

VICTORIA PARK AND SCENIC TRAIL MASTERPLAN



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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 favorite 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

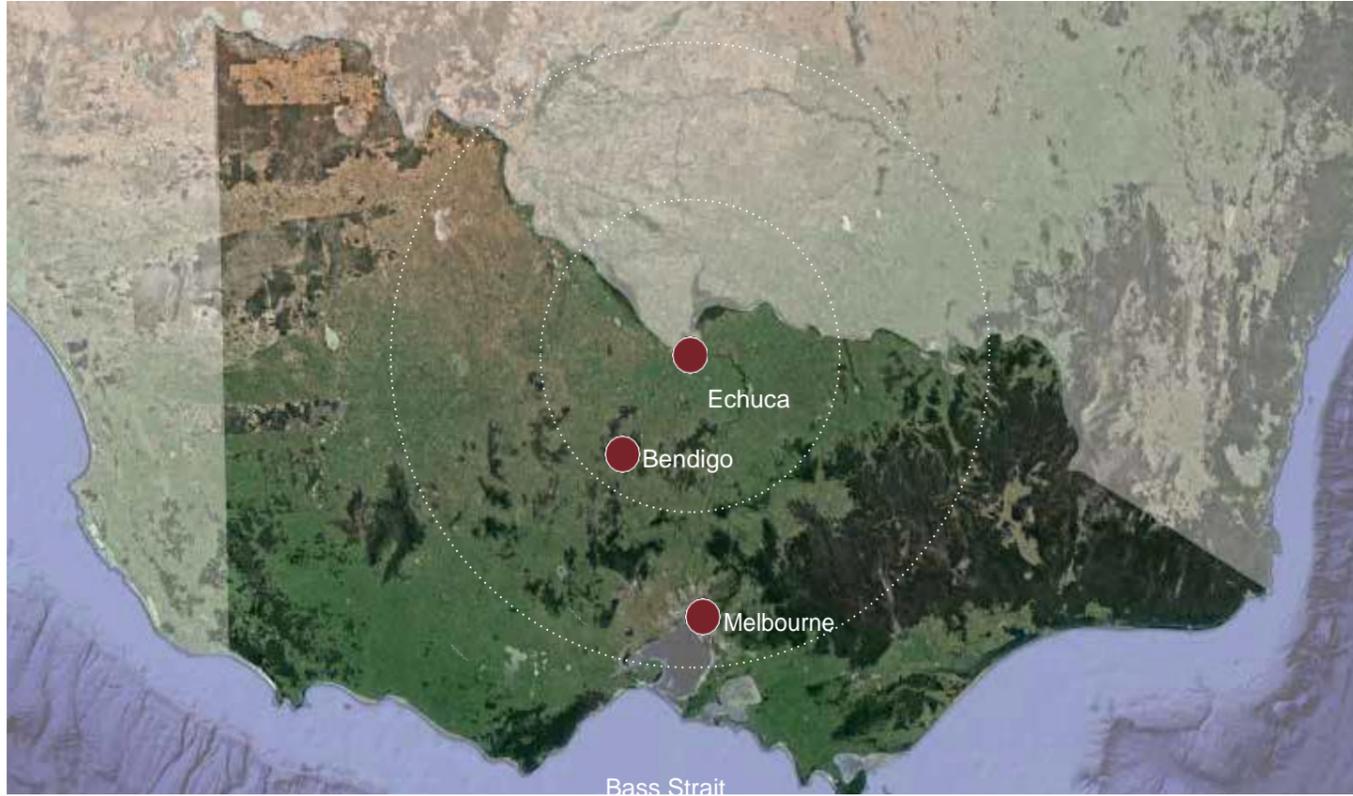


Figure 2: Map of Victoria, Source: Google Maps



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, Campaspe Shire has significant residential areas in the townships of Echuca and Kyabram, 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 Campaspe Shire.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

2.3 Historical Context



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

The Yorta Yorta Nation Aboriginal Corporation (YYNAC) 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

The Yorta Yorta People come from a unique stretch of forest-wetlands that are located in what is now known as the Central Murray – Goulburn regions. The Yorta Yorta peoples lifestyle and culture was based on hunting, fishing and collecting food from the variety of food sources provided by the ancestral lands.

Traditional Yorta Yorta lands lie on both sides of the Murray River roughly from Cohuna to Albury/Wodonga. This includes Echuca and Moama. Being river based people, most of their time was occupied by fishing, as the majority of food that was provided came from the rich networks of rivers, lagoons, creeks and wetlands which are still regarded as the life source and the spirit of the Yorta Yorta Nation.

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 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.

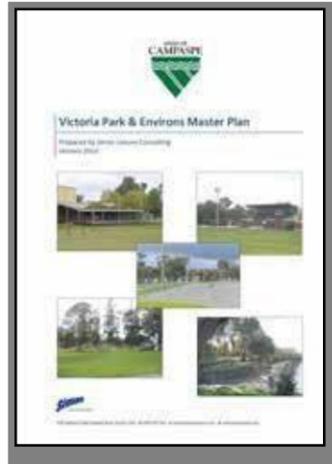
- 1 Rhodes, David and Young, John. Cultural Heritage Report: Report on Assessment for Aboriginal Cultural Heritage Values, Echuca-Moama Bridge Project, report prepared for VicRoads, June 2015, p.9.
- 2 Rhodes, David and Young, John. Cultural Heritage Report: Report on Assessment for Aboriginal Cultural 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
- 5 Rhodes, David. Echuca-Moama Bridge EES Historic Heritage Impact Assessment, report prepared for VicRoads, June 2015, pp. 11-12

2.4 Strategic Context

Purpose/Objective statement

The project shall conduct a review of the previously adopted Master Plan and revise the plan to suit necessary changes as a result of the new Echuca-Moama bridge. There is also the opportunity to re-visit original Master Plan recommendations to ensure they are still relevant and suit the needs of the community.

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.



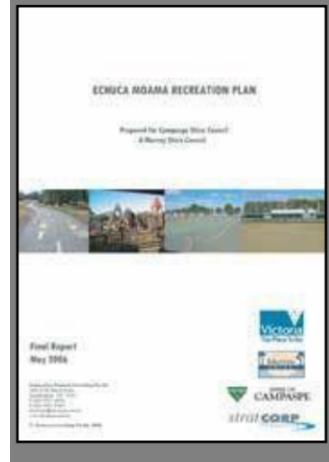
Scenic Drive and Victoria Park Infrastructure and Services Plan (Master Plan) (2010)

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 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 Campaspe Shire, 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.



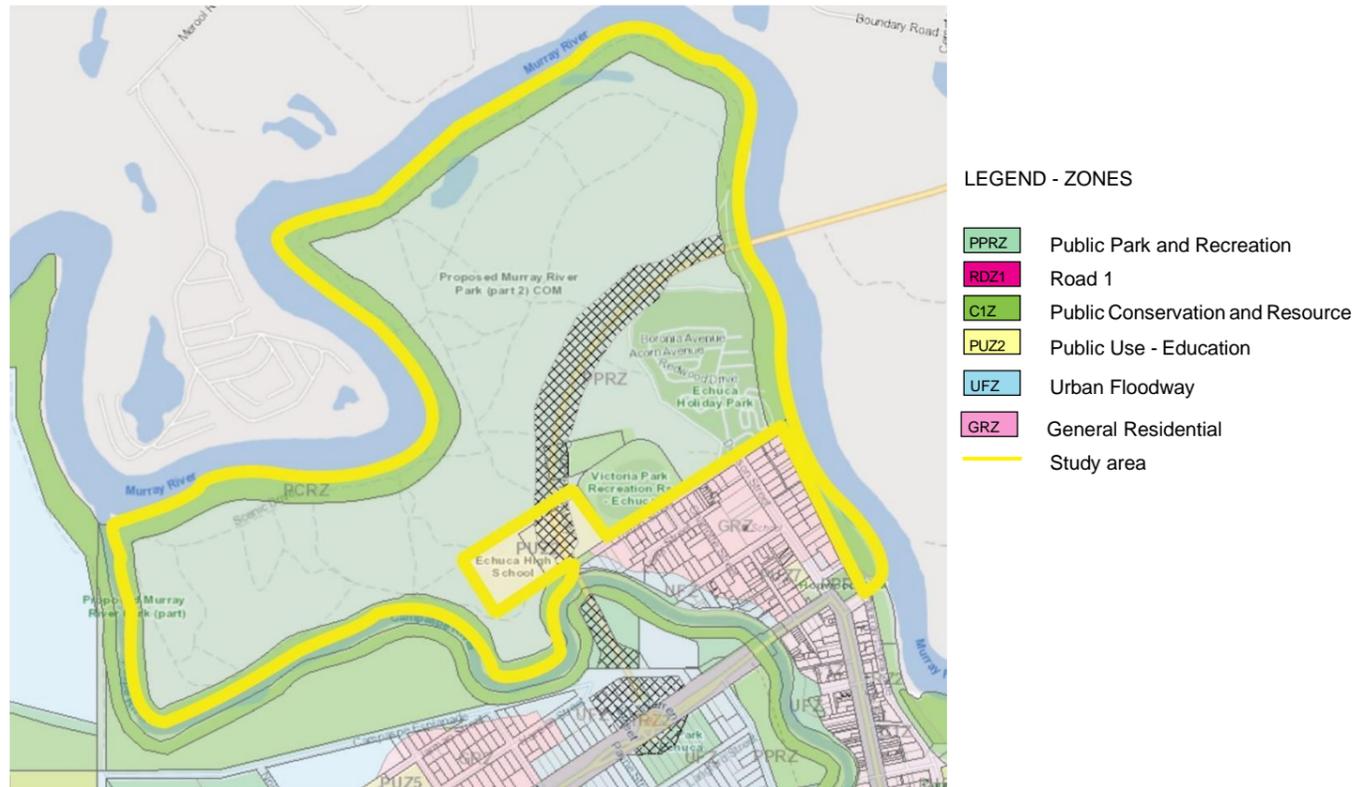


Figure 10: Zones. Image source: Planning Maps Online

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*.

Several 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.

Some portions of the site are included as Aboriginal Cultural Heritage Sensitivity, which could trigger a 'Cultural Heritage Management Plan', and within the Designated Bushfire Prone Areas, in which special building requirements apply.

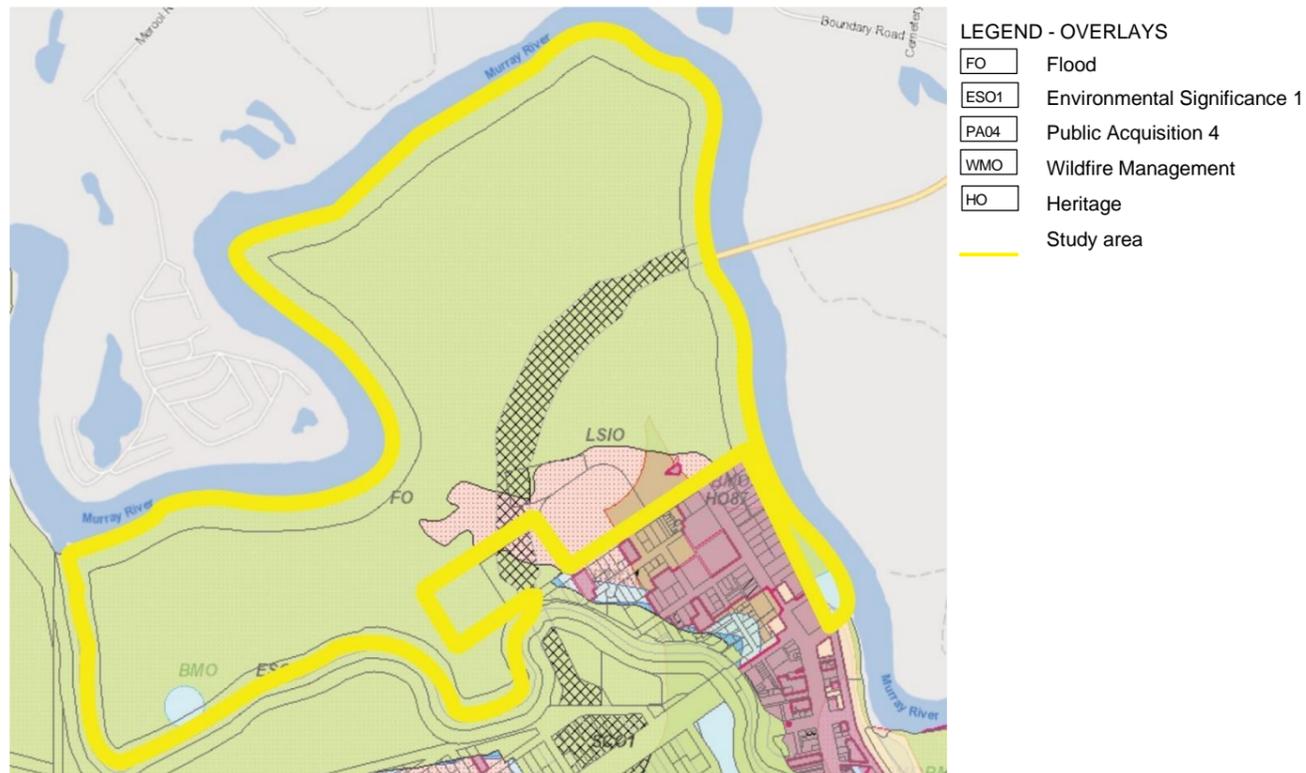
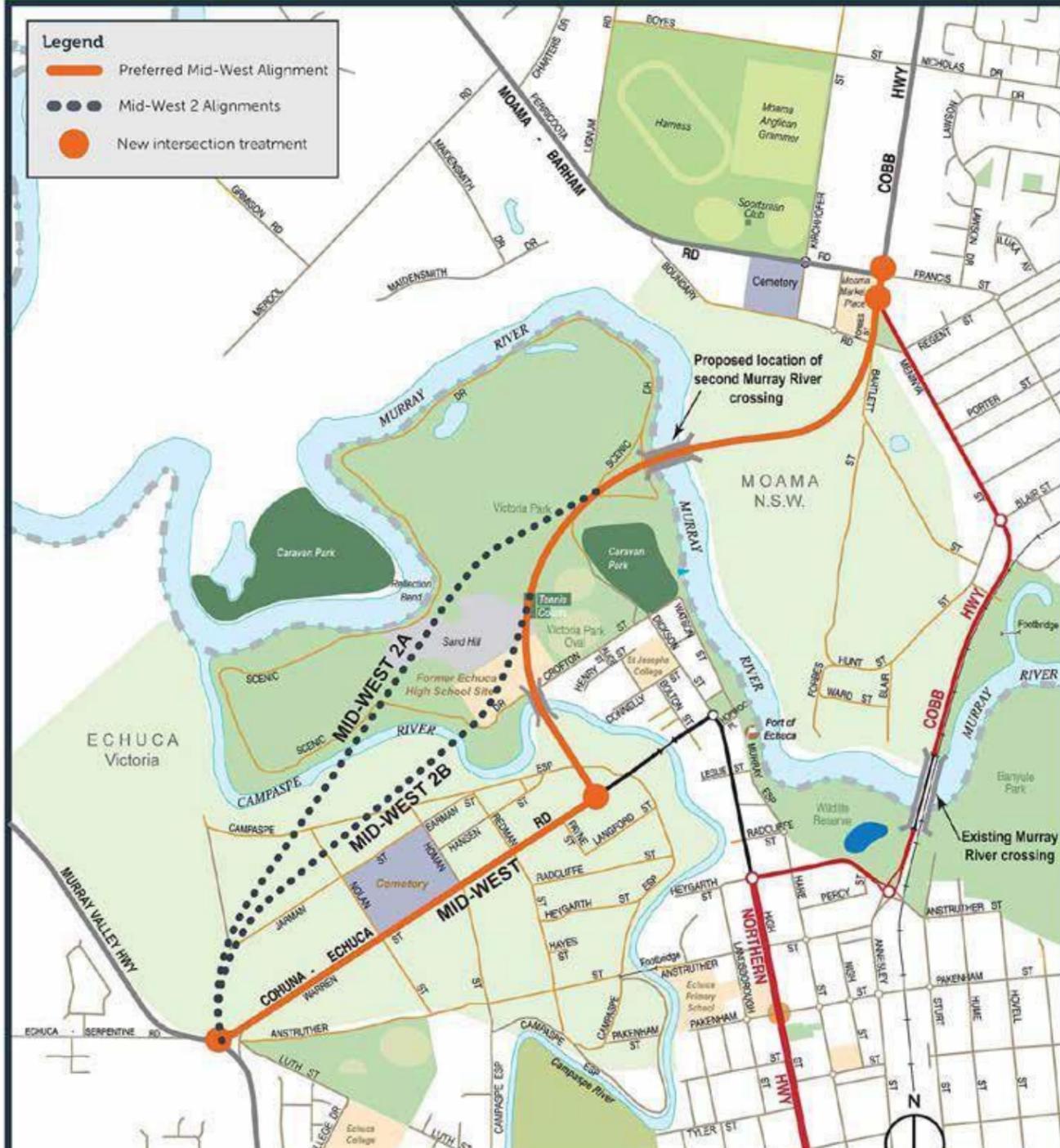


Figure 11: Overlays. Image source: Planning Maps Online

ECHUCA - MOAMA BRIDGE Environment Effects Statement



2.6 Echuca-Moama Bridge Project

Major Road Projects Victoria (MRPV), in partnership with New South Wales Roads and Maritime Services (Roads and Maritime) undertook planning activities for a second Murray River crossing known as the 'Echuca-Moama Bridge Project' (the Project) and completed its construction in early 2022. The objective of the Project was to alleviate congestion on the existing bridge, provide alternate access for traffic between the two towns and cater for road freight.

In developing plans for the Project, a number of studies were commissioned by MRPV. 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 and it is advised that detailed designs consider these in the development of their proposals.

It is important to aim for future actions linked to this Master Plan to be inclusive of all planning matters, sensitivities and overlays and integrate them in the design development process.

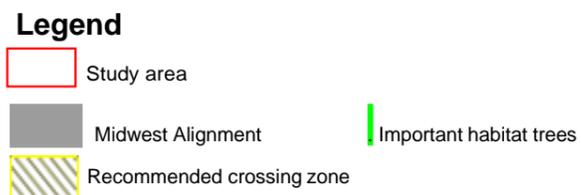
The EES prepared as part of the Echuca-Moama Bridge Project (i.e. dated August 2015) was exposed to public review and later received the Minister's assessment (dated March 2016). The outcomes from the report were publicly available and findings and recommendations included:

- Mid-West Option was the best alignment in relation to environmental effects.
- Mid-West Option would improve accessibility and connectivity, capacity requirements and enable efficient movement of freight between southern NSW and Victoria.
- Several mitigation measures shall be developed to reduce biodiversity and habitat impacts as well as a management plan for the Victoria Park should be prepared by DELWP and the land manager, Campaspe Shire Council and VicRoads.
- Known effects on Aboriginal and historic cultural heritage are moderate and minor, respectively, and shall allow for relevant management and execution of contingency measures.
- The Mid-West Option is consistent with the Campaspe Planning Scheme and other planning strategies and although Victoria Park land is impacted, the separation between the active and passive uses is not considered detrimental.
- The impact on the six tennis courts in Victoria Park is considered of local significance hence a prompt replacement of recreational facilities is recommended.
- Design quality should be prioritised early in the design and procurement processes.
- Mitigation measures shall be considered in reducing the potential visual impacts of the new road.
- Potential effects on surface water environments are not significant by need to be minimised around the coffer dams and river bank on the Murray River.
- Noise impacts at the Echuca Lawn Tennis Club are moderate and locally significant. VicRoads is to develop mitigation measures such as extending the Crofton Street noise wall as required.

Reference to these recommendations is found in the Echuca Moama Bridge Project, Minister's Assessment, Minister for Planning, March 2016.



Figure 14 Habitat study for the Echuca-Moama Bridge project. Source Brett Lane & Assoc.



Habitat quality



- 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.
- 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.



Figure 4: Habitat connectivity recommendations		
Project: Murray River Crossing Echuca		
Client: Roads and Maritime Services		
Project No.: 8194	Date: 28/07/2015	Created By: M. Ghasemi / A. Brennan
<ul style="list-style-type: none"> Experience Knowledge Networks 	<ul style="list-style-type: none"> Skills, AI - 65 Clarendon Road Moorabool Street, VIC 3110 PO Box 107, Camberwell, VIC 3124, Australia 	<ul style="list-style-type: none"> Ph: (03) 9062 2111 / Fax: (03) 9062 2009 enquiries@brettlaneandassociates.com.au www.brettlaneandassociates.com.au

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)¹

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

Several 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 MRPV in association with the bridge is relevant to the Master Plan Study Area, particularly the 'Victorian side' of the MRPV 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 MRPV 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, Grey Box 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

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 MRPV study area. Such hollows are an important habitat feature for fauna.⁵

Several 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 Sheath-tail 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

2.8 Flora and Fauna Considerations

Echuca-Moama Bridge Environment Effects Statement (2015)

The Environment Effects Statement (EES) provides an overview of the Echuca-Moama Bridge project, foreseen environmental effects and recommended management measures. The Minister's Assessment was issued in 2016 and provides an official acceptance and a guide on how the effects should be addressed.

Further reports and strategies were developed by the Echuca Moama Bridge Project, namely:

- Echuca Moama Bridge Project Revised Threatened Species Management Plan
- Echuca Moama Bridge Project Hollow Replacement Strategy
- Echuca Moama Bridge Project Squirrel Glider and Victorian Temperate Woodland Bird Community Monitoring Program

Following the instructions and recommendations highlighted in the EES and associated reports, all the proposed works outlined in this Master Plan shall consider mitigation measures to reduce biodiversity and habitat impacts. The Victoria Park Master Plan scope extends over areas of high and medium habitat quality and therefore, to be in line with the EES instructions, it shall take a careful approach in its development and consult, collaborate, and obtain any statutory approvals required during detailed design.

The "bush portion" is mainly classified as high-quality habitat and hence its treatment shall reflect a great amount of care.

- Existing paths retained shall be provided with improved signage at key locations.
- New paths shall be avoided.
- Removed paths shall be revegetated

In addition to the north side of the Bridge, part of the study area of the Habitat study covered the boat ramp area, which shall be accessed and hence will inevitably impact some of the high-quality habitat.

Some considerations near the boat ramp are:

- Protect existing vegetation.
- Revegetate areas affected by previous works.

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
- Shire of Campaspe Environment Officer
- Echuca CFA
- DELWP
- St Joseph’s Secondary College

3.2. Community and Stakeholder Engagement - Phase 1

Refer to Appendix B Consultation Phase 1 for detailed comments, issues and suggestions received 2017.

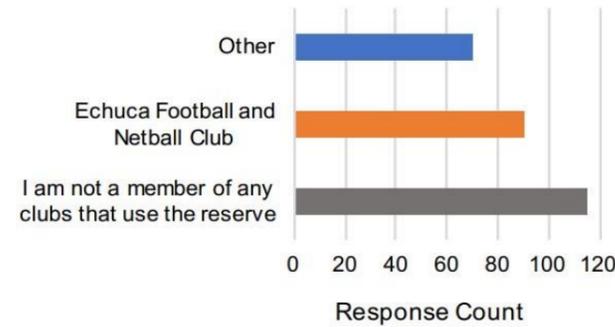
The following consultation activities have been completed as part of Phase 1 of consultation:

- 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:

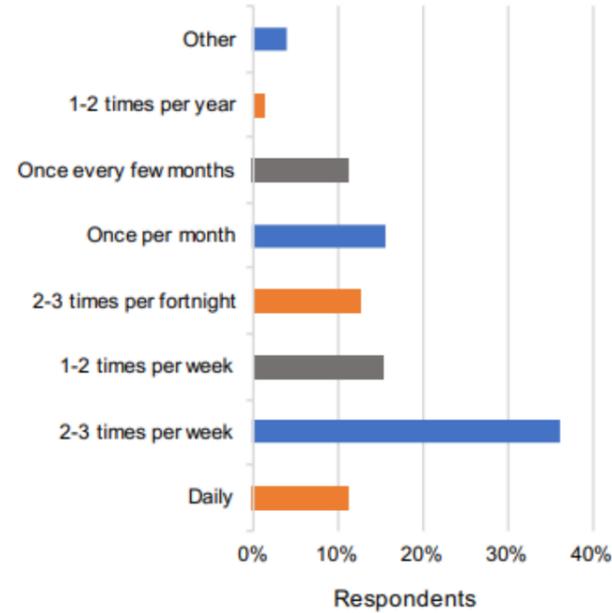
- The majority of respondents were members of an existing club or group that uses the study area, and more than half of these were members of the Echuca Football and Netball Club. However, a large proportion of respondents (just over 40%) said they weren’t a member of such a group.

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



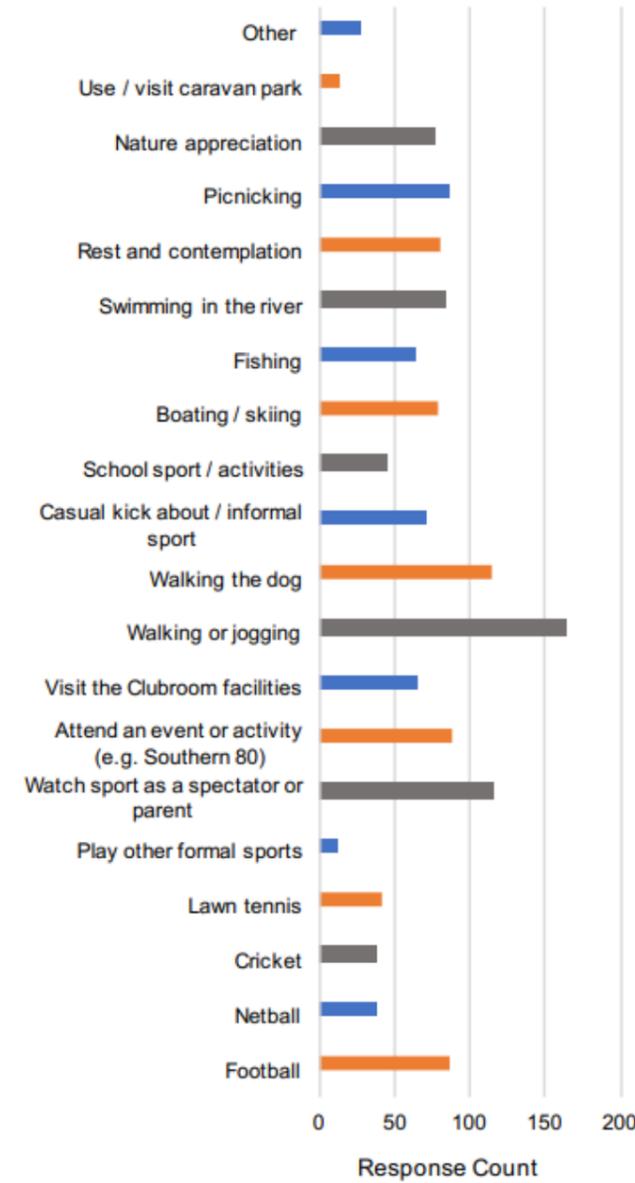
- More than a third of respondents visit Scenic Drive/Victoria Park 2-3 times per week.

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



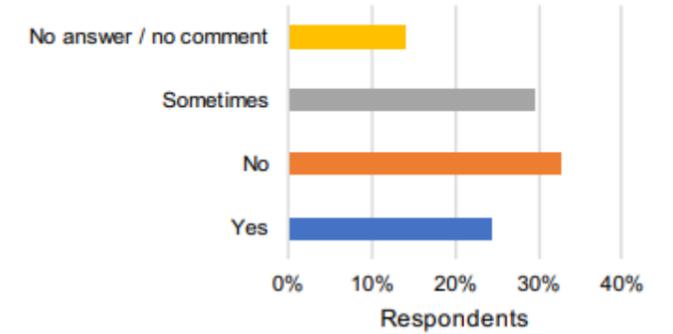
- Passive recreation featured most strongly in activities people ‘usually do’ when visiting Scenic Drive/ Victoria Park.

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



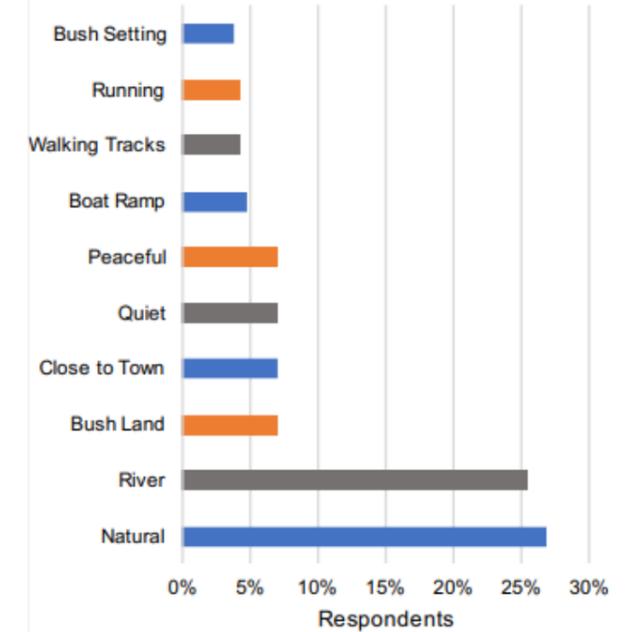
- The majority of respondents who answered the question said the existing sport and recreation facilities do not meet their needs, or meet their needs only sometimes

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



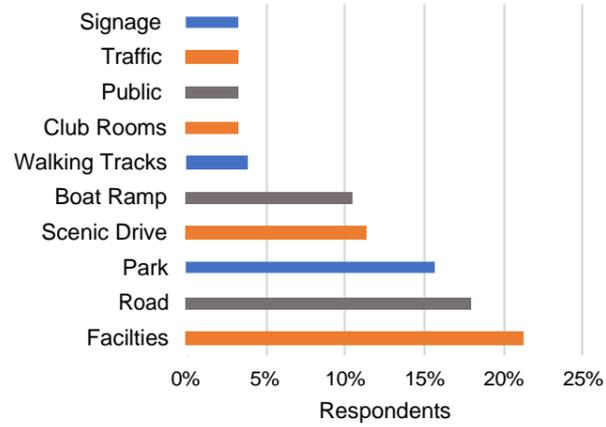
- The vast majority of respondents said the natural environment and river were their favourite aspects of the site (this was an open-ended question).

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



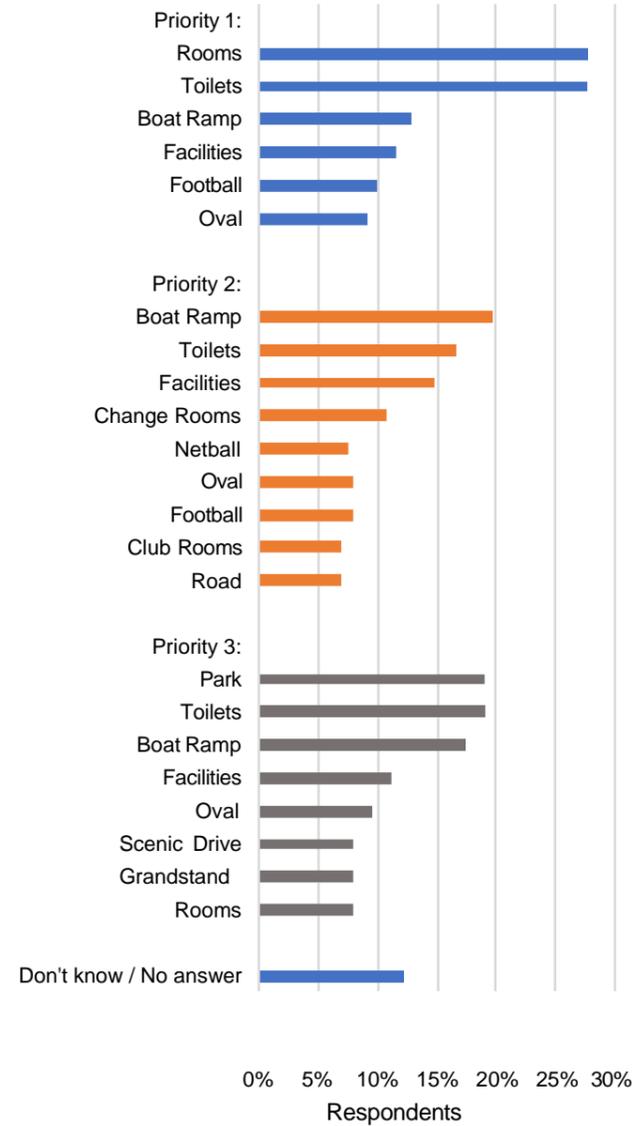
- Improvements to general facilities, internal roads, access and car parking were the most common aspects that respondents would like to see changed or improved. (This was an open-ended question).

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



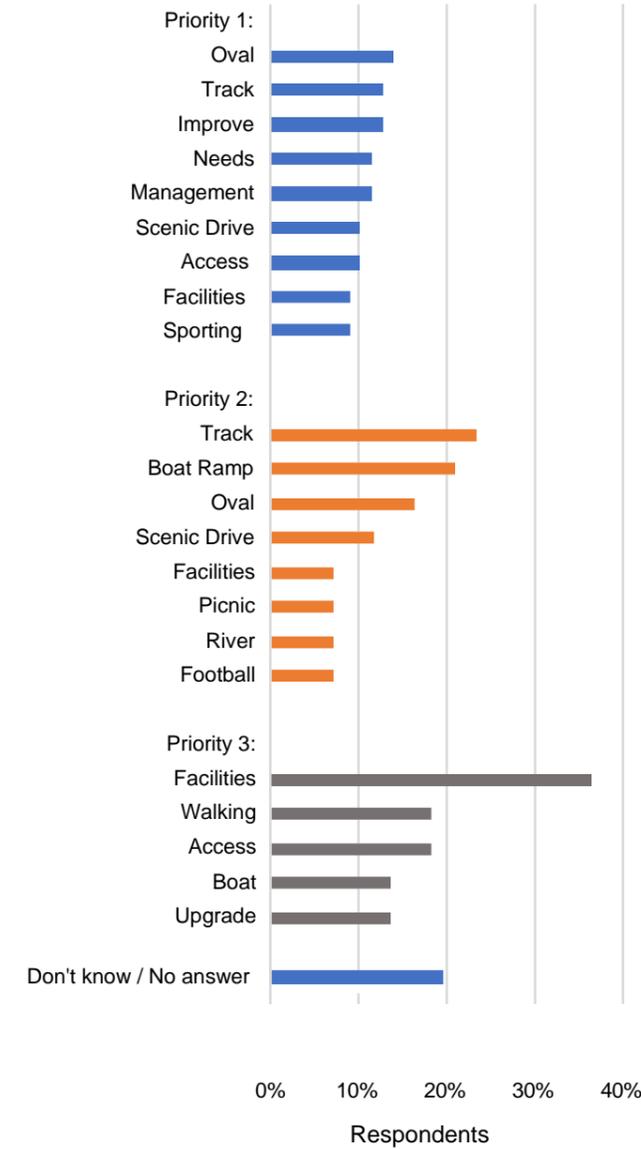
- Improvements to club rooms, public toilets and the boat ramp were identified as common priorities for building and facility improvements. (This was an open-ended question).

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



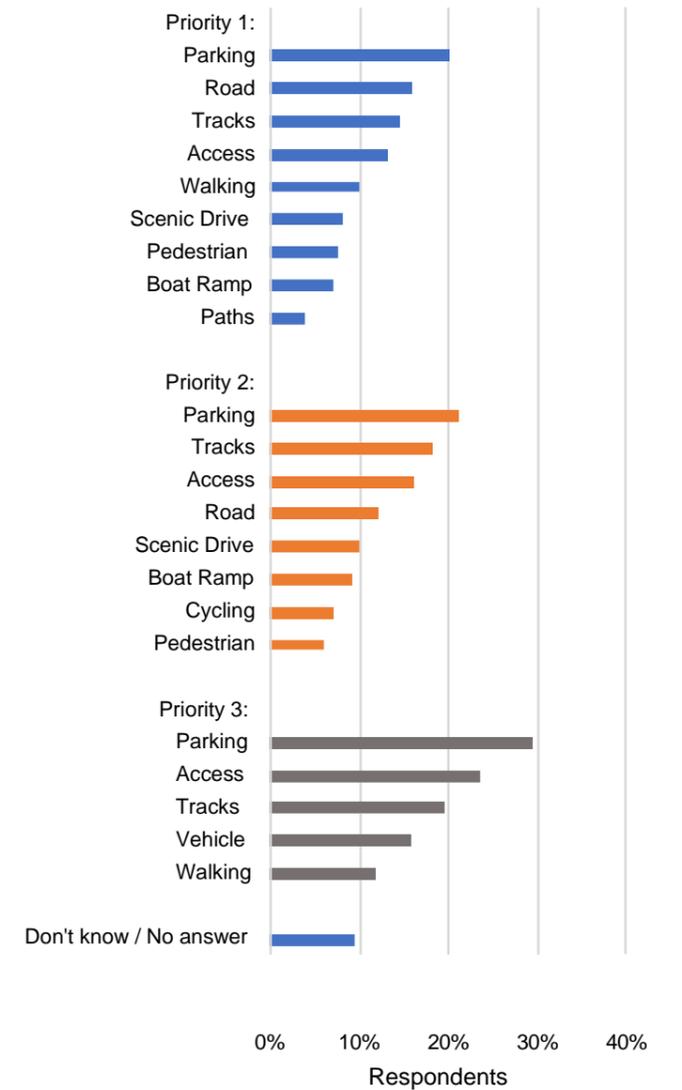
- Priorities for management and use improvements for the reserve included oval surface upgrade, enhanced tracks and trails, boat ramp functionality and facilities to support walking and informal use of the reserve. (This was an open-ended question).

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. Community and Stakeholder Engagement - 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. Except for 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 replacement 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.

3.4. Community and Stakeholder Engagement - Consultation Phase 3

To validate the Master Plan requirements and recommendations, a new Community and Stakeholder Engagement survey was presented and circulated to key stakeholders and open for public response for a three-week period in April 2022.

The community survey received 215 responses. The following are some key points from the responses received:

- Between 65% and 86% of respondents have been Echuca residents for more than 15 years.
- 65% of respondents intend to stay in Echuca.
- Nearly 45% of the respondents are members of a club or group using the reserve, and within this group of respondents, of which 48% are members of Echuca Football and Netball Club.
- 170 of the respondents usually travel around the area by bicycle or foot, whereas 120 respondents use a vehicle.
- Key points such as visitation frequency and usual activities performed in the area did not change in relation to the Community and Stakeholder Engagement Phase 1.
- The April 2022 survey confirmed the Community and Stakeholders' desire to see the facilities changed or improved. In particular, the multi-purpose facility, grandstand, changerooms and toilets. Similarly, when asked to rank the priorities for management and use improvements, respondents chose the oval, boat ramp and facilities as the main priorities.
- In relation to access, parking, and circulation, responses were equal in favour of the options presented: the boat ramp, car parking, access roads, Victoria Park roadway and walking/cycling tracks, including Scenic Trail.

Consultation Phase 3 focused on the effect the completion of the new Echuca-Moama Bridge had in the facilities, their use and perception of Victoria Park, as well as the impact of COVID in the community interactions with the place.

- More than 75% respondents do not consider COVID changed the activity they usually do when visiting Victoria Park.
- 75 out of 181 respondents think Victoria Park does not meet their needs before or after COVID.
- Opinions are divided in relation to the impacts the new Echuca-Moama Bridge has had on the character of the area.

3.4 Community and Stakeholder Engagement – Phase 3 (Continued)

The following consultation activities were completed as part of Phase 3 consultation:

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

Meetings with relevant Council departments included Parks & Gardens, Local Laws, Caravan Park and River Management, Property, Emergency Management, Facilities Maintenance, Waste Management and Economic Development teams. Additional meetings with key stakeholders involved the Outrigger Canoe Club, Echuca-Moama Water Sports Club, Echuca CFA, Echuca Football and Netball Club, St. Joseph's College and the Cricket Club. Finally, 215 responses were received in the multiple-choice survey format as well as 52 open-form survey responses.

The following are some key points derived from the responses received:

ROAD NETWORK

- Provide safe access for emergency vehicles, such as ambulances, delivery vehicles, CFA vehicles or similar.
- Allow for provision of hard road surface where access roads are proposed.

PICNIC FACILITIES

- Provide BBQ and picnic areas.
- Provide toilets near picnic areas.
- Allow for sufficient bins, recycling, and organic waste, around picnic areas.

PEDESTRIAN / CYCLING PATH NETWORK AND PASSIVE RECREATION

- Restrict access to Scenic trail allowing only emergency vehicles, pedestrians, and cyclists.
- Reinstate a 5km running, walking and cycling loop.
- Construct a public pontoon to mitigate safety issues and improve access/egress from vessels.
- Accommodate beaching areas on the riverbank, providing a safe environment for land and river users

SIGNAGE

- Improve signage by providing clear and expanded information about track distance/times, as well as trail rules i.e. dogs must be on leash.

SPORTS PRECINCT/MULTI-PURPOSE FACILITY IMPROVEMENTS

- Provide new and sufficient seating around the ground to support spectator comfort.
- Include a kick about area.
- Construct a new multi-purpose facility with significant focus on club facilities, community utilisation and capacity for 300 people.
- Allow for netball courts to be closer or adjacent to new change rooms.
- Umpire room needs to be improved.
- Provide DDA compliant (accessible) facilities.
- Include female and family friendly facilities.
- Improve netball spectator seating and facilities.
- Locate playground with viewing and supervision considerations for parents.

SERVICES

- Services, both underground and over need to be investigated for compliance with current regulations and to reduce maintenance costs.

STAGING

- During construction periods, training and competition spaces shall be impacted and user groups will need to find alternative spaces.

Requirements, recommendations, and comments received in the varying methods of community engagement have been addressed and recommendations reflected within the study area plans. Further studies need to be commissioned before works start and design shall respond to technical and environmental conditions as required.

BOAT RAMP AREA

- Upgrade and extend existing boat ramp.
- Formalise boat and parking areas.

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 Ramp Area
Refer to 4.3 for details
- Rose Garden Area
Refer to 4.4 for details
- Sports / Multi-purpose Facility Improvements
Refer to 4.5 for further details
- The Junction
Refer to 4.6 for further details
- Whole Study Area

Scenic Trail/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 to be formalised and maintained in accordance with Council service standards.
- Drainage issues, especially west of the caravan park area.



Recommendations

4.1.1. Realign road to boat ramp:

- Move the road west out of Rose Garden Area to avoid heritage elements (memorial arch, fountains, statues and obelisk) and to prevent runoff falling towards the caravan park.
- Investigate opportunities for two-way traffic from Crofton Street to the boat ramp.



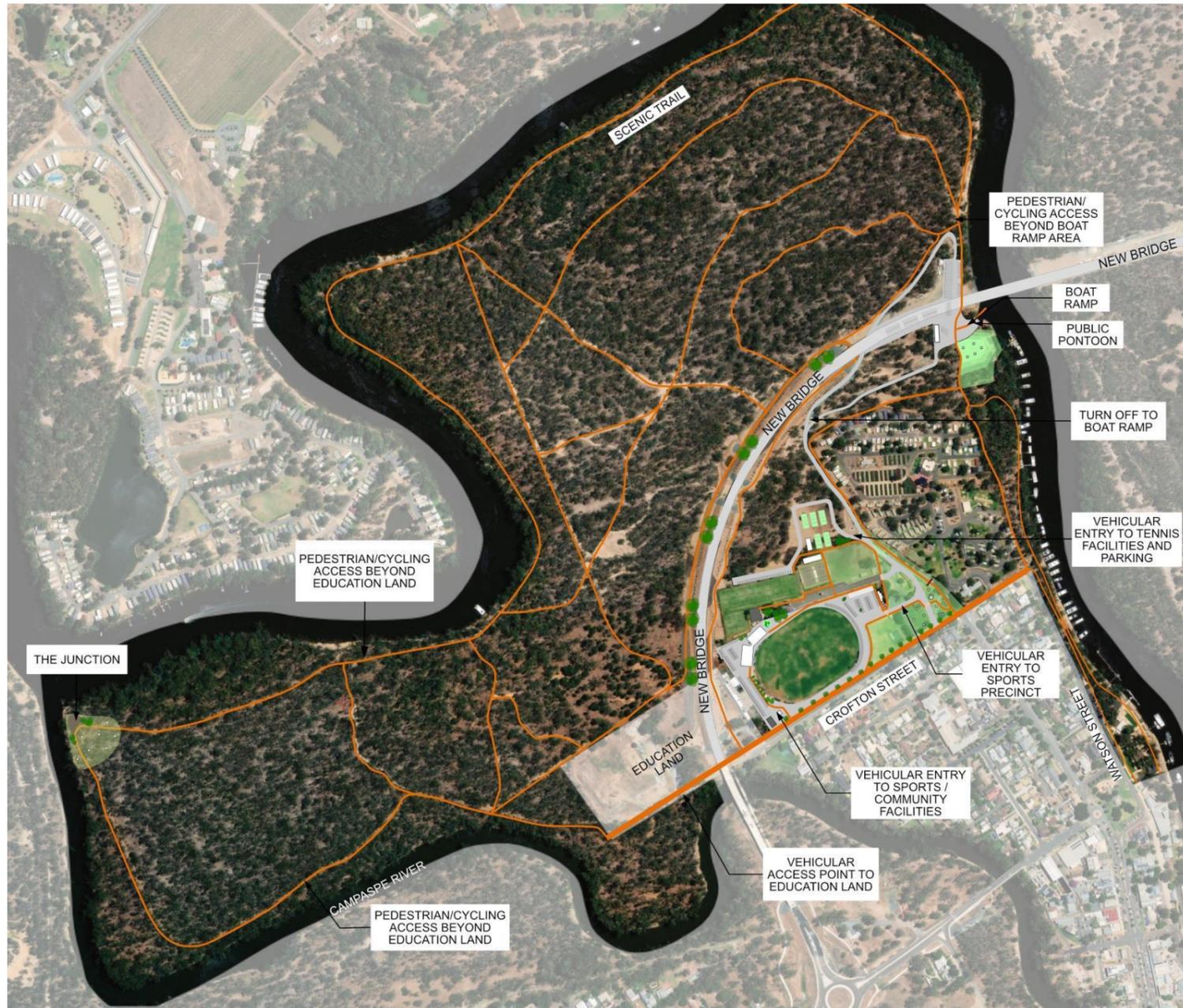


Figure 17: Road Network Improvements – detail plan

- 4.1.2. Limit vehicular movement within the Reserve to key areas (emergency vehicles excepted):
- From the western end of Crofton Street to Scenic trail.
 - From the north of boat ramp car park to Scenic trail.

- 4.1.3. Implement traffic calming and control measures where appropriate:
- Install locked gates or similar for authorised access only.
 - Install removable bollards where limited access is proposed.
 - Place salvaged logs or fencing across path entries to restrict vehicle access where emergency access is not required.

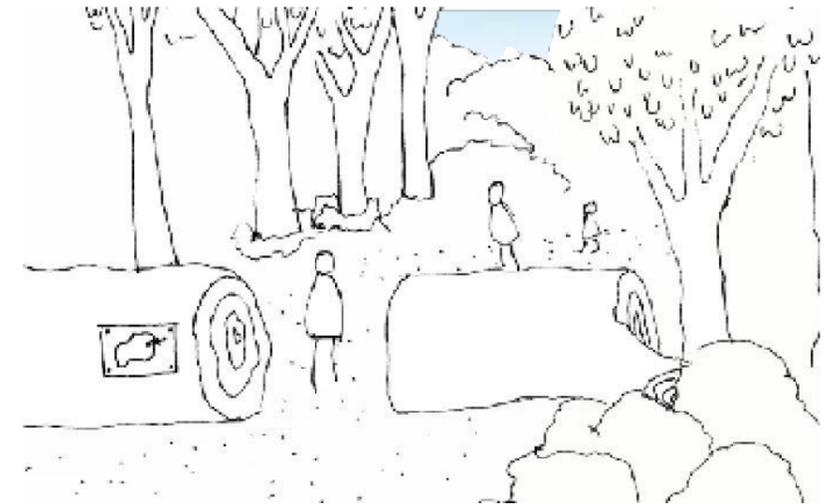


Figure 18: Illustrative image of log placed to prevent vehicular access



Figure 19: Proposed walking trails

- Scenic Trail '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
- 5.0k Circuit
- Link to Riverboat Dock

4.2. Pedestrian/ Cycling Path Network and Passive Recreation

Issues/ opportunities

- A key aim of the Master Plan is to encourage the use of Victoria Park and Scenic Trail for passive recreational activities such as picnicking, walking and cycling.
- Vehicular traffic was restricted within the Reserve during construction of the new Bridge, whilst pedestrian access was maintained. There is a notable improvement in the fauna and flora of the area and the community has expressed its support for the area to remain closed to vehicles.
- There are many informal tracks in the bushland area of the reserve without signage or hierarchy leading to greater areas of vegetation being impacted.
- The sandhill has been identified in the Impact Assessments for the proposed VicRoad works as being culturally and ecologically significant. The sandhill is located within a floodway overlay.
- The sandhill also holds a stand of Murray Pine which are covered by a heritage overlay.



Recommendations

- 4.2.1. Rationalise and formalise a network of internal unformed trails in bushland area, allowing revegetation of former trails.
- Establish a proposed network of walking trails.
 - Provide signage showing track routes, distance and expected timeframes. Name the tracks and incorporate markers/wayfinding indicators.
 - Exclude vehicular access along Scenic trail, except for authorized vehicles.
- 4.2.2. Potential Yorta Yorta Cultural Centre and Heritage Walk
- Collaborate with Yorta Yorta to define a Cultural Heritage Walk.
 - Consider location of potential cultural centre and design the Centre to minimise likelihood of flooding
 - 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.

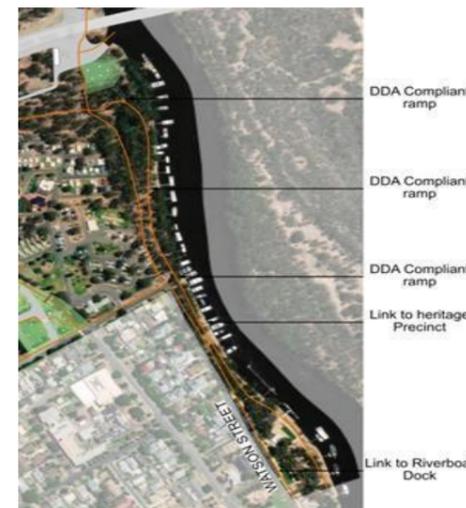


Figure 20: Pedestrian link along river

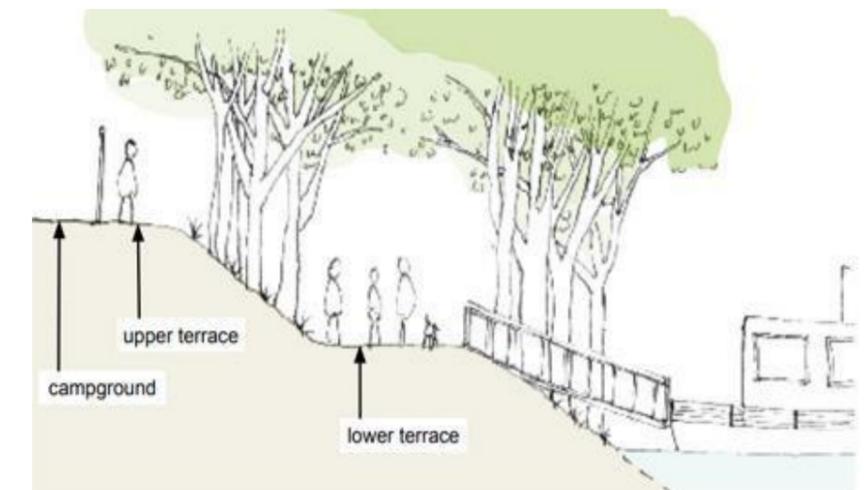


Figure 21 Illustrative section showing upper and lower terraces



Figure 22: Passive Recreation and Pedestrian/ Cycling Links - detail plan

- 4.2.3. Strengthen the pedestrian link along the Murray River between the Boat Ramp Area and the Echuca Heritage Precinct (located south-east of the Study Area):
- Formalise track along lower terrace.
 - Provide DDA compliant connection at Crofton Street, from the boat ramp connecting to River Boat Dock.
 - Construct pedestrian paths within the Reserve linking Crofton Street, the boat ramp
 - Between the Rose Garden and the Multi-purpose Building.
- 4.2.4. Co-ordinate path network with Echuca Moama Bridge Project:
- Explore further opportunities to link existing pathways to new Echuca Moama Bridge infrastructure.
- 4.2.5. Improve wayfindingsignage:
- Implement recommendations for wayfinding signage as per Council's Wayfinding Style Guide, providing Primary, Secondary and fingerboard signage at strategic locations. Provide interpretive signage at key locations.
- 4.2.6. Rest areas:
- Investigate the provision of rest / picnic areas and seating.
- 4.2.7. 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 23: Boat Ramp Area Improvements - detail plan

4.3. Boat Ramp Area

Issues/opportunities

- Construction of the new Echuca Moama Bridge crossing impacted the existing roadways around the boat ramp which will need to be realigned.
- During events a large amount of parking is required.
- Several important habitat trees and rare vegetation (Blue Burr Daisy) are present in the area. Refer to EES for location of Blue Burr Daisy which is located to the northwest of the car park.



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 new Echuca Moama Bridge boundary, the existing road alignment, or making use of other disturbed land, 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 ramp access. Nominal layout shown on plan.
 - Existing habitat areas are to be protected with suitable barriers. Other existing vegetation to be retained and protected with temporary barriers during events.
 - Overflow parking to be within the sports precinct (refer to 4.5.5).
- 4.3.2. Renew boat ramp as per existing Council plans and evaluate through detailed design, the option to include a new public pontoon to improve safety, access/egress and reduce agglomeration within the boat ramp.
- 4.3.3. Upgrade riverbank terrace including grassed area, picnic facilities and overall amenity. Investigate opportunities to duplicate terrace area on south side of boat ramp to provide additional area for informal recreation and spectator viewing during events.
- 4.3.4. Retain new public toilets provided by MRPV through the Echuca Moama Bridge Project. Investigate the inclusion of service pits and infrastructure to support event bump-in and out.
- 4.3.5. Investigate the inclusion of low-level bollard type lighting to be included around the boat ramp for increased safety and security.

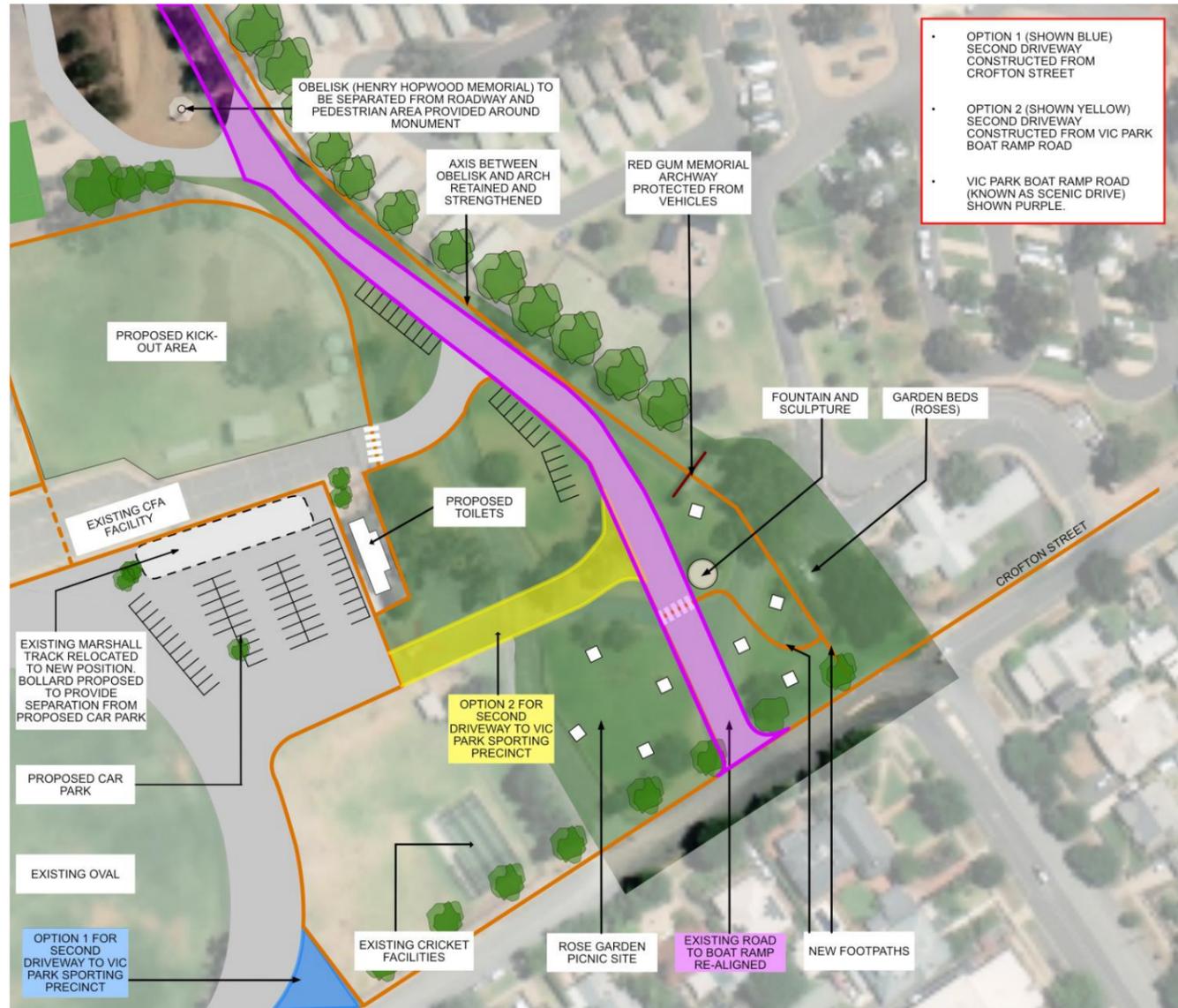


Figure 24: Rose Garden Area Improvements - detail plan

4.4. Rose Garden Area

Issues/opportunities

- The Rose Garden area is a historically important part of the reserve which contains several 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.



Recommendations

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

- Picnic tables
- Shelter
- Barbecue
- Drinking water

4.4.2. Public toilets to be demolished and replaced. Refer to Figure 24.

4.4.3. Planting:

- Provide avenue planting for shade and to screen road
- Remove Pine Trees
- Install garden beds at strategic locations

4.4.4. Pedestrian-only links are to be created that sensitively respond to the heritage elements.

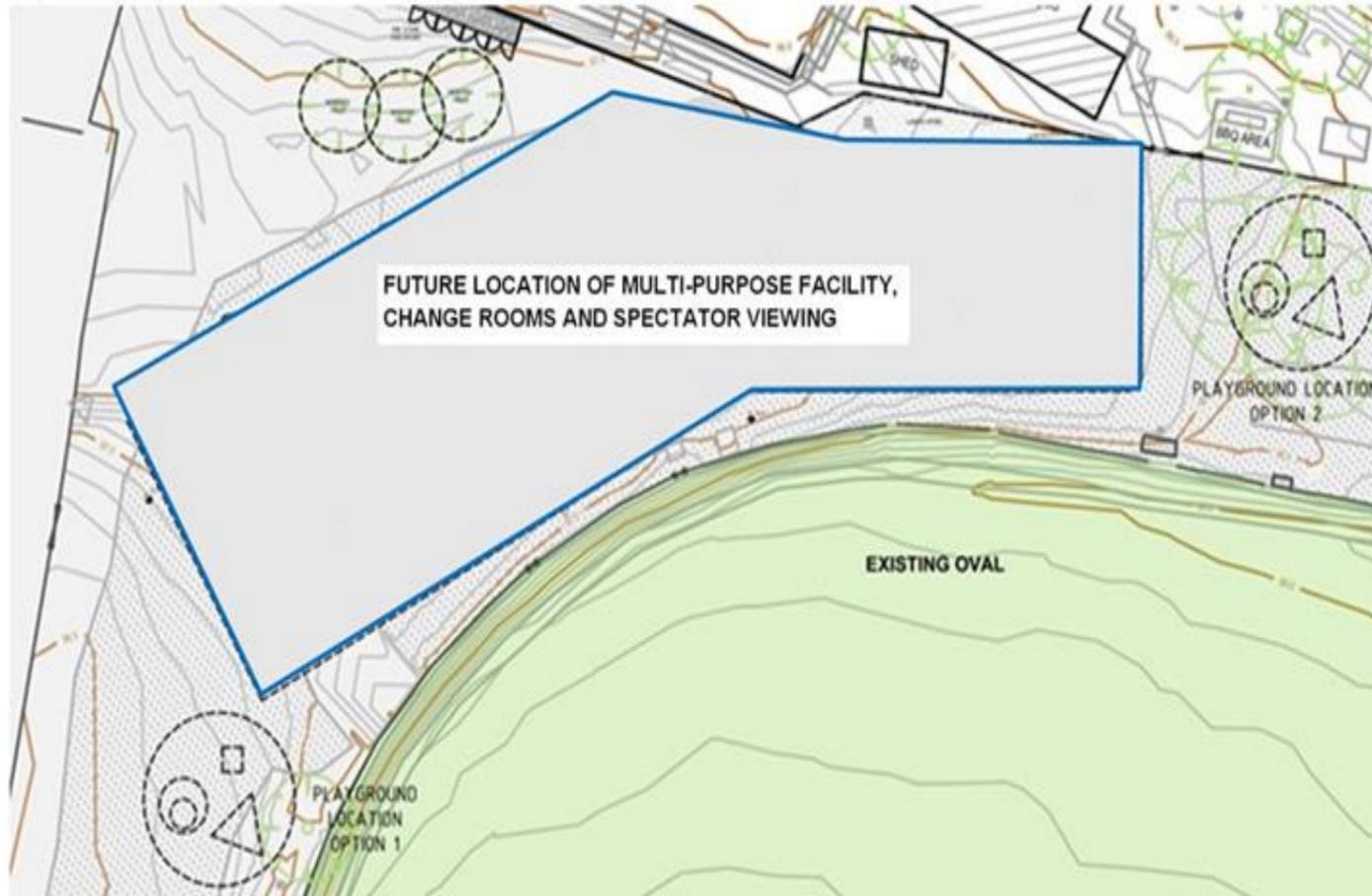


Figure 25: Illustrative sketch showing new multipurpose building and changeroom location

4.5. Sports Club/ Community Facility Improvements

Issues/ opportunities

- The research and consultation identified several 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 a 'sporting precinct'.
- The Department of Education and Training confirmed the former High School site will be offered as per the Crown land disposal process. As it can be an exhaustive and extensive process, the Master Plan will only consider the current property borders for the proposed plans. It is recommended that Council continue to monitor and maintain interest in this land.
- Following the October 2022 flooding across the Shire and the need to activate a relief centre, it was evident that the Echuca stadium is not a suitable building for this purpose.
- Consideration should be given to the multi-purpose building being designed in such a way that it could support the additional purpose of being a relief centre during times of need. Preliminary investigation has indicated that the 2022 flood levels are below the height of the proposed building, and the recreation reserve and associated buildings remained accessible during the flooding.



Recommendations

- 4.5.1. New Multi-purpose building:
 - Demolish the Boral Bar, public toilets, Haw Pavilion and Grandstand.
 - Construct a single shared-use, multi-purpose building to service sporting and community uses. The total area of new building is to be approximately 950 - 1050m² in line with AFL Local Facility and Cricket Victoria preferred standards. Incorporate undercover external viewing areas to service the main oval. (Refer to illustrative concept sketches.)
 - Strengthen pedestrian access to multipurpose building from surrounding areas.
- 4.5.2. New Netball Change facilities:
 - Provide change room facilities in line with Netball Victoria standards to the north of existing Netball courts.
- 4.5.3. New tennis courts:
 - Echuca Lawn Tennis Club and MRPV are undertaking this project independently of Council.
- 4.5.4. Upgrade existing oval:
 - Upgrade drainage of oval and surrounds.
 - Change oval grass to a suitable playing surface.



Figure 26: Sports Club /Community Facility Improvements – detail plan

4.5.5. Update vehicular access and carparking:

- Provide a main access point from Crofton Street and formal hardstand parking on the west side of the existing oval.
- Retain informal parking around oval where possible, limiting bottle necks.
- Investigate and evaluate formalised parking on Crofton Street.
- Tree planting around parking areas to provide shade and buffer wind.
- Removable bollards to entry points and around Cricket facilities' green space and CFA tracks.
- Formalise parking and access in the area to the northeast of the oval. Detail design to explore the opportunity to incorporate Marshall track into the new car park in collaboration with CFA. The near-by irrigated green space also provides opportunity for further event use.



Example of formalised car park



Example of overflow car park

4.5.6. Construct playground adjacent to new multi-purpose building. Include provisions for seating, shade and drinking water.

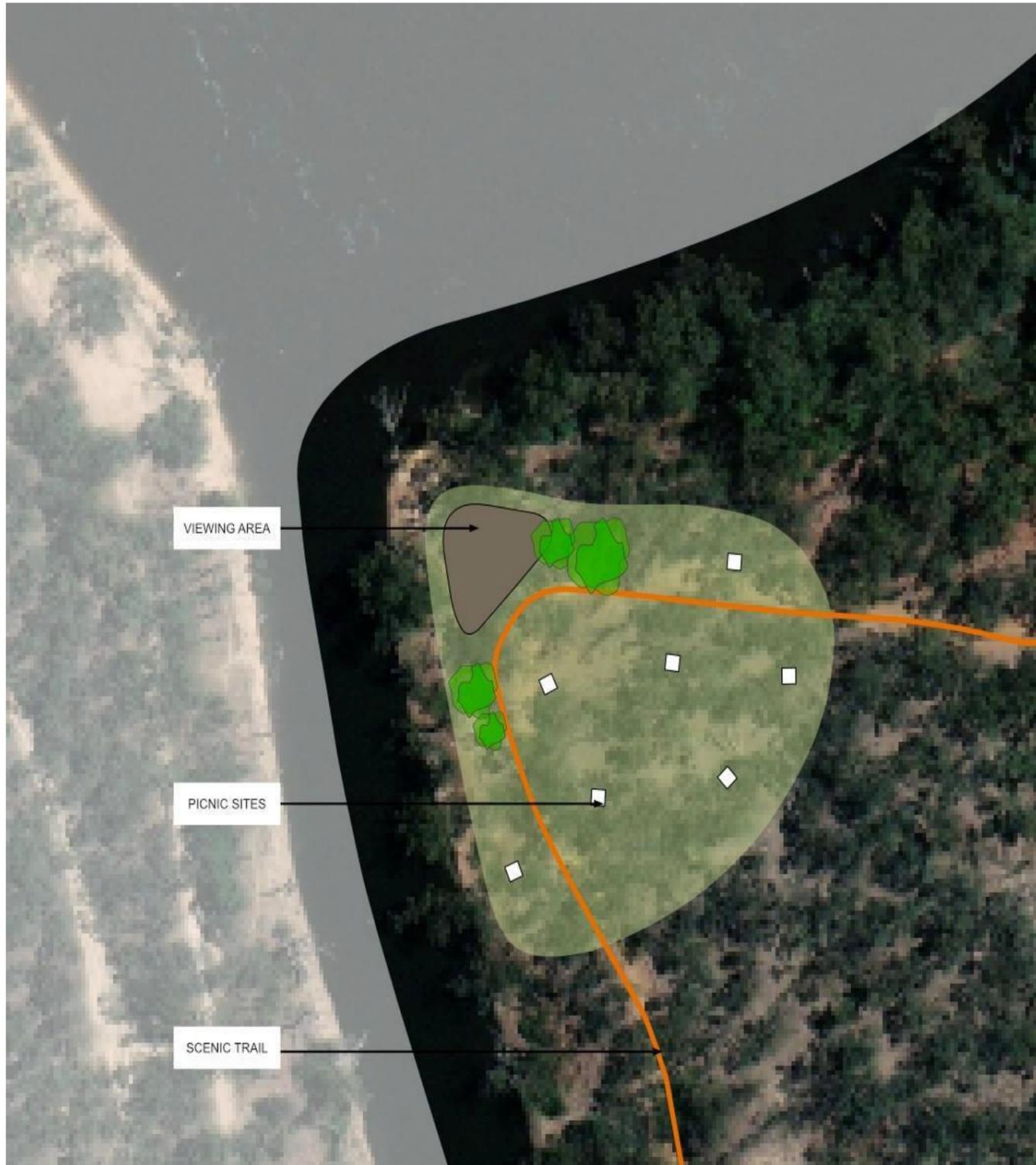


Figure 27: The Junction - detail plan

4.6. The Junction

Issues/ opportunities

- The site is a popular picnic spot located at the junction between the Campaspe and Murray Rivers.
- Vehicular traffic was restricted within the Reserve during construction of the new Bridge, whilst pedestrian access was maintained. There is a notable improvement in the fauna and flora of the area and the community has expressed its support for the area to remain closed to vehicles and prioritise the safety of pedestrians and cyclists.
- The Master Plan proposes that only emergency and maintenance/service vehicles are allowed along Scenic Trail from Crofton Street.

Recommendations

- 4.6.1. Provide viewing area and suitable seating.
- 4.6.2. Detail design to consider trail location to avoid requirements of riverbank stabilisation due to potential maintenance costs.
- 4.6.3. The Master Plan recommends that access to the junction is restricted to pedestrians, cyclists and emergency vehicles.



Example of signage on lookout

5. Scenic Drive and Victoria Park Management

Several management arrangements are currently in place within the study area. In particular:

- Scenic Trail Reserve and Victoria Park Reserve are Crown Land reserves managed by Council as the delegated Committee of Management.
- However, the existing Tennis Courts and clubhouse are Crown Land managed by the Echuca Lawn Tennis Club as Committee of Management.
- The former school site remains owned by the Department of Education.

There are opportunities to consolidate management arrangements 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 creates a separation between the passive and active open spaces.



Figure 28: Management zones

North of the New Road/Bridge – Scenic Trail Reserve

Role:

- Scenic Trail 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 Trail 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 several 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 committee.
 - Management by the Yorta Yorta.

Recommendation:

- In the short term, develop a Fire and Weed Management Plan.
- It is recommended that Council explore opportunities to negotiate handing over management responsibilities for Scenic Trail Reserve (i.e. north of the new road/ bridge) to a suitable entity such as Yorta Yorta or Parks Victoria / DELWP.

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 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 the proposed shared use, multi-purpose building: specifically:
 - Maintain the status quo – i.e. ongoing management by Council and individual users.
 - Management by a Recreation Reserve Committee comprising representatives from existing users, sporting clubs and the community. This could be a formal Committee of Management managing the daily operations of the reserve and reporting to Council.

Recommendation:

- Council will investigate the most appropriate management model.
- Maintain interest in Department of Education Land.

Campaspe Shire Council Strategic Content Report – Echuca Moama (B-75) bridge to Annesley to Meninya Street bridge

Campaspe Shire Council will manage the Moorings contained within the Victoria Park Master Plan project area. A report regarding the future strategic direction of the river front from Echuca-Moama (B-75) bridge to Annesley Street bridge, particularly, the Moorings and associated licensing conditions is required.

It is recommended that Council undertake a separate strategic study at its earliest opportunity to inform management of moorings and the river connection to Vic Park Land. This information will allow the identification of any challenges inclusive of Environmental, Tourist/Business opportunities and recommendations in future with respect to the use of this area.

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.

4.1 ROAD NETWORK			
No.	Action	Priority	Cost
4.1.1	Realign road from Crofton Street	Short-term	\$800,000 - \$850,000
4.1.2	Limit vehicular movement within the reserve to key areas	Short-term	\$100,000 - \$150,000
4.1.3	Implement traffic calming measures (logs, removable bollards). Gates to emergency access tracks.	Short-term/ ongoing	\$70,000 - \$100,000
4.2 PEDESTRIAN/ CYCLING PATH NETWORK			
No.	Action	Priority	Cost
4.2.1	Rationalise and formalise a network of internal unformed trails in bushland area	ongoing	\$500,000 - \$600,000
4.2.2	Strengthen the pedestrian link along the Murray River between boat ramp area and Echuca Heritage Precinct. Provide DDA compliant connection at Crofton St from the boat ramp connecting to Riverboat Dock.	Short-term	\$250,000 - \$300,000
4.2.2-a	Construct pedestrian paths within reserve linking Crofton St and boat ramp	Short-term	\$50,000 - \$200,000
4.2.2-b	Construct pedestrian paths between the Rose Garden and the new Multi-purpose building.	Medium-term	\$150,000 - \$200,000
4.2.3	Coordinate path network with Echuca Moama Bridge Project	Short-term	\$100,000
4.2.4	Improve wayfinding signage	Short-term/ ongoing	\$50,000
4.2.5	Investigate provision of seating at rest areas	Medium-term	\$75,000
4.3 BOAT RAMP AREA			
No.	Action	Priority	Cost
4.3.1-a	Formalise car parking at boat ramp (line marking, wheel stops etc.)	Short-term	\$50,000 - \$75,000
4.3.2	Upgrade boat ramp as per existing Council plans and construct new public pontoon, if found relevant in Detailed Design.	Short-term	\$1,600,000
4.3.3	Upgrade river bank terrace, picnic and overall facilities. Potential for duplication on the other side of boat ramp	Medium-term	\$300,000 - \$350,000
4.4 ROSE GARDEN			
No.	Action	Priority	Cost
4.4.1	Upgrade picnic tables, shelter, BBQ, drinking fountain	Short-term	\$70,000 - \$100,000
4.4.2	Demolish and replace with new public toilets	Long-term	\$500,000 - \$600,000
4.4.3	Avenue planting and succession planting of trees. Garden beds. (Includes establishment maintenance)	Medium-term	\$70,000 - \$80,000
4.4.4	Create pedestrian only links that sensitively respond to heritage elements	Medium-term	\$15,000 - \$30,000
4.5 SPORTS CLUB/ COMMUNITY FACILITY IMPROVEMENTS			
No.	Action	Priority	Cost
4.5.1	New multi-purpose building including changerooms	Medium-term	\$7,500,000 – \$8,000,000
4.5.2	New Netball change facilities	Short-term	\$450,000 - \$550,000
4.5.4	Undertake works to improve drainage, irrigation and playing surface.	Short-term	\$1,100,000
4.5.5-a	Provide vehicular access point from Crofton St and formal hardstand parking on west side of existing oval	Medium-term	\$450,000 - \$500,000
4.5.5-c	Investigate formalised parking on Crofton St	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)	Medium-term	\$15,000 - \$20,000
4.5.5-e	Removable bollards to entry points around cricket facilities, green space and CFA track	Short-term	\$75,000-\$100,000
4.5.5-f	Formalise parking and access in the area northeast of the oval	Long-term	\$500,000 - \$600,000
4.5.6	Construct playground adjacent to new multi-purpose building. Include provisions for seating, shade and drinking water	Medium-term	\$150,000 - \$200,000
4.6 THE JUNCTION			
No	Action	Priority	Cost
4.6.1	Provide viewing area and suitable seating	Short-term	\$75,000 - \$100,000

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

NOTE – these costings are indicative and for guidance only. They should be revisited once detailed project scopes for any project are implemented.

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	Ongoing relevance to 2022 Master Plan
Ref	1. Echuca Lawn Tennis Club			
A1	Replace the six grass tennis courts required for the proposed road alignment.	Not completed	Relevant – relocation site to be determined	Updated plans – Five courts to be replaced plus Tennis Club facility.
A2,3 &4	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.	Partially completed – two dual - use tennis and netball hard courts established.	Explore requirements for additional tennis courts and possible locations.	Two dual purpose hard courts built.
N/A	Install floodlights to all new hard courts.	Not completed.	Relevant, include in 2017 Master Plan.	No longer relevant.
	2. Reinstatement of Second Sports Field (135m x 110m)			
B	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.	Not completed.	No longer possible. Two dual use tennis / netball courts have subsequently been developed in this location which prevents reestablishment of the secondary oval.	Kick about area allows for a 50x75m oval, suitable for in-club, school competitions and NAB AFL Auskick program. Refer to Figure 26.
N/A	Sports field not to be fenced to maximise its flexibility as a sporting and events space.	Not completed.	No longer relevant.	No longer relevant.
B2	Remove existing netball court and reinstate to grass.	Not completed.	No longer relevant – refer above.	No longer relevant.
B3	Remove the existing cricket practice facilities and install four new permanent cricket practice nets on the eastern edge of the secondary sports field.	Not completed.	No longer relevant (in conjunction with secondary oval). Consider options to upgrade Cricket Nets in 2017 Master Plan, including preferred location.	No longer relevant.
B4	Small extension to existing shed for cricket store.	Not completed.	Review in 2017 Master Plan.	Status to confirm.
B5	Relocate the Henry Hopwood memorial.	Not completed.	Review in 2017 Master Plan.	No longer relevant.
	3. New Shared Pavilion and Community Facility			
D	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.	Not completed.	Relevant – assess preferred site options in 2017 Master Plan.	Design awarded and in development. Local facility requirements, 300-spectator seating area and community flexible spaces included. New multi-purpose building to be only one storey.
E	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.	Not completed.	Relevant.	No longer relevant.
E1	Provide a new covered spectator area in front of the Grandstand building.	Not completed.	Relevant.	Relevant.
F2	Remove the existing Boral Bar shed and public toilets following the opening of the new pavilion and community facility.	Not completed.	Relevant.	Relevant. Existing grandstand is also to be removed.
	4. Upgrade the Main Oval			
F	Resurface the playing field.	Completed.	Completed.	Completed.
F	Install a new turf wicket table.	Completed.	Completed.	Completed.
F	Install a retractable soft netting fence along the northern boundary of the oval to enhance spectator safety.	Not completed.	Relevant.	Relevant.
F	Upgrade the oval flood lighting to 300lux.	Completed.	Completed.	Completed.
N/A	Install two spectator shelters and seats.	Not completed.	Review if still required.	No longer required.
F5	Remove the existing wooden storage shed along Crofton Street.	Not completed.	Review use of the building and if it serves an ongoing role.	Review in 2022 Master Plan.
F3	Upgrade and extend the existing playground.	Not completed.	Relevant.	Remove and built a new playground.
F4	Remove the existing roadway on the south side of the main oval and reinstate with grass and trees.	Not completed.	Review in 2017 Master Plan.	No longer relevant.
	5. Echuca Urban Fire Brigade Training and Competition Area			
C2	Install a low-level grass spectator berm along the south side of the Ira O’Neill Track.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.

Key Directions of the 2010 Master Plan		Implementation Status (as at March 2017)	Ongoing relevance to 2017 Master Plan	Ongoing relevance to 2022 Master Plan
C1	Relocate the junior training track to allow for the installation of a spectator berm outside the eastern end of the main football/cricket oval.	Not completed.	Review in 2017 Master Plan.	Status to confirm.
C3	Retain and upgrade the existing public toilets in the eastern section of Victoria Park.	Not completed.	Relevant.	Existing public toilets to be demolished. Construct new toilets in proposed location.
6. Improve the Traffic Management				
H1	Formalise and extend the car park (96 car parks) and entry off Crofton Street as the main entry into Victoria Park.	Not completed.	Review in 2017 Master Plan.	Location reassessed. Formalised car park numbers to be confirmed with Detailed Design.
H2	Roundabouts to improve traffic flow.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
H3	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.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
F1	Cease the existing vehicle access around the east side of the main oval and install a low-level grass spectator berm.	Not completed.	Review in 2017 Master Plan.	Maintain vehicle access to the east of the main oval up until formalized car park.
H4	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).	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
H5	Remove cricket practice nets and retain space for overflow car parking.	Not completed.	Review in 2017 Master Plan.	No longer relevant.
H6	New vehicle access to Scenic Drive.	Not completed.	Review in 2017 Master Plan.	No longer relevant. Scenic trail to be reserved for pedestrians, cyclists and emergency vehicles.
H7	Construct a new car park to service the users of the sporting facilities on the former school site (27 car parks).	Not completed.	Review in 2017 Master Plan.	New car park provided next to new Multi-purpose facilities. Car park number to be confirmed with Detailed Design.
7. Upgrade the Amenity of Victoria Park				
C4	Decommission the existing formal reserve entry in the eastern parklands and remove the road through the park and reinstate to grass.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
C4	Remove pine trees in senescence and replace with new trees.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
N/A	Upgrade the picnic facilities in the eastern parklands.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
N/A	Plant trees throughout Victoria Park to define sporting areas and to provide shade.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
N/A	Construct car parks with provision for trees to be planted intermittently.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.
8. Other Recommendations				
N/A	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.	Not completed.	Review in 2017 Master Plan.	Completed as part of the Bridge Project. MRPV to finalise the new toilet block.
N/A	That Council liaise with the relevant government agencies to resolve the future management of the site of the former Echuca College Crofton Street campus.	Not completed.	Review in 2017 Master Plan.	Review in 2022 Master Plan.

Appendix B: Consultation Phase 1

The table below provides a summary of key comments, issues or suggestions received in 2017 on the Draft Master Plan report.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
Echuca Landcare	<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 is 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. Refer Item 4.2.2. Enhance environmental outcomes, including vegetation management, weed control and habitat. Improve pedestrian and vehicle circulation and control.
Yorta Yorta	<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. Scenic Drive needs a Conservation Management Plan to guide vegetation management. 	<ul style="list-style-type: none"> Identify/excise a potential site for a Cultural Centre (subject to detailed feasibility assessment). Refer Item 4.2.2. Recommend establishment of a Conservation Management Plan. Rationalise traffic movements and circulation. Refer Item 4.1. 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
Echuca Lawn Tennis Club	<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. Completed as part of the Echuca Moama Bridge Project
Echuca Triathlon Club	<ul style="list-style-type: none"> Currently based at Winbi 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 Shared paths refer Item 4.2 Install drinking taps throughout. Ensure adequate public lighting at key locations. Refer Item 4.2.7
Moama Water Sports Club	<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 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"> Upgrade the boat ramp (as per existing Council plans) Refer Item 4.3.2 Improve traffic and pedestrian circulation and safety Refer Item 4.2 Establish boat trailer parking area. Upgrade river bank terrace. Upgrade/replace public toilet and incorporate storage facility. Include services to allow event bump-in and out – 3 phase power, water, etc Refer to Boat Ramp Area Improvements: Figure 23

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
Echuca Cricket Club	<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. Refer Item 4.5, and Figure 25 • Explore options for a second oval.
Echuca Football Netball Club	<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 – refer Item 4.5 • Improve vehicle access. • Upgrade oval drainage Refer Item 4.5.4 • Establish second junior oval.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
CSC Community Planning	<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.
St Joseph's Secondary College	<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. Refer item 4.2 • Provide a better year-round playing surface on the main oval Refer Item 4.5.4
CSC Road Services	<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. • 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. 	<ul style="list-style-type: none"> • Improve vehicle and pedestrian circulation. Refer item 4.2 • Rationalise internal roads. • Consider avenue planting. • Improve road run-off drainage.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
CSC River Services	<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. Refer item 4.2
Echuca CFA	<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	<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. 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. 	<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
CSC Parks & Gardens	<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 Refer Item 4.5.4 Improve amenity and informal use of boat ramp area – upgrade and expand grassed terracing. Refer Item 4.3 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.
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 and Murray Rivers. The Park includes major sporting venues and is a place for passive and active recreation and camping. 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. 	<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>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 	<ul style="list-style-type: none"> Comments noted and addressed in current Masterplan review
From:	Key comments, issues or suggestions	Implications for the Master Plan
Resident -	<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. Refer Item 4.2
Resident	<ul style="list-style-type: none"> 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.

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 required support amenities and change rooms, depending on location. The Grandstand 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 grandstand 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. New social rooms. 	<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. Refer Item 4.5.4 New/additional change rooms and redevelopment of existing change rooms. Refer Item 4.5.1 Developed a 2nd oval. Improve traffic management. New social rooms.

From:	Key comments, issues or suggestions	Implications for the Master Plan
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.
Resident	<ul style="list-style-type: none"> • Houseboat owner, mooring adjacent to Coliban PumpStation. • 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.
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 in 2017 on the Draft Master Plan report.

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 26 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.
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"> 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 4.5.1. 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. 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.

From:	Key comments, issues or suggestions	Implications for the Master Plan
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.
Community Care CSC	<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.
Echuca Lawn Tennis Club	<ul style="list-style-type: none"> The club raised the following concerns with the draft master plan: <ul style="list-style-type: none"> 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.

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"> 1. Ensure oval upgrade includes irrigation. 2. 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. 3. 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. 4. 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. 5. Storage facility – additional storage facilities required, including possible shed closer to netball courts. 6. 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 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. • 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. 	<p>Response to other comments / suggestions:</p> <ol style="list-style-type: none"> 1. Cost allowance for 4.5.4 to be increased (extra \$100,000) to allow full oval profiling and automated irrigation as well as drainage. 2. No change to the proposed playground location, inadequate space of the eastern side. 3. 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. 4. The remodeled grandstand and new club room facility is to incorporate publicly accessible toilets. 5. Addition of a small storage shed to service the netball courts has been added adjacent to the existing coaches boxes. 6. 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
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. • 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. 	<p>The Master Plan recommends redevelopment of change room facilities to service</p> <ul style="list-style-type: none"> • umpires and other sporting users of the reserve, including females. No change required
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. 	<p>No change. Detailed design of the proposed shared use pavilion will be subject to a separate planning process.</p>
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, therefore, there are no requirements under that Act. • 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. 	<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.

Appendix D: Consultation Phase 3

The table below provides a summary of key comments, issues or suggestions received on the User Groups and Stakeholders engagement sessions carried out on April 2022.

Stakeholder / Group	Key issues, comments or suggestions	Implications for the Master Plan
Park & Garden –	<ul style="list-style-type: none"> Water main infrastructure (old pipes) in the ground is an issue near Archway Drainage is an issue in general There may be a requirement to redo irrigation Old toilets in Rose Garden and Crickets net area have several problems. Upgrade of these toilets is recommended. Any new toilets should consider the need for Self-Locking on timer system. Existing Pine Tress could be removed and replaced 	<ul style="list-style-type: none"> It is encouraged to develop further services studies to assess compliance of existing infrastructure. A new toilet Facility has been included in as part of the Master Plan. Refer to Figure 24.. Detailed designs to consider planting with complimentary/appropriate indigenous species
CSC Local Laws, Caravan Park / River management, Property Services	<ul style="list-style-type: none"> Support restricting vehicles on Scenic drive and improving overall circulation Introduce signages Caravan Park access to share paths Designated vehicular access to the west side of fire tracks Access to emergency services down the near mooring 	<ul style="list-style-type: none"> Recommendations of use of signage and physical barriers to inform circulation are included. Refer to 4.2.4. Designated vehicular access has been included exclusive to fire tracks. General recommendations within the Master Plan aim to improve access in general and promote connectivity between facilities in the precinct.
Events, Comms. And Community Engagement	<ul style="list-style-type: none"> The area in general hosts significant regional events like Southern80, Echuca Lawn Tennis Club's Easter Tennis Tournament, stopping point for the Murray River Marathon and Sweat v Steam, etc. New Bridge Project has opened up walking opportunities and greater connection in general for the community Lack of conference spaces in Echuca Walking across bridge 	<ul style="list-style-type: none"> Noted. A number of tracks, circuits and pedestrian paths connect the precinct to promote community engagement and participation. Detailed designs of the Multi-purpose facility to address the need for conference spaces.
Waste Management – Environmental officer -	<ul style="list-style-type: none"> Improve weed control and environmental values Mitigate access to the rose garden Opportunity to use area around cricket nets for parking which results in the relocation of long jump pits used by schools Provision of CCTV around waste disposal area at a boat ramp With Regards to Multipurpose facility have provision of service yard as a part of it Provide access for big trucks to bin area that accommodates approx. 20+ bins 	<ul style="list-style-type: none"> Consider Vehicle access Detailed design of the multi-purpose building to address service yards and bin area requirements. A big portion of the Rose Garden is unaffected by the realigned entry road in order to mitigate impacts.
Outrigger Canoe Club –	<ul style="list-style-type: none"> Currently, use the boat ramp facilities at least three times per week. 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 would like access to secure storage and meeting spaces. Toilets at boat ramps are very old and need to be reinstated The boat ramp is slippery and dangerous. Needs to be updated Lighting is an issue in winter 	<ul style="list-style-type: none"> An improved Boat Ramp has been included in the recommendations as well as a new public pontoon. Refer to Figure 23. The new multi-purpose facility will be managed by Council and detailed design will address meeting and storage spaces that could potentially satisfy this requirement.

Echuca Moama water sport club	<ul style="list-style-type: none"> The boat ramp has issues with access and parking Explore levelled terrace area to the east of the boat ramps Upgrade the public Toilets near the boat ramp Storage Opportunity De-silting of the boat ramp is an issue Pontoon/jetty would be beneficial 	<ul style="list-style-type: none"> Recommendations include to improve the boat ramp, Road works have progressed in the area and any other accessibility issue shall be addressed in detail design. Storage under the Bridge is no longer possible due to licensing issues in the area. A pontoon is included in the recommendations described in 4.3.2.
Echuca CFA	<ul style="list-style-type: none"> 30m hoses area Hardstand would be negative to CFA Fence at end of marshal track is urgent requirement 	<ul style="list-style-type: none"> A green kick-out area adjacent to the existing fire track allows for the use of 30m hoses. Marshall track relocated to the south of existing track, Fence would not be required at the new location. Refer Figure 24
Echuca Football and Netball Club	<ul style="list-style-type: none"> EFNC holds around 30-40 weekly events that cater for between 100 – 200 people and approximately 10 large social events that cater for between 200-300 people Running track outside of east fence line Playground is important Remove peppercorns Storage for netball Open up access around the track to allow connectivity Family-friendly facility The Club would require access to an attached outdoor bar/BBQ area (part undercover). A place where players and families can gather outside. Grassed and shaded areas with seating. Whilst having access to the bar outside. Large storage room to house tables & chairs, surplus supplies, and sporting equipment and smaller storage cabinets/lockers for specific user groups 	<ul style="list-style-type: none"> Multi-purpose detailed design to address capacity and storage requirements. Space restrictions would not allow for a running track to be located to east fence line. Playground to be relocated to the west of existing fire tracks at a visible spot from spectator viewing areas. Removable bollards are included in the recommendations to avoid complete enclosure and still guarantee the correct use of the fire tracks. Refer Figure 24 BBQ to be addressed in detailed design.
Echuca Cricket Club	<ul style="list-style-type: none"> Shade issue for summer Kitchen to prepare meals, Bar with outside access (Cricket) Team announcements and meetings, Selection meetings, Presentation Meetings - Juniors 200+ and Seniors 100+, Ramp Night +400ppl and Ladies Carnival Ramp +250 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
St. Josephs –	<ul style="list-style-type: none"> Use facility for Exams, Training, Functions and seminars (200 capacity) Secondary oval for informal soccer Public toilets are important Conference facility with A/V and screens provisions in multi-purpose building Raised grassed hill 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments regarding capacity and conference spaces. Secondary oval to be address during detail design if kick-out area allows for it. New public toilets are proposed. Refer Figure 24
Emergency	<ul style="list-style-type: none"> Emergency relief centre not required on site Wayfinding signage and emergency mark to scenic trails 	<ul style="list-style-type: none"> Recommendations regarding wayfinding signage can be referred to.

Appendix E: Consultation Phase 4

The table below provides a summary of key comments, issues or suggestions received on the public surveys published on the 12th of April, 2022 and open for comments for a period of 2 weeks.

Reference Number	Key issues, comments or suggestions	Implications for the Master Plan
	<ul style="list-style-type: none"> CFA Vehicles to have access to Competition and Training area 	<ul style="list-style-type: none"> Vehicular access to CFA tracks is included. Refer to Figure 26.
	<ul style="list-style-type: none"> Access for Delivery vehicles, Ambulance, Fire trucks, and Cranes to change lights on light towers 	<ul style="list-style-type: none"> Emergency vehicle access is allowed through both east and west of the oval.
Ref. 12	<ul style="list-style-type: none"> Hard road surfaces throughout the area for vehicular circulation are recommended. The new car entrance is positive. 	<ul style="list-style-type: none"> The Master Plan considers hard surfaces for vehicular entries and roadways. Detail design will consider this recommendation.
Ref. 2 (CSC Waste Coordinator)	<ul style="list-style-type: none"> Access to The Junction suitable for the side lift truck 	<ul style="list-style-type: none"> Detailed design will address this comments. Emergency vehicles standard sizes should be allowed too.
Q19-R166	<ul style="list-style-type: none"> Picnic area at The Junction 	<ul style="list-style-type: none"> Allowed for. Refer to Figure 27.
Q20-R11	<ul style="list-style-type: none"> Toilets at The Junction 	<ul style="list-style-type: none"> Not practical. No water connection, power, planning challenges.
Q22-R7	<ul style="list-style-type: none"> Improved walking tracks around the scenic with access to dog poo bags and bins at both ends of the track 	<ul style="list-style-type: none"> Walking tracks included. Bins and dog poo bags to be addressed in detailed design if approved.
Q19-R152	<ul style="list-style-type: none"> Mountain bike tracks could be built and maintained using the sandhill. Mountain biking is boring for most groups when the terrain is flat. This is the best hill in town. 	<ul style="list-style-type: none"> This conflicts with management's role to protect flora/fauna and cultural heritage.
	<ul style="list-style-type: none"> Echuca Moama Triathlon and Johno's Run CLRS Fun Run have the potential to be hosted in Victoria Park if facilities and development of the area allow for it. 	<ul style="list-style-type: none"> Walking tracks of different extents have been identified in Figure 19. Further management matters could be addressed to allow for these events.
Ref 8 + Ref 9	<ul style="list-style-type: none"> The Scenic Trail has been much safer and user-friendly for cyclists and walkers and runners since it has been closed to vehicles. It would be nice to see this as a permanent thing. 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 14	<ul style="list-style-type: none"> More vehicular restriction 	<ul style="list-style-type: none"> Addressed to the north side of the new Bridge.
Ref. 26	<ul style="list-style-type: none"> Reintroducing public vehicle access would create safety and erosion issues 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref.27	<ul style="list-style-type: none"> The scenic drive is a unique walking track in the centre of Echuca and should remain closed, vehicular access often result in rubbish dumping and unsavoury behaviour. 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 28	<ul style="list-style-type: none"> Non-essential public traffic in the Scenic Drive should be banned to enhance the character of the town and make it more attractive for families to visit 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 31	<ul style="list-style-type: none"> No cars should be allowed to use scenic trail. The area has been amazing since no cars, there has been no rubbish and area has gone back to nature. 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 32	<ul style="list-style-type: none"> The scenic drive flora and fauna have rejuvenated over the last few years without the constant vehicle traffic, and it is a safer and more pleasant walk. 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.

Reference Number	Key issues, comments, or suggestions	Implications for the Master Plan
Ref. 34	<ul style="list-style-type: none"> Preserving this restriction will maintain safety for users, minimise generation of environmental waste and avoid road damage requiring maintenance 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 37	<ul style="list-style-type: none"> The scenic drive has never been better since cars have stopped going around. It now represents a scenic track that many people use 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 38	<ul style="list-style-type: none"> The many walkers, bike riders, runners, people with prams and dog walkers would be greatly and adversely affected if vehicles are reintroduced. 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 39 + Ref. 41	<ul style="list-style-type: none"> Ban vehicles from the scenic drive and maintain it as a walking track 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 45	<ul style="list-style-type: none"> Without vehicles, the drive can become a safer and sought after dedicated walking path 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 47	<ul style="list-style-type: none"> A dedicated walk to the junction could be a great tourist initiative as well 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 48 + Ref.49	<ul style="list-style-type: none"> Public will feel much safer if cars remain out of the scenic drive 	<ul style="list-style-type: none"> Restricted access to Scenic Trail has been recommended.
Ref. 50 + Ref. 51 + Ref. 53	<ul style="list-style-type: none"> It should be encouraged to walk and explore Scenic Trail for both locals and tourists. 	<ul style="list-style-type: none"> Walking tracks of different extents have been identified in Figure 19.
Ref. 14	<ul style="list-style-type: none"> New/reinstated 5Km running loop 	<ul style="list-style-type: none"> Walking tracks of different extents have been identified in Figure 19.
Ref. 7	<ul style="list-style-type: none"> Tree top walk that connects the old bridge to the new bridge 	<ul style="list-style-type: none"> Scope of works for the this Master Plan review extend to Riverboat Dock. Pedestrian connections recommended until that point.
Ref. 15	<ul style="list-style-type: none"> Events such as the Southern 80, Massive Murray Paddle and Victorian Canoeing Mini Marathon use the boat ramp which has proven to be a hazard. (CSC) The rock scour protection at the boat ramp prevents boats from pulling up on the bank to load occupants 	<ul style="list-style-type: none"> An improved Boat Ramp has been included in the recommendations as well as a new public pontoon. Refer to Figure 23.
Ref. 18	<ul style="list-style-type: none"> Due to low water levels in the summer months, the boat ramp ends, and the trailers drop off the back, in addition to silt and crush rock built up from 5m - 10 behind the ramp. (Local Water Skier) 	<ul style="list-style-type: none"> An improved Boat Ramp has been included in the recommendations as well as a new public pontoon. Refer to Figure 23.
Ref. 4	<ul style="list-style-type: none"> Upgrade /replace the public toilet and incorporate an undercover, secure storage facility (such as canoes, outriggers, etc.) (Outrigger Canoe Club) 	<ul style="list-style-type: none"> Upgrades to public toilets have been done recently. Secure storage under the Bridge is no longer possible for planning restrictions.
Ref. 18 + Ref.19	<ul style="list-style-type: none"> Landing jetty would improve the safety of the ramp as well as congestion, as currently, users have entered and exited the ramp on the boat ramp. The council should re-assess the current plan to install beaching on the riverbank around the 	<ul style="list-style-type: none"> A new public pontoon is included in the recommendations. Refer to Figure 23. Detail design of the area to address risks associated with the riverbank works.

	boat ramp. This adds risk to the user as well as risk to the property	
Key issues, comments or suggestions		Implications for the Master Plan
<ul style="list-style-type: none"> The Moama beach is great but there needs to be some other outdoor water area/grassed area for families to utilise. 	<ul style="list-style-type: none"> Picnic and terrace areas included in the Boat Ramp area. Refer to Figure 23. 	
<ul style="list-style-type: none"> The Splash area act as accessible, family friendly, located along the river space. A great space to cool off, get wet and have fun, which is exactly what Echuca needs with our climate. 	<ul style="list-style-type: none"> Not recommended by Council officers due to costs, staffing and water quality requirements 	
<ul style="list-style-type: none"> Kids are the next generation, and the town is overflowing with new young families. There needs to be more baby/toddler friendly things to do. 	<ul style="list-style-type: none"> To be reviewed through detailed designs. 	
<ul style="list-style-type: none"> Improved seating around the ground 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. 	
<ul style="list-style-type: none"> Update Echuca Tennis Club facilities location as per new plans of relocation Clubrooms are in the wrong place; they should be where current Haw Pavilion is Fire Brigade track has to be moved elsewhere. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. Fire track kept in place due to costs and time implications of that potential change. Refer Figure 24 	
<ul style="list-style-type: none"> It would be great if the club could also utilise the existing school grounds for a second oval to support growth and make use of the space 	<ul style="list-style-type: none"> Existing school ground will go through an exhaustive and lengthy process of transfers and hence, will not be considered for the MP plans at this stage. 	
<ul style="list-style-type: none"> The preferred location for multi-purpose facilities would be in the current location of the Haw Pavilion and Boral Bar (and toilet block). The second preference is between the Grandstand and the Netball Courts, similar to the placement in the current masterplan. Keep the same location, access is easy around the oval (Cricket Club) 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. Refer Figure 25 	
<ul style="list-style-type: none"> Priority must be given to a facility that has significant community utilisation. Priority must be given to the requests of the major user group, e.g., EFNC. The EFNC represents most of the precincts use, with a very large user group 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. User group included in consultations throughout the review process 	
<ul style="list-style-type: none"> In doing these upgrades consideration needs to be given to constructing a venue that can accommodate the increasing population of our town and ensure facilities can fit 300 plus people for the next 50 years 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. Refer Item 4.5 	
<ul style="list-style-type: none"> Victoria Park facilities do not include any conference space and it is losing opportunities to generate revenue. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. 	
<ul style="list-style-type: none"> Netball Courts should be moved closer to Pavilion with Women's changerooms and toilets close by. 	<ul style="list-style-type: none"> Additional changerooms will be placed adjacent to existing Netball courts. Multi-purpose will be located where the existing grandstand is. 	
<ul style="list-style-type: none"> Provide a new athletics track 	<ul style="list-style-type: none"> Not achievable within the confines of the location. 	
<ul style="list-style-type: none"> The umpire room needs improvement with toilet, shower and basin There are no disabled facilities within the complex facilities at the moment 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. 	
<ul style="list-style-type: none"> Retain existing cricket nets and storage sheds 	<ul style="list-style-type: none"> Retained. 	
<ul style="list-style-type: none"> Upgrade of changerooms to provide female friendly facilities for netball and women's football. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. 	

Reference Number	Key issues, comments or suggestions	Implications for the Master Plan
Q22-R10	<ul style="list-style-type: none"> Female showers and toilets for the female football players in the rooms under the grandstand 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Q22-R14	<ul style="list-style-type: none"> Improved Netball viewing facilities 	<ul style="list-style-type: none"> To be reviewed through detailed design.
Q22-R45	<ul style="list-style-type: none"> Current placement of playground excludes parents from viewing games (football and netball) whilst supervising children. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Q22-R28	<ul style="list-style-type: none"> Better access for all abilities including wheelchair access around the precinct 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Ref. 23	<ul style="list-style-type: none"> Skate Park 	<ul style="list-style-type: none"> Not feasible at this stage.
Ref. 9 + Ref. 19	<ul style="list-style-type: none"> Provision of BBQ and Picnic Facilities 	<ul style="list-style-type: none"> Recommended. Refer to 4.4.1. and Figure 24.
	<ul style="list-style-type: none"> The kitchen needs to be a commercial kitchen in order to serve a variety of events, and it should be accessible and functional for either indoor or outdoor functions. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
	<ul style="list-style-type: none"> A cool room is required for sporting events and storage. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
	<ul style="list-style-type: none"> The social space should allow for 250-300 people in place. The space should allow to have compartmentalization options and give the spaces some flexibility to accommodate simultaneous smaller functions. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Ref. 6	<ul style="list-style-type: none"> Monthly dance days that allow tables and chairs (Echuca Country Music) 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Ref. 1	<ul style="list-style-type: none"> Clear signage could improve the peace and safety of all using the reserve and protect the fauna within the boundary. I.e., Dogs must be on a leash. As well as signs with information about length / time to complete the track, where does it lead to, safety measures (Scenic Drive Walking Group) 	<ul style="list-style-type: none"> Recommendations regarding wayfinding signage refer to Item 4.2.4 Refer Figure 19 – Proposed Walking Trails
Q22-R194	<ul style="list-style-type: none"> Dog on leash signage 	<ul style="list-style-type: none"> Recommendations regarding wayfinding signage can be referred to in Item 4.2
Ref. 3	<ul style="list-style-type: none"> Underground services are having to get emergency works on broken water mains after the backflow near the archway several times. (Parks and Gardens) 	<ul style="list-style-type: none"> It is encouraged to develop further services studies to assess compliance of existing infrastructure.
Ref. 12	<ul style="list-style-type: none"> Recommendations regarding unisex changerooms, Showers etc 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Ref. 16	<ul style="list-style-type: none"> 5 female netball teams and two female football team in need of changing rooms 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. Multi user change facility to be located near the netball courts.
Ref. 19	<ul style="list-style-type: none"> Improved toilets with room for a pram 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Ref. 43	<ul style="list-style-type: none"> Change rooms and social rooms require an upgrade 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
Ref. 9	<ul style="list-style-type: none"> Extra parking spaces required 	<ul style="list-style-type: none"> Formalised and overflow parking has been identified. Refer to Figure 23.

Ref. 10	<ul style="list-style-type: none"> Concerned that if there are no barriers along the roads that cars will park under trees decimating ground cover as they do at the moment. 	<ul style="list-style-type: none"> Removable bollards have been included in recommendations where required.
Ref. 2	<ul style="list-style-type: none"> location for high visitation skips near the boat ramp with suitable access for both hook lift, front lift and side loader trucks (CSC Waste Coordinator) History of illegal dumping at Vic Park boat ramp so an area that can be monitored by CCTV would be ideal, with fixed CCTV. (CSC Waste Coordinator) 	<ul style="list-style-type: none"> Council management will address these requirements.
	<ul style="list-style-type: none"> The club utilizes around 20 red bins and 20 yellow bins on a normal week to cater for functions and game days of 2-3 days a week. The number of bins increases by around 30% on the Easter weekend and other games that fall on a special holiday weekend. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments. Noted
Ref. 13	<ul style="list-style-type: none"> Guarantee training and competition spaces for the user groups while being developed 	<p>Council will work in collaboration with the user groups to support these requirements where possible.</p>
	<ul style="list-style-type: none"> Wi-Fi for live scoring (Cricket) 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
	<ul style="list-style-type: none"> Integrated AV system that is attached to outdoor speaker system to enable announcements to be made during gameday and events. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
	<ul style="list-style-type: none"> LED (dimnable) and external sensor lighting. Lighting to be done in zones. 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.
	<ul style="list-style-type: none"> A mix of carpet tiles and laminate flooring on the high use areas at entrances and near the bar. Use of sustainable materials (EFNC) 	<ul style="list-style-type: none"> Multi-purpose detailed design to address comments.

Appendix F: Feedback October 2022

Echuca Tennis Club	One missing element in the plan is the provision of lights for the all weather courts being constructed on the new area in the north east corner of the Park.	<ul style="list-style-type: none"> • Lighting of the tennis courts responsibility of the land manager, in this case the tennis Club
Inland Outrigger Canoe Club	It is the boat ramp development which predominately impacts on our activity. The changes mentioned above do not necessarily impact passive water sport. It is a pity due recognition for passive water sport is not provided with more support as a recreational activity to be accessed from the Vic Park reserve. Hopefully the boat ramp development provides for greater support for passive water sport activities.	<ul style="list-style-type: none"> • Refer Item 4.3
Moama Water Sports Club	<p>2.7 Flora and Fauna. Our main concern is the area bounded by the caravan park to new bridge. We agree with protecting the trees that are in place and planting new areas but would like to be involved in the process so we can still achieve large area for parking of trailers and cars at our event other than what in on the hard stand under bridge. We do have some car parking along the access road to north of bridge and wish to keep this in place, cars only, emergency service and event staff only.</p> <p>Road Network 4.3 Boat ramp area. Gravel road to rear of toilet block to connect the parking area on hard stand for tractors to take and return trailers to boat ramp. Tractors also used to collect and return trailers to area between bridge and walking path north side of caravan park.</p> <p>4.4 Rose Garden Area- entry Entry road from Crofton to Bridge (figure 17 point labelled Turn off to boat ramp) to be 2 way traffic to allow larger towing vehicles with trailers to pass each other at a slow speed. Pedestrian access from Crofton st to walking footpath behind caravan park to be on west side of entry road for safety. A path is shown to east side but this would have to be on top of levy bank with handrail to stop falls.</p>	<ul style="list-style-type: none"> • Noted for future works detailed design
Echuca Football Netball Club	<ul style="list-style-type: none"> • Feedback received for Concept plan of Multipurpose building 	<ul style="list-style-type: none"> • No impact to Masterplan – items to be addressed at Detailed Design
Echuca Cricket Club	<ul style="list-style-type: none"> • Feedback received for Concept plan of Multipurpose building 	<ul style="list-style-type: none"> • No impact to Masterplan – items to be addressed at Detailed Design