amanda Johnson & Gavin Parks	<ul style="list-style-type: none"> Ensure the Master Plan directions are consistent with the reservation purposes of the reserve. Could consider options for Parks Vic to manage the Scenic Drive reserve. The Yorta Yorta would need to negotiate access (or purchase) land from the Education Dept. to utilise the former high school site. Or Council may need to acquire the land. 	<ul style="list-style-type: none"> Recognise land ownership status and titles – particularly former High School site. Upgrade the boat ramp area. Consider options for other parties (e.g. Parks Vic) to manage the Scenic Drive reserve. Recommend development of a Conservation / Vegetation Management Plan.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> Improve infrastructure to support event use in the boat ramp area, i.e. access to power, water, improved toilets. May need to establish a Conservation / Vegetation Management Plan for the site. 	
SoC Parks & Gardens – Justin Voss, Ben & Tim	<ul style="list-style-type: none"> Recognise Heritage protected trees and features. Improve and rationalize circulation. Support informal use of the Junction. Change oval grass from Kikuyu to Couch/Rye blend and improve drainage. Improving the main oval surface is a higher priority than establishing a second oval. Upgrade the boat ramp area and terracing for informal use. Retaining walls need replacing and expand grassed area. Improve access to power and water. Better protect irrigated grassed surfaces in Vic Park from vehicle damage, e.g. cricket nets and outside main gates. Will need water tanks and pumping to irrigate the second oval. Do not support event use of second oval if it is likely to damage undersurface irrigation. 	<ul style="list-style-type: none"> Protect heritage trees and features. Improve and rationalize circulation. Support informal use of the Junction. Change main oval grass from Kikuyu to Couch/Rye blend and improve drainage Improve amenity and informal use of boat ramp area – upgrade and expand grassed terracing. Protect irrigated grass areas from vehicles.
Inland Outrigger Canoe Club	<ul style="list-style-type: none"> Currently use the boat ramp facilities at least three times per week. Club is active with members who compete in State zone, Nationally and internationally. The club membership includes juniors through to seniors, with the majority of members aged over 40 years. The main issue for the club is a lack of secure storage facilities for the club's 45 foot boats and associated equipment. The club is also concerned about possible impacts of the bridge/road construction limiting access to the boat ramp. The club would like access to secure storage and meeting space. 	<ul style="list-style-type: none"> Explore options to incorporate a secure storage space and involvement/access to any shared use pavilion facilities, including change rooms.
John Hawker – Heritage Victoria	<p>General feedback:</p> <ul style="list-style-type: none"> 1. Victoria Park and the associated River Red Gum woodland consisting of Scenic Drive is a significant cultural and natural asset in Echuca. The Red Gum Arch is included on the Victorian Heritage Register and the fountain, statues and obelisk are of historical value. 2. The Park is a major tourist site especially the junction of the Campaspe 	<ul style="list-style-type: none"> Comments noted and addressed in draft master plan where appropriate.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
	<p>and Murray Rivers. The Park includes major sporting venues and is a place for passive and active recreation and camping.</p> <ul style="list-style-type: none"> 3. The Park features a range of significant vegetation types including a now rare sandhill community of Callitris & Acacia and River Red Gum floodplain. The sandhill community will be significantly impacted by the new road and second river crossing. <p>A possible range of improvements include;</p> <ul style="list-style-type: none"> 1. Develop a revegetation plan (prior to removal) for the sandhill community. 2. Provide an element of entry into Victoria Park 3. Manage vehicle movement and access through the Park and designated carparks. One of the greatest impacts on the Park is uncontrolled parking and the numerous tracks 4. Develop a landscape that provides a better setting for the arch, fountain, statues and obelisk and entry into Victoria Park 5. Street tree planting along Crofton Street, Park roads and tree planting within the sports precinct, garden and caravan park 6. Provide multiuse facilities for football, tennis, netball/basketball 7. Provide facilities for cycling and walking 8. Develop an interpretive program and trail on the history, vegetation and aboriginal values of the place 9. Provide for the interpretation of the former high school site which occupied the land for almost 100 years 	

From:	Key comments, issues or suggestions	Implications for the Master Plan
Resident - John Norwood.	<ul style="list-style-type: none"> I would like the park left in its natural state. The one road kept narrow allowing for one-way traffic. Picnic table and chairs at reflection point and at river junction. Information and mud map available at slip way car park. 	<ul style="list-style-type: none"> Improve circulation and pedestrian safety. Encourage/promote walking opportunities. Improve park furniture and informal gathering spaces.

From:	Key comments, issues or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> People encouraged to walk. A gate at entrance to drive. 	<ul style="list-style-type: none"> Incorporate way finding and interpretive information.
Echuca Football Netball Club	<ul style="list-style-type: none"> Wish to see Vic Park developed as a Regional Sports Complex. Approx. 356 playing members, plus 110 Auskick, plus 50 Netballers. Senior women and youth girls teams. Existing change rooms do not adequately cater for females. Existing facilities are not capable of accommodating multiple teams and cross-over between games. Main oval drainage requires improvement. Also drainage around the oval is poor impacting on spectator amenity. Blue metal/gravel is washed onto the ground surface. The turf cricket wicket contributes to poor playing surface in winter. Main oval orientation and size is acceptable, however surrounding area require remodeling/improvement. There can be scheduling issues between cricket and football, impacting on availability for training and pre-season games. The high level of use of the oval impacts on playing surface condition. Strongly support need for a second full size oval. May require support amenities and change rooms, depending on location. The Grand Stand is valued and well used, however the facilities under (i.e. change rooms, warm up area and umpires rooms require significant upgrade). Facilities under the grand stand could be refurbished for Home teams, and new Away team amenities constructed, including catering for netball and umpires. Existing public toilets require upgrade/replacement. The existing outdoor Bar area remains essential, however this could be relocated if required. Suggest the Haw Pavilion be demolished and a new Community Facility capable of accommodating 300 people, plus office space, be established. Need to improve traffic management and circulation across the site. Storage sheds remain required, however could be relocated if needed. Club priorities are: <ul style="list-style-type: none"> Oval redevelopment – drainage, irrigation, and surface condition. New/additional change rooms and redevelopment of existing change rooms. Developed a 2nd oval. Improve traffic management. 	<ul style="list-style-type: none"> Consider opportunities to address club priorities, in particular: <ul style="list-style-type: none"> Oval redevelopment – drainage, irrigation, and surface condition. New/additional change rooms and redevelopment of existing change rooms. Developed a 2nd oval. Improve traffic management. New social rooms.

From:	Key comments, issues or suggestions	Implications for the Master Plan
Jennafer Whelan - resident	<ul style="list-style-type: none"> ○ New social rooms. • Concerned that marine groups – mainly water sports club and houseboat operators – have too substantial a say in the development and will push the plan to emphasise their single weekend of the year. • Doesn't want to focus on a single user or group; • Believed that there is an unfair and unnecessary focus on tourists in the development and operation of Echuca. • Believed that the commercialisation of the waterfront was detrimental to the year round utilisation of the space by residents and that the creation of the commercial moorings, the boat ramp and the waterfront area, requesting their removal and reversion to a more natural and passive outdoor environment. • Lobbied for the removal of the existing houseboat moorings. 	<ul style="list-style-type: none"> • Comments noted.
Lou Colbertaldo – resident	<ul style="list-style-type: none"> • Houseboat owner, mooring near the intersection of Crofton and Watson. • Access for vehicles and pedestrians seen as a priority. Access to their moorings are difficult at the best of times and impossible on busy weekends or when there is adverse weather. • Stated that providing access to the mooring for disabled relatives (blind mother-in-law, Wheelchair bound friends) is extremely difficult to impossible. • Emergency access to moorings restricted, required to float guest downstream on a dinghy to be picked up by ambulance once per year. • Public toilets inadequate. • Ballast near ramp damages boats. 	<ul style="list-style-type: none"> • Comments noted.
Jenny Begbie – resident	<ul style="list-style-type: none"> • Houseboat owner, mooring adjacent to Coliban Pump Station. • Parking is a major problem since the change of Watson Street to four hour. • Jenny and her husband placed the blue metal between the boat ramp staging area and the Coliban Asset • Large increase in number of boats along the waterfront since they purchased their boat approx. 10 yrs ago. • Access and parking is their primary and predominant concern on the site. View the site as a potential risk to users/pedestrians considering unformed nature of access. 	<ul style="list-style-type: none"> • Comments noted.
Wayne Hawker – resident	<ul style="list-style-type: none"> • Concerned that the peace and quiet in this area may be effected. • Would like to be informed of any proposals and meetings in regard to this area in the future please. 	<ul style="list-style-type: none"> • Comments noted.

Appendix C: Consultation Phase 2

The table below provides a summary of key comments, issues or suggestions received on the Draft Master Plan report following public exhibition during September 2017.

From:	Key comments, issues or suggestions	Implications for the Master Plan
Jason Warren Manager Project Delivery Echuca Moama Bridge Project VicRoads	<ul style="list-style-type: none"> The following comments have been submitted for Council's consideration: <ol style="list-style-type: none"> VicRoads is supportive of the realignment of Scenic Drive between Crofton Street and the boat ramp as discussed in Section 4.1. Development of the parking arrangements shown in Figure 24 will need to consider bridge pier locations and future bridge maintenance requirements (e.g. safe access). VicRoads has committed to a new toilet block in the vicinity of the boat ramp. However, it is noted that VicRoads has not committed to provision of a secure storage facility or 3-phase power supply as discussed in Recommendation 4.3.4. The proposed relocation of the 6 grass tennis courts as shown in Figure 28 is supported in principle, noting the following: <ul style="list-style-type: none"> VicRoads will require Echuca Lawn Tennis Club's agreement to the proposal; VicRoads' cultural heritage report did not include the area proposed and consequently further investigations would be required. In reference to Recommendation 4.6.2, VicRoads proposes to utilise the former Echuca High School oval as a storage compound during the construction of the new Echuca Moama Bridge and associated works. 	<ol style="list-style-type: none"> No change. No change. No change – Council may need to contribute financially to storage and power upgrade costs, subject to further negotiation with VicRoads. Agreed, no change. Noted, no change.
Martin Gleeson Region General Manager AFL Goulburn Murray	<ul style="list-style-type: none"> AFL Goulburn Murray support the development of a Master Plan for Victoria Park to recognise the facility's critical role in the delivery of community sport and recreation. Victoria Park is the premier sports facility in Echuca and is a crucial sporting hub for the community and it is this important status which will be enhanced through this Master Planning process. AFL Goulburn Murray wish the following matters to be considered in the Master Plan: 	<ol style="list-style-type: none"> No change required. Refer to recommendation 4.5.1. The proposed new facility will include provision of new social room and unisex change rooms. No change required. Refer to recommendation 4.5.4, i.e. upgrade oval surface and drainage.

From:	Key comments, issues or suggestions	Implications for the Master Plan
	<ol style="list-style-type: none"> The development of new social rooms which would include unisex change rooms. Upgrade of the oval and rectification of the current drainage issues. The development of the old High School Oval into a ground suitable for training and games. Upgrade of the grandstand and spectator amenities including backed seating. 	<ol style="list-style-type: none"> No change required. Refer to recommendation 4.6.2, i.e. development of a junior oval at the former High School site. No change required. Refer to recommendation 4.5.2, i.e. upgrading grandstand amenities and installation of bird netting. Installation of backed seating could be considered when existing seating reaches the end of its useful asset life – however this unlikely during the term of this Master Plan and not considered a priority.
Committee for Echuca Moama	<ul style="list-style-type: none"> Acknowledge and commend Council's commitment toward developing a Master Plan for this precinct. Expressed concern that restricting vehicle access along the majority of Scenic Drive may limit access for some members of the community – this could be seen as a significant change for those who have previously had access to the Park through this use. This may include those seeking to visit house boats, the elderly or disabled who wish to explore the park via vehicle use or those who have traditionally enjoyed this type of access in the past for other recreational pursuits such as fishing, water play or exploration for example. Support proposed Master Plan directions and recommendations, including changes to the boating precinct. 	<ul style="list-style-type: none"> Restricting vehicle access along sections of Scenic Drive is a significant change, however it is believed this will support broader community recreational use as well as important environmental and safety benefits. No change to the final Master Plan is proposed.
Janelle Wheatley Community Care Manager Shirer of Campaspe	<ul style="list-style-type: none"> The redevelopment of the Victoria Park / Scenic Drive precinct presents a wonderful opportunity for increased access by community groups, including older persons requiring an accessible facility to use as an activities base and a site that provides options for passive exercise and enjoying the environment. The inclusion of picnic facilities and informal seating along walking tracks makes this an attractive option for delivering group activities. A shared use facility that is sensitive to the needs of those with physical impairments and which allows easy vehicular (small passenger bus) access would be highly regarded and a great asset to the community. Strongly support proposed shared use facility to service Victoria Park and the broader community. 	<ul style="list-style-type: none"> Support for shared use facility noted. No change required.

From:	Key comments, issues or suggestions	Implications for the Master Plan
Echuca Football Netball Club	<ul style="list-style-type: none"> EFNC supports the draft plan in its broad thrust to provide a plan for development of the Victoria Park Sports precinct. We especially support the following proposals: <ul style="list-style-type: none"> New multi use social rooms and unisex change facilities – request ongoing involvement of the club in detailed designing. Grandstand facilities upgrade New entries restricting vehicles and providing designated parking areas including overflow areas The separation of vehicles and pedestrians Oval upgrade/renewal and general drainage issues – ensure full automated irrigation system installed. Retention of the old High School Oval site for development of a ground suitable for games and training. Other comments / suggestions: <ol style="list-style-type: none"> Ensure oval upgrade includes irrigation. Suggest an alternative location for the playground - Possibly locate it at the eastern end of the new social rooms with visibility for football, netball & tennis and additional shelter from prevailing winter and summer sun. Netball courts require further structural repairs (cracking). Suggest space for additional (future) multi-use courts may need to be considered. Also suggest court area needs to be included in secure fenced area for gate keeping. Public toilets - Need to allow for new compliant public toilet facilities on the western side of the grandstand to replace those to be demolished. Inappropriate to utilize the social room players/officials change areas due to public/player/officials interaction and security reasons. Storage facility – additional storage facilities required, including possible shed closer to netball courts. Old High School Oval - Require provision of direct access from the main Vic Park Oval facilities to maintain connection; The area will require secure fencing to protect the assets from vehicle access and animals such as kangaroos/wallabies; This oval needs to have a footprint that allows for a full size oval, minimum of 160m goal to goal and 	<p>Response to other comments / suggestions:</p> <ol style="list-style-type: none"> Cost allowance for 4.5.4 to be increased (extra \$100,000) to allow full oval profiling and automated irrigation as well as drainage. No change to the proposed playground location, inadequate space of the eastern side. Court cracking to be addressed by Council outside of the Master Plan process. Space for additional courts is not considered required. Fencing will be limited to the courts only, not surrounding the entire sports precinct. Access to the 'netball' car park can be controlled by volunteers on match days as required. The remodeled grandstand and new club room facility is to incorporate publically accessible toilets. Addition of a small storage shed to service the netball courts has been added adjacent to the existing coaches boxes. The former school site is spatially constrained due to environmental sensitivities and only capable of accommodating a junior sized oval. Full development – including change rooms, lighting and larger oval – is not supported in this location. The oval is intended as a junior oval and community event precinct. <p>Club suggested priorities are noted and reflect existing prioritisation.</p>

From:	Key comments, issues or suggestions	Implications for the Master Plan
	<p>130m wide. Medium to long term, the area needs to allow for the provision of unisex change and toilet facilities. Provision of power supply needs to be allowed to provide for training lights and full ground lighting in the future.</p> <ul style="list-style-type: none"> The EFNC priorities for development are listed as follows: <ul style="list-style-type: none"> Immediate/short term - Oval redevelopment with an integrated sub-surface and surface flow drainage system. This includes the re-profiling of the oval and new grassed surface with a couch and rye grass suitable for winter football and summer cricket. Immediate/short term -Development of unisex change facilities capable of catering for the existing need of netball, mens and women's football and all officials/umpires. Immediate/short term - A traffic management plan is essential. Medium term - full redevelopment of traffic flows and parking areas required. Medium term - Development of new social rooms to replace the Haw Pavilion. Medium term - Development of a second oval with appropriate amenities. 	
Echuca Lawn Tennis Club	<ul style="list-style-type: none"> The club raised the following concerns with the draft master plan: Club preferred location for the six replacement courts is abutting courts 1 to 8. Road access to all the courts. Currently there is a formed gravel road provided to courts 1 through 12. This needs to be maintained to ensure the Health and Safety for all participants. It would be needed for Ambulance access in case of an illness or injury. The existing clubrooms are fit for purpose and have a significant amount of useful life left in the building and should be maintained. Preservation of the existing legal status of the ELTC, including the existing lease arrangements with the relevant State Government Department. 	<ul style="list-style-type: none"> Locating the new/replacement courts adjacent to courts 1-8 is not possible due to environmental impacts on existing significant vegetation in this area. Emergency vehicles will be able to access all courts in the proposed layout. The former road access to courts 1-8 is to be removed and revegetated. Clubrooms - To discuss / confirm with Council. Legal status - To discuss / confirm with Council.
Ken Jacobs Government Relations Manager, Tennis Victoria	<ul style="list-style-type: none"> No direct feedback or comment on the proposed Master Plan. Tennis Victoria are keen to ensure the local club is happy with proposed changes. 	<ul style="list-style-type: none"> No change.
Goulburn Valley Football Umpires Association (GVFUA)	<ul style="list-style-type: none"> Supports the long term Master Plan to develop the entire Victoria Park sporting precinct in Echuca. 	<ul style="list-style-type: none"> The Master Plan recommends redevelopment of change room facilities to service e

From:	Key comments, issues or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> Our interest in this development is in relation to the substandard umpire change room currently being provided to umpires who officiate at matches played at Victoria Park. Ideally the umpire change room should accommodate 10 adults, include separate shower & toilet facilities and also a table & chairs for completing paperwork. Therefore, separate female and male change room and shower facilities should be incorporated in the change room planning phase. If this is not possible female umpires would welcome changing and showering in close by netball change rooms. 	umpires and other sporting users of the reserve, including females. No change required.
Hugh Thomson, resident	<ul style="list-style-type: none"> Supports development of the Master Plan. Comments relate to design of the proposed shared use pavilion. Suggested a double story facility with walkway linked to the Grandstand. Upstairs social room with views over all sport facilities (particularly useful for the elderly) for meals and social gathering. Ensure disabled access. Also suggested traffic changes to Crofton Street. 	<ul style="list-style-type: none"> No change. Detailed design of the proposed shared use pavilion will be subject to a separate planning process.
Amanda Johnson Program Manager Regional Planning and Approvals Department of Environment, Land, Water and Planning	<ul style="list-style-type: none"> Supports the work and vision of the Shire of Campaspe relating to the creation of a masterplan for the future infrastructure and service requirements for Victoria Park and Scenic Drive. The department is supportive of the overall development outlined in the masterplan, and seeks to be involved in its future development and implementation. Management of the Site: <ul style="list-style-type: none"> The department notes that the Victorian Environmental Assessment Council (VEAC) River Red Gum Investigation 2008 recommends the site to be in the proposed Murray River Regional Park to be managed by Parks Victoria. Parks Victoria is unwilling to accept responsibility for management of the proposed infrastructure. Future management of the site will need to be determined and formalised prior to the department approving works on the land. Native Title: <ul style="list-style-type: none"> The subject land is located within the Yorta Yorta Native Title Claim boundaries. It is the State of Victoria's view that the provisions of the Native Title Act 1993 (NTA) do not apply within the Yorta Yorta Claim area, 	<ul style="list-style-type: none"> Comments noted. No changes required to the Final Master Plan. Future implementation of specific actions/projects will need to consider DELWP processes in relation to Management of the site, Native Title and impacts on Native Vegetation.

From:	Key comments, issues or suggestions	Implications for the Master Plan
	<p>therefore, there are no requirements under that Act.</p> <ul style="list-style-type: none"> Impacts on Native Vegetation: <ul style="list-style-type: none"> The plan identifies that there are several new developments proposed within the subject area, these developments will all have the potential to impact on native vegetation. However, the department is pleased to see that the developments have been sited to protect areas of sensitive habitat and have been informed by the work undertaken as part of the Echuca-Moama Bridge Environmental Effects Statement. Prior to any development work being undertaken that will impact on native vegetation, an ecological assessment will need to be undertaken to determine the true impact on the site's extensive native vegetation. 	